

**IN THE HIGH COURT OF NEW ZEALAND
AUCKLAND REGISTRY**

**I TE KŌTI MATUA O AOTEAROA
TĀMAKI MAKĀURAU ROHE**

CIV-2021-404-1618

UNDER THE Judicial Review Procedure Act 2016

IN THE MATTER in the matter of an application for judicial review

BETWEEN **ALL ABOARD AOTEAROA INCORPORATED**
Applicant

AND **AUCKLAND TRANSPORT**
First Respondent

AND **THE REGIONAL TRANSPORT COMMITTEE FOR
AUCKLAND**
Second Respondent

AND **AUCKLAND COUNCIL**
Third Respondent

**AFFIDAVIT OF JENNY ELIZABETH ANNE CHETWYND ON BEHALF OF THE
FIRST AND SECOND RESPONDENTS**

Affirmed 25 February 2022

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30 JA

I, **Jenny Elizabeth Anne Chetwynd**, manager of Auckland, solemnly and sincerely affirm:

QUALIFICATIONS AND EXPERIENCE

1. I am the Executive General Manager Planning & Investment at Auckland Transport (**AT**). I have been in this position since October 2019.
2. In this role I am responsible for supporting the Chief Executive in setting the strategic direction and priorities for planning and investment in the Auckland transport system to reflect system and community needs and objectives, in order to deliver a responsive customer-centric transport system that enables Tamaki Makaurau to be a liveable, climate friendly and productive city.
3. I have over 30 years' experience in land use and infrastructure planning integration strategy, policy development, leadership and decision-making in New Zealand. The last 15 of those years I have focussed specifically on the transport sector, holding executive roles in Waka Kotahi-New Zealand Transport Agency (**NZTA**) (Regional Director Central Region, and Group Manager Strategy and Planning), and AT.
4. I have extensive experience in transport planning and investment programmes, including the incorporation of government and regional policy direction into such programmes. I have participated in the preparation of 24 Regional Land Transport Programmes (**RLTPs**) throughout New Zealand - for the Wellington, Manawatu-Whanganui, Taranaki, Hawkes Bay, Gisborne, Nelson, Marlborough and Tasman regions; and 3 National Land Transport Programmes (**NLTPs**) over a 9-year period. During this period, I represented Waka Kotahi-NZTA on 8 Regional Transport Committees (**RTCs**); worked with the Ministry of Transport (**MoT**) in its development of Government Policy on transport investment; and was accountable to the Chief Executive of Waka Kotahi-NZTA for the translation of the 2018/21 Government Policy Statement on Land Transport into the development of the 2018/21 National Land Transport Programme.



5. I hold a Masters of Business Administration (MBA) from Victoria University, Wellington; a Bachelor of Regional Planning (with Honours) from Massey University, Palmerston North; and a Certificate in Advanced Management from INSEAD, France.
6. I am authorised to make this affidavit on behalf of the first and second respondents.
7. In this affidavit I refer to a paginated bundle of exhibits marked "JC1". I refer to exhibits below by reference to the page number in that volume, for example JC1-0015 is page 15 of the volume.

SCOPE OF EVIDENCE

8. In this evidence I will:
 - (a) Explain AT's statutory role and functions, and its relationship with Auckland Council;
 - (b) Summarise the current land transport planning system, including AT's role and the role of the RLTP within that system;
 - (c) Summarise the purpose, function and content of an RLTP, including the practical effect of a project's inclusion in the RLTP;
 - (d) At a high level, explain the process for the development and adoption of the Auckland RLTP 2021-2031 (the detail of this process is covered in Mr Bunn's evidence); and
 - (e) Briefly summarise AT's initiatives and policies in relation to climate change.

AT's purposes and functions

9. AT is a statutory body established in 2010 as part of the reorganisation of local government in Auckland.¹ In broad terms, AT has responsibility for the "Auckland transport system", which is defined as the roads in

¹ Section 38 of the Local Government (Auckland Council) Act 2009 (LGACA).



Auckland (excluding State highways), Auckland public transport services, and certain public transport infrastructure.² AT also has a land transport planning function, as discussed in more detail below.

10. AT's statutory purpose is to contribute to an effective, efficient, and safe Auckland land transport system in the public interest.³ Its functions, set out in section 45 of the LGACA, include:
 - (a) managing and controlling the Auckland transport system, including by performing the statutory functions and exercising the statutory powers set out in section 46 of the LGACA; and
 - (b) preparing the RLTP for Auckland in accordance with the Land Transport Management Act 2003 (**LTMA**).
11. AT's governing body is its board of directors (**AT Board**). The AT Board's composition is fixed by the LGACA and must comprise at least six but no more than eight voting directors, of whom two may be members of the governing body of Auckland Council; and one non-voting director nominated by Waka Kotahi-NZTA.
12. Decisions relating to the operation of AT must be made by, or under the authority of, the AT Board. These decisions must be in accordance with AT's Statement of Intent (**SOI**), discussed further below, any rules made by Auckland Council under section 49 of the LGACA, and the provisions of Part 4 of the LGACA, which include AT's purpose in section 39.

AT's relationship with Auckland Council

13. AT is a council-controlled organisation (**CCO**) of the Auckland Council.⁴ It is the only CCO of Auckland Council established by legislation.

² There is some land transport infrastructure in a broad sense that sits outside the definition of the Auckland transport system: for example, footpaths and cycle ways within Auckland Council parks or Kainga Ora developments. Auckland Council is also responsible for park upgrade planning, Reserve Management Plans, community needs assessments for parks and recreation facilities, community facilities, etc. Through these processes/projects the Council determines relevant transport connections and accessibility.

³ Section 39 of the LGACA.

⁴ Section 38 of the LGACA.



14. AT has exclusive authority to carry out the statutory functions and powers conferred on it under section 46 of the LGACA: Auckland Council is expressly prohibited by law from performing these.⁵ However, these functions are undertaken within the context of various Auckland Council policy 'levers' and accountability obligations, provided for in the LGACA, with which AT must comply.
15. First, AT is required to produce and deliver an SOI to Auckland Council every year. The SOI set out AT's objectives, and the nature and scope of its activities, both commercial and non-commercial. Auckland Council has input into the annual SOI before it is finalised by AT and delivered to Auckland Council before the start of each financial year. As mentioned above, AT's decision-making must be in accordance with its SOI.
16. Second, as a substantive CCO,⁶ AT must also give effect to any relevant aspects of the Council's Long-term Plan (LTP).⁷ The LTP sets out the 10-year budget for the Auckland region. The LTP includes key decisions regarding the level of investment in transport infrastructure, and the funding mechanisms to be engaged. Funding allocated in the LTP is directly relevant to the RLTP.
17. Third, the Council can set expectations of its substantive CCOs through the Substantive CCO Accountability Policy, which is also a statutory document under the LGACA.⁸ Auckland Council's specific expectations of AT in relation to the RLTP are set out in the Governance Manual for Substantive CCOs, October 2019.
18. Fourth, Auckland Council has over several years adopted the practice of setting out its expectations of CCOs in a "letter of expectations" to the relevant board chair. This practice has recently been more formally recognised in the Local Government Act 2002, which now provides for the shareholder of a CCO to prepare a "statement of expectations".⁹ The Mayor's Letter of Expectation (19 December 2019), a copy of which is

⁵ Section 50(1) LGACA prohibits Auckland Council performing any function or exercising any power that is conferred upon AT under section 46 of that Act.

⁶ These are Auckland Council CCOs which deliver significant services or activities, defined as including AT: see section 4 of the LGACA.

⁷ Section 92 of the LGACA.

⁸ Section 90 of the LGACA.

⁹ Local Government Act 2002, section 64B.



attached as JC1-0001, states that AT must “enable the outcomes of the Auckland Plan, with a greater focus on climate action, in the development of the Regional Land Transport Plan”.

19. The Substantive CCO Accountability Policy also says that AT must give effect to the objectives and priorities of the Council in the Auckland Plan. The Auckland Plan 2050 highlights the RLTP as a mechanism to help carry this out, by converting the transport policy “into action.” The RLTP should give effect to the Auckland Plan’s outcomes, which include: Belonging and Participation; Māori Identity and Wellbeing; Homes and Places; Transport and Access; Environment and Cultural Heritage; and Opportunity and Prosperity.
20. The Auckland Unitary Plan (**AUP**) must be taken into account by AT when preparing the RLTP, in accordance with s 14(c)(ii) of the LTMA. The AUP contains the Regional Policy Statement, Regional Coastal Plan, Regional Plan and District Plan for Auckland. The Regional Policy Statement on Infrastructure, Transport and Energy (B3) is particularly relevant - B3.3.1 for transport objectives and B3.3.2 for policies on managing transport infrastructure, integration of subdivision use and development with transport, and managing effects related to transport infrastructure.
21. Finally, in response to a recommendation made in an independent review of Auckland Council’s CCOs completed in July 2020, Auckland Council now endorses the RLTP for submission to the AT Board for approval. Ms Tyler’s evidence for the Council explains the underlying reasons why this approach was considered appropriate, stemming from the allocation of statutory functions between AT and Auckland Council, and in particular AT exercising transport functions that elsewhere in New Zealand are undertaken by local authorities. The additional step of Auckland Council endorsing the RLTP is not required by the LTMA.



LAND TRANSPORT PLANNING

National land transport planning and investment prioritisation

22. National land transport planning and investment prioritisation in Aotearoa is a cyclical process, central to which is the Government Policy Statement on Land Transport (**GPS**) issued by the Minister of Transport every 3 years.

The GPS

23. The GPS sets out the Government's strategic direction for the land transport system over the following 10 years and is updated every 3 years. The GPS sets out:
- (a) the results that the Government wishes to achieve from the allocation of funding from the National Land Transport Fund (**NLTF**) over a 10-year period;
 - (b) the Government's land transport investment strategy; and
 - (c) its policy on borrowing for the purpose of managing the NLTP.
24. The GPS provides guidance to decision-makers about where and under what conditions the Government will focus its resources. It influences decisions on how money from the NLTF will be invested across "activity classes" (which I explain below), and guides local government and Waka Kotahi-NZTA on the types of activities that should be included in RLTPs and how to prioritise activities in RLTPs and the NLTP.



25. The current (2021/22 – 2030/31) GPS (JC1-0005) sets out four strategic priorities, which are shown in the following diagram taken from that document:

Figure 1: Strategic direction of the GPS 2021



26. It also sets out a "Transport Outcomes Framework", which specifies five outcomes: inclusive access, healthy and safe people, economic prosperity, environmental sustainability, and resilience and security. The GPS states that while it contributes to each of these outcomes, "those who are planning, assessing and making investment decisions in relation to the [NLTF] should be guided by the GPS strategic priorities".

27. The current GPS allocates funding ranges for eleven activity classes, which are as follows:

- Road to Zero
- Public Transport Services
- Public Transport Infrastructure
- Walking and Cycling Improvements
- Local Road Improvements
- State Highway Improvements
- State Highway Maintenance
- Local Road Maintenance

- Investment Management
- Coastal Shipping
- Rail Network

28. Table 3 of the GPS sets out funding ranges, set by an upper and lower figure, for each activity class in the 10 years to which the GPS relates. For example, in the 2021/22 financial year:

- (a) Public Transport Infrastructure has a funding range of \$770m (upper) to \$450m (lower);
- (b) Walking and Cycling Improvements has a funding range of \$180m to \$95m; and
- (c) Local Road Maintenance has a funding range of \$760m to \$650m.

29. These are funding allocations for the whole of New Zealand. Critically, the ranges signal to approved organisations such as AT and Waka Kotahi-NZTA (and local authorities outside Auckland who have representation on their RTCs) that the level of available NLTF funding is by activity class, enabling them to make realistic "bids" for funding in their RLTP by reference to the level of NLTF funding available. As stated in the GPS itself,¹⁰ the activity classes:

... provide signals about the balance of investment across the GPS. Funding is divided into activity classes as a means of achieving the results specified in GPS 2021. As per the strategic direction of GPS 2021 and following on from GPS 2018, the focus of the investment in the activity classes is on improving safety, better travel options, improved freight connections, and climate change.

30. The current GPS also recognises the commitments the Government has made to certain programmes such as Road to Zero (a new approach to road safety), and commitments made regionally through the Auckland Transport Alignment Project (ATAP) and Let's Get Wellington Moving (LGWM). It states:

129. To support commitments that have been made by Government towards certain programmes, the Government expects forthcoming NLTPs to meet

¹⁰ Section 3.4, para 113



investment expectations (set out in Table 4), across total investment in activities.

130. The activity classes in GPS 2021 have been set to deliver the results the Government wishes to see from ATAP, LGWM and Road to Zero. Waka Kotahi also has a role to play in implementing the New Zealand Rail Plan. The activity classes include sufficient funding to cover the central government share for each of these Government Commitments. Some investments (such as a dedicated safety improvement in Auckland) will contribute to meeting multiple Government Commitments.

31. Table 4 in the GPS in turn refers to an indicative ATAP package of investment \$28 billion for the first decade being funded from the NTLF, Crown funding, rates and the Auckland Regional Fuel Tax (discussed below), and an "investment expectation" of \$16.3 billion from the NTLF to 2027/28.

The NLTP

32. The NLTP is a 3-year programme of prioritised activities, with a 10-year forecast of revenue and expenditure. It is prepared by Waka Kotahi-NZTA to give effect to the GPS and must be developed and approved in accordance with the LTMA.
33. The NLTP reflects a partnership between Waka Kotahi-NZTA, which invests NTLF funding on behalf of the Crown, and local government, which invests local funding on behalf of ratepayers. It includes activities in the Rail Network Investment Programme (**RNIP**) which is approved by the Minister of Transport and funded from the NTLF through the Rail Network and Public Transport Infrastructure activity classes.

RLTPs

34. For every region across the country, an RLTP is prepared by the RTC for the region. The RLTPs set out each region's transport objectives, policies and priorities, and list the activities and projects to be submitted as bids for funding from the NTLF. I return to the specific content requirements for RLTPs later in my evidence.

35. Before submitting the RLTP to the AT Board for approval, the RTC must have taken into account likely funding from any source.¹¹ Further, an organisation such as AT may only propose an activity for inclusion in the RLTP if it or another organisation accepts financial responsibility for the activity.¹² Therefore, if there is no clear realistic source of funding for a proposed activity, it cannot be included in the RLTP.
36. The approved RLTPs from each region are submitted to Waka Kotahi-NZTA, which uses them to inform its development of the NLTP. This involves selection and prioritisation of transport activities and associated funding from across the entire country.
37. State Highway projects and nationally delivered programmes carried out by Waka Kotahi-NZTA that require funding from the NLTF must be first included in an RLTP. State highway activities proposed in the Auckland region by Waka Kotahi-NZTA are not included in the RLTP automatically, but only where the RTC decides to include them.¹³
38. Any transport activity that requires NLTF funding therefore goes through a series of gates before it is ultimately funded: inclusion in the RLTP which prioritises activities on a regional basis, inclusion in the NLTP which prioritises activities on a national basis, and then approval by Waka Kotahi-NZTA under section 20 of the LTMA through a business case process. There is no guarantee of funding at any stage.

Crown funding outside the NLTF

39. In addition to activities that are funded through the NLTF, the RLTP also identifies activities that are funded through other direct Crown funding sources, such as the City Rail Link and the New Zealand Upgrade Programme. These activities are included in the RLTP for completeness. However, the RTC has no discretion to remove or alter these programmes.
40. KiwiRail's Capital Programme where there are urban passenger networks in the 10-year period is also included in the RLTP for

¹¹ LTMA, section 14(c)(iii)

¹² LTMA, section 16(4).

¹³ LTMA, section 16(3)(c).



completeness. The RTC does not have any discretion to remove or alter these programmes through the RLTP development process.

AT's role in preparing the RLTP

41. As stated above, AT's statutory functions include preparing the RLTP for Auckland in accordance with the LTMA.¹⁴
42. Outside of Auckland, each regional council is responsible for establishing its RTC, which is comprised of representatives of the regional council and the constituent district/city councils, together with one representative of Waka Kotahi-NZTA. Reflecting the unique position of AT in Auckland, the LTMA provides for the AT Board to perform both the RTC role and the regional council role with respect to the preparation and approval of the RLTP for Auckland. The Auckland RTC comprises the AT Board (which includes a non-voting Waka Kotahi-NZTA representative) and a non-voting KiwiRail member.¹⁵
43. In other regions of New Zealand, the RTC is the forum through which the constituent district and city councils (who are responsible for transport delivery) and the regional council moderate and determine, as amongst themselves, what projects the region will put forward for funding. In effect, each council makes a bid for projects to be included, and the job of the RTC is to co-ordinate these bids to produce an integrated investment programme across local authority boundaries.
44. It is important to appreciate that in preparing the RLTP, the RTC does not have any operational or delivery role. It has a power of prioritisation or final veto, but it cannot compel councils to put projects forward or to spend money; all it can do is say which proposals from those submitted should be included in the RLTP. Likewise, the RLTP itself does not 'do' anything on the ground and nor is it a decision to do anything. It is simply a plan, for the purposes of applying for funding.
45. This statement applies equally in Auckland, even though in Auckland there is only one local authority (Auckland Council) and one local

¹⁴ Section 45(a) of the LGACA.

¹⁵ See definition of **regional transport committee** in section 5 of the LTMA and section 105A of the LTMA.



transport delivery agency (AT). This situation has facilitated the success of the ATAP process (which I discuss below), under which all of the relevant central and local government transport participants can reach agreement on an indicative transport programme for Auckland which is acceptable to the Government and the Council, and which does not then need to be "negotiated" before the RTC.

46. The primary function of Auckland's RTC is to prepare the RLTP for submission to the AT Board for approval.¹⁶ A new RLTP must be prepared every six years, and reviewed during the six months prior to the end of the third year of its currency, in accordance with the LTMA.
47. The Auckland RTC prepares the draft RLTP and AT publicly consults on it. The RTC considers and incorporates any consultation feedback as it considers appropriate before submitting the final proposed RLTP to the AT Board for approval. The AT Board must approve the Auckland RLTP by a date appointed by Waka Kotahi-NZTA.
48. The Auckland RTC is therefore responsible for assessing which activities should be included in the RLTP, and making recommendations to the AT Board accordingly. However, it is the AT Board which is ultimately responsible for deciding what projects to include in the RLTP.
49. The RTC's role is confined to the regional planning level and deciding which activities should be put forward (as part of the RLTP) for investment through the NLTF as a prioritised programme of activities. The RTC's role does not extend to involvement in the details of the activities themselves, but the RTC may make recommendations to the organisation responsible for the activity concerned about how the activity could or should be changed in a way that it considers necessary for it to be acceptable for inclusion in the RLTP.
50. The RTC's role is also confined to the assessment and prioritisation of those activities that will be funded by the NLTF, Auckland Council rates and the Regional Fuel Tax. As mentioned, it has no authority to alter or amend transport activities that receive direct Crown funding from other

¹⁶ It must also adopt a **policy** that determines significance in respect of the activities that are included in the RLTP and variations made to the Auckland RLTP: section 106(2) of the LTMA.



sources (such as the New Zealand Upgrade Programme), or KiwiRail's capital programme, but these are included in the RLTP for completeness.

51. Although the RTC's role in preparing the RLTP is different in Auckland, the fundamental purpose of an RLTP is the same everywhere in New Zealand: to set out a prioritised set of investments for the particular region within the context of that region. The RLTP and NLTP processes are a mechanism to reconcile what the region wants and will fund every three years, what central government is willing and wanting to fund and how to bring those two together.

Land transport funding and decision making

52. Transport activities in the RLTP are funded through a variety of different sources, driven by the fact that the NLTF and Council funding are no longer sufficient to meet the needs of Auckland's transport system.
53. Transport investment required for Auckland to meet its strategic transport objectives has had to move beyond these traditional funding arrangements. This brings complexity, competing priorities and a variety of decision makers and decision-making timelines and horizons into the mix. Trade-offs need to be made, and prioritisation where possible, becomes essential.
54. The NLTF is the primary funding source. As noted above, its allocation is guided by the GPS, which sets out 4 objectives of safety; improving freight connections; addressing climate change; and providing better travel options. Activities are prioritised for this fund at a regional and national level. Allocation decisions are ultimately made by the Board of Waka Kotahi-NZTA.
55. Auckland Council rates, development contributions and debt are also a significant source of funding. Allocation decisions on the level of funding received by AT are made by Auckland Council through its annual and long term plan processes and are guided by the Council's Strategic Plan.
56. The Auckland Regional Fuel Tax scheme, which began on July 2018, pays for new transport capital projects in Auckland that would otherwise



be delayed or not funded. This money cannot be used for renewals of transport services. Following public consultation, a decision is made by Auckland Council on the specific projects to receive this funding, and these projects are confirmed and included in an Order in Council. These projects are then prioritised within the RLTP.

57. The New Zealand Upgrade Programme, announced in January 2020 originally included \$3.4 billion package of investments for Auckland and is therefore another significant funding source. This is direct Crown funding and as such the decision maker on the allocation of these funds is the government. Neither the Council, the RTC, nor the AT Board has any discretion in the allocation of these funds. Other sources of direct Crown funding are also allocated directly by the Government
58. KiwiRail's capital programme is directly funded by the Government. Government is the decision maker on the content of the plan, and neither the Council, RTC or AT Board have any discretion in this decision making.

Content of the Auckland RLTP

59. The Auckland RLTP includes the land transport activities of AT, Auckland Council, Waka Kotahi-NZTA, KiwiRail, City Rail Link Ltd (**CRLL**) and other approved public organisations.
60. Like any RLTP, the Auckland RLTP must include:
 - (a) the region's land transport objectives, policies, and measures for at least the 10 financial years from the start of the RLTP;
 - (b) a statement of the region's transport priorities for the 10 financial years from the start of the RLTP;
 - (c) a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the RLTP;



- (d) all regionally significant expenditure on land transport activities to be funded from sources other than the NLTF during the 6 financial years from the start of the RLTP; and
 - (e) identification of any activities that have inter-regional significance.
- 61.** Further matters that the Auckland RLTP must include, for the first 6 financial years (in order to seek payment from the NLTF), include:
- (a) the land transport activities proposed by AT;
 - (b) the land transport activities that the RTC decides to include, and which are proposed by Auckland Council (other than those proposed by AT) or by Waka Kotahi-NZTA.
- 62.** For each of these activities, the RLTP should contain certain information prepared by the organisation proposing the activity, including:
- (a) the objective or policy to which the activity will contribute;
 - (b) an estimate of the total cost and the cost for each year;
 - (c) the expected duration of the activity; and
 - (d) any proposed sources of funding other than the NTLF.
- 63.** The RLTP must also set out the order of priority of those activities which are significant. Significance is determined by reference to the significance policy adopted by the RTC, separately from the RLTP.
- 64.** An organisation may only propose an activity for inclusion in the RLTP if it or another organisation has accepted financial responsibility for the activity.¹⁷

¹⁷ Section 16(4) of the LTMA.



65. The RLTP must also include the following:¹⁸
- (a) an assessment of how the plan complies with section 14 of the LTMA;
 - (b) an assessment of the relationship of Police activities to the RLTP;
 - (c) a list of activities that have been approved as qualifying for NLTF funding, but are not yet completed;
 - (d) an explanation of any variation, suspension or abandonment of a proposed activity;
 - (e) a description of how monitoring will be undertaken to assess implementation of the RLTP;
 - (f) a summary of the consultation carried out in the preparation of the RLTP;
 - (g) a summary of the policy relating to significance adopted by the RTC; and
 - (h) a list of any significant rail activities or combinations of rail activities proposed by KiwiRail for the region; and
 - (i) any other relevant matters.

Effect of including a project in the RLTP

66. The RLTP must include any activities for which funding is sought from the NLTF. The RLTP also includes activities that are funded through Auckland Council rates, the Regional Fuel Tax, user pays charges (parking fees and public transport fees), and other direct Crown funding sources in addition to the NLTF, for projects such as the City Rail Link and the New Zealand Upgrade Programme.

¹⁸ Section 16(6) LTMA.



67. Activities funded with direct Crown funding outside the NLTF are not subject to prioritisation or assessment against the GPS by the RTC, and the RTC has no authority to alter this Crown spend.
68. The approved RLTP submitted to Waka Kotahi-NZTA effectively presents a 'bid' for investment from the NLTF at the amount specified in the RLTP for each such activity. Waka Kotahi-NZTA receives these 'bids' from across New Zealand (in the form of each region's RLTP) and makes a national level decision as to which investments to support.
69. Any investment from the NLTF that Waka Kotahi-NZTA decides to approve with respect to any activity identified in an RLTP is then included in the NLTP. The practical effect of inclusion in the RLTP is therefore simply as an "offer" to Waka Kotahi-NZTA, which can be either accepted or refused when Waka Kotahi-NZTA comes to adopt the NLTP. If a project is accepted, its status in terms of potential NLTF funding arises out of its inclusion in the NLTP (not the RLTP). If it is not included in the NLTP, then it will not qualify for consideration for NLTF funding (subject to limited exceptions such as urgent safety or emergency works).¹⁹
70. Even if a project is included in the NLTP, this is only a prerequisite to funding from the NLTF, and not a guarantee, as Waka Kotahi-NZTA must also satisfy itself of other criteria set out in section 20 of the LTMA.
71. ATAP, which I go on to discuss below, complements this statutory process because it involves all of the relevant central and local government stakeholders (including Waka Kotahi-NZTA) coming together to reach a consensus as to an indicative land transport investment programme in Auckland, determined against an agreed set of objectives which reflect the GPS. As a result, there is a high level of confidence that activities in Auckland put forward in the RLTP and which derive from ATAP will be accepted for inclusion in the NLTP.

¹⁹ LTMA sections 20(2)(a) and 20(4).



Auckland Transport Alignment Project (ATAP)

72. Before discussing the preparation of the 2021 RLTP, I will briefly explain the ATAP, which was a significant part of the context to that RLTP.
73. In 2015, Auckland Council and central government developed a strategic partnership approach to address Auckland's transport challenges with a view to ensuring that the opportunities of the growing and diverse Auckland region were maximised. This strategic approach was named the Auckland Transport Alignment Project or ATAP.
74. ATAP is a non-statutory agreement between Government (Minister of Finance and the Minister of Transport) and Auckland Council on transport priorities for Auckland over a 10-year period. It is intended to align the transport priorities of Auckland Council and central government, to provide certainty for both parties in what each is willing to invest in, and to provide momentum for delivery. It reflects agreement at a political level on what projects and activities should be funded and delivered over a 10-year period. It includes an agreed a cross-agency partnership including the Ministry of Transport, Waka Kotahi-NZTA, KiwiRail, the Treasury, Auckland Council, AT and the State Services Commission.
75. Since 2015, ATAP has delivered a series of strategic reports and developed an indicative ten-year package of transport investments for Auckland (the **ATAP package**) on a regular basis. The ATAP Package informs statutory processes including preparation of the RLTP for Auckland and the NLTP. As such, the process of developing and agreeing the ATAP package is carried out with an awareness of the need to satisfy the legal requirements of those statutory documents, in particular consistency with the GPS. The involvement of central government ministries and Waka Kotahi-NZTA, and the need for Cabinet sign-off, also helps ensure that ATAP aligns with Government policy.
76. In 2020, central government and Auckland Council decided that the ATAP package for 2018 should be updated to reflect:
- (a) the impacts of COVID-19, including the impacts on Auckland Council and Government revenue;



- (b) the New Zealand Upgrade Programme²⁰ of transport investment in Auckland;
- (c) climate change and mode shift as increasingly significant policy considerations;
- (d) the need to provide direction to the upcoming round of statutory planning processes including the RLTP, the Auckland LTP, the GPS and the NLTP;
- (e) emerging priorities for urban development (such as housing) in Auckland.

77. A revised set of objectives for the ATAP package for 2021 was also agreed as follows:

- (a) enabling and supporting Auckland's growth, focusing on intensification in brownfield areas, and with some managed expansion into emerging greenfield areas;
- (b) providing and accelerating better travel choices for Aucklanders;
- (c) better connecting people, places, goods and services;
- (d) improving the resilience and sustainability of the transport system, significantly reducing the greenhouse gas (GHG) emissions the system generates;
- (e) making Auckland's transport system safe by eliminating harm to people;

²⁰ The New Zealand Upgrade Programme (NZUP) is a series of investments to the value of \$8.7 billion by central government in transport improvements across New Zealand's main growth areas - Auckland, Waikato, Bay of Plenty, Manawatu-Whanganui, Wellington, Canterbury and Queenstown. The objectives of the investment are to provide growing communities with better travel choices, support economic growth, respond to the impacts of travel in the environment and help enable housing. The NZUP programme is funded separately to the NLTF and its investments are not prioritised through the RLTP process



- (f) ensuring value for money across Auckland's transport system through well-targeted investment choices.

78. These objectives, while not identical to the strategic priorities set out in the GPS, are well aligned with them. There is particularly strong alignment between:

- (a) providing and accelerating better travel choices for Aucklanders (ATAP objective) and better travel options (GPS strategic priority);
- (b) improving the resilience and sustainability of the transport system, significantly reducing the GHG emissions the system generates (ATAP objective) and climate change (GPS strategic priority); and
- (c) making Auckland's transport system safe by eliminating harm to people (ATAP objective) and safety (GPS strategic priority).

79. The detailed process of preparing the ATAP package for 2021 is described in Mr Bunn's evidence. This included direct involvement by AT officials, guided by policy direction from AT's RTC and Design and Development Committee, as explained by Mr Bunn.

80. Although ATAP has no statutory status, it is extremely relevant to the RLTP. Apart from similarities at "objectives" level which I have noted earlier, ATAP contains the funding assumptions and investment programme for Auckland as agreed between central and local government, with input and advice from other stakeholders including AT and Waka Kotahi-NZTA (which prepares and adopts the NLTP). Further, ATAP was prepared in order to provide direction for the Auckland RLTP 2021-2031, alongside other relevant statutory documents.

81. From an Auckland local government perspective, ATAP is beneficial in two main ways:
- (a) process-wise it represents a collaboration and an agreement with central Government, which means a high level of confidence that it will be funded and delivered;
 - (b) substantively, it produces funding which we might not otherwise receive, in order to achieve the agreed outcomes.
82. It was therefore envisaged by AT that the 2021 ATAP package would, once finalised, form the foundation of the programme of activities to be included in the 2021 RLTP.
83. That said, AT appreciated that the RLTP was subject to its own statutory process and constraints. Although the ATAP package was a significant input into the RLTP, preparation, finalisation and adoption of the RLTP was carried out by reference to the statutory requirements and considerations applying to regional land transport plans in the LTMA.

Development of the RLTP 2021

84. In this section, I provide a high-level overview of the process of developing and adopting the 2021 Auckland RLTP. This includes certain steps which are covered in detail in Mr Bunn's evidence, such as the identification "baseline" projects and the allocation of "discretionary" funding under the RLTP.
85. As is set out in Mr Bunn's evidence, in essence the first stage of the RLTP process was determining objectives to guide both ATAP and the RLTP. These were set out in the ATAP Terms of Reference in May 2020.
86. Once these were in place, AT began work to:
- (a) identify baseline projects and programmes, being the existing matters which would be included in ATAP and the RLTP without further re-prioritisation;



- (b) seek internal proposals for new projects and programmes as well as increased funding for existing projects and programmes; and
 - (c) undertake re-prioritisation of existing projects which were not part of the baseline, and prioritisation of new projects, to agree a 'shortlist' of projects to be included in ATAP (and in turn, the RLTP).
- 87.** On 15 September 2020, the RTC was briefed on the development of the RLTP with reference to the ongoing ATAP programme (JC1-0064). The RTC was asked to decide on the strategic objectives for the RLTP on 29 October 2020 (JC1-0074).
- 88.** Based on feedback on the ongoing ATAP programme, and informed by the process above, drafting of the RLTP began in late January 2021. As mentioned, the ATAP programme, which by that stage had been approved by the ATAP Governance Group, was used as the foundation for the programme of activities in the draft RLTP. Officers worked on preparing an RLTP which incorporated this programme, together with all of the other information required to be in an RLTP. The RTC oversaw this process, and it held RLTP meetings and workshops on 25 February 2021, 29 February 2021, 23 March 2021, 10 May 2021, 24 May 2021, 14 June 2021, 16 June 2021 and 18 June 2021.
- 89.** The RTC received and considered the draft RLTP on 23 February 2021, and on 25 February 2021, the RTC approved the draft RLTP to go to the Auckland Council Planning Committee for its endorsement to be approved for consultation. The Planning Committee endorsed the draft RLTP for consultation on 11 March 2021.
- 90.** On 23 March 2021, the RTC approved the draft RLTP for public consultation (JC1-0084). Public consultation on the draft RLTP (along with a proposal to vary the Regional Fuel Tax Scheme) took place between 29 March and 2 May 2021, with hearings on 29 and 30 April 2021. A total of 5,814 submissions were received, including from the applicant in these proceedings, All Aboard Aotearoa. A copy of its submission is at page 92 of exhibit NJL1 to the affidavit of Nicholas Lee



on behalf of the Applicant. AT summarised the submissions in a Condensed Public Feedback Report dated May 2021 (JC1-0101).

91. The RTC met to consider the feedback from public consultation, and whether changes should be made in response, on 10 May 2021 and 24 May 2021, and provided guidance on changes to the draft RLTP. The two presentations to the RTC are attached as exhibits JC1-0254 and JC1-0287.
92. The RTC held workshops on 14 and 16 June 2021 to discuss legal advice on the RLTP, including its consistency with section 14 of the LTMA and to discuss changes to the RLTP. An example of the feedback received from members of the RTC is attached as JC1-0363.
93. The RTC met to consider the revised draft RLTP on 18 June 2021 (the report to the RTC is exhibited as JC1-0365). At that meeting, the RTC recommended the RLTP for endorsement by the Council's Planning Committee and for approval by AT's Board. The minutes of this meeting are at JC1-1085.
94. On 24 June 2021 the Council's Planning Committee met to consider the draft RLTP. This meeting is covered in the evidence of Ms Tyler, which I have read in draft, and so I do not discuss it here or exhibit the relevant documents. The Planning Committee resolved to endorse the RLTP for submission to AT's Board.
95. The AT Board approved the final RLTP on 28 June 2021. The officer's report to the AT Board is attached at JC1-1092. The minutes of that Board meeting are attached as JC1-1230.

Steps following approval of the RLTP – Approval of NLTP

96. Following approval of the RLTP, AT sent copies to various organisations and agencies, including Waka Kotahi-NZTA, as required by the LTMA, and made the RLTP publicly available.²¹ At this time, regional councils throughout New Zealand were also approving their RLTPs and providing them to Waka Kotahi-NZTA.

²¹ Section 18F of the LTMA.



97. The focus of the process then shifted to Waka Kotahi-NZTA, and its synthesising of these regional plans into a New Zealand-wide investment programme, the NLTP. The 2021-2024 NLTP as approved by Waka Kotahi-NZTA was released on 7 September 2021. A copy is at JC1-1239.

AT's climate change initiatives and policies

98. AT takes its responsibilities to address climate change very seriously. Its commitment to environmental outcomes and its strategic priorities are set out in Hikina te Wero, the AT Environment Action Plan 2021 – 2030. Sitting alongside this are a Facilities Emissions Reduction Action Plan and a Sustainable Procurement Action Plan. Additionally, AT has identified and prioritised its climate change impacts, and will be developing adaptation plans. Outside of the RLTP context which is the central focus of this case, AT also has various environmental initiatives underway, including:

- (a) an LED conversion programme for streetlights;
- (b) reducing operational emissions (from our corporate activities (e.g. office energy) and assets (e.g. streetlights and trains)) by 50% (on 2018) by 2030;
- (c) provision of 50 free public electric vehicle charging stations;
- (d) electrification of AT's corporate vehicle fleet; and
- (e) a Low Emission Bus Roadmap, which commits to transitioning the entire public transport bus fleet from diesel to low emission by 2035. This includes a commitment to purchase no new diesel buses from January 2021.

99. In addition to the AT-specific context, there are the environmental initiatives and plans underway at a Council level, in particular Te Tāruke-ā-Tāwhiri. These are discussed in Ms Tyler's evidence.

100. Overall, there are many policy initiatives and funding streams working towards the goal of emissions reduction and environmental sustainability. These are at a local, regional and national level. At a transport planning level, these include broader initiatives such as those related to urban intensification and freight.
101. The RLTP is an important part of this context, but is only one component. It is able to contribute to both central government and Auckland Council climate change objectives. However, as Mr Bunn explains in detail, the extent of what the RLTP can achieve in terms of supporting reductions in GHG emissions from the Auckland land transport system is limited for a variety of reasons. These include the level of pre-committed projects when the RLTP was being prepared, the limits on available funding, and perhaps most significantly, that the RLTP is not a regulatory document. For that reason, it cannot require the wider interventions (such as congestion or distance-based pricing, or fleet efficiency) that will be needed to significantly reduce land transport sector emissions.

Signature of deponent:



Jenny Elizabeth Anne Chetwynd

Affirmed at Auckland on 25 February 2022

Before me:



Signature

Beth Forc
Solicitor
Auckland

Name

A Solicitor of the High Court of New Zealand



"JC1"

EXHIBIT NOTE

This is the annexure marked JC1 referred to within the affidavit of **JENNY ELIZABETH ANNE CHETWYND** affirmed at Auckland this 25th day of February 2022 before me:

**Beth Ford
Solicitor
Auckland**

Signature.....

A Solicitor of the High Court of New Zealand

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Attachment 1: Mayor's Letter of Expectations 18 December 2019

18 December 2019

Wayne Donnelly
Acting Chair
Auckland Transport

By email

Tēnā koe Wayne

Letter of expectations for 2020-2023

This letter of expectations sets out the council's priorities and expectations to inform the development of Auckland Transport's draft Statement of Intent (SOI) for 2020-2023.

It sets out general expectations across the group, and key strategic expectations for Auckland Transport.

General expectations and priorities*Context for 2020/21 Annual Budget*

The adoption of the 10-year budget 2018-2028 sets a significant agenda for the council group to deliver. It includes a substantial programme of infrastructure investment, set in the backdrop of major population growth, while also focussing on sustaining and enhancing Auckland's environment.

Council expects the CCOs to continue to deliver on the strategic priorities and key projects/activities as set out in the 10-year budget 2018-28 and reflected in the current annual budget. For the 2020/21 Annual Budget, CCOs should be cognisant of the following:

- Σ The council group should stay focused on delivering capital projects and services for Auckland
- Σ Renewing the drive for efficiency and value for money
- Σ Start taking early actions within the current remit and fiscal constraint to act on the climate emergency declared in June 2019 and contribute towards our 1.5°C target for the region, with a view to making more substantive decisions through the next 10-year Budget
- Σ There is limited capacity for any new cost pressures, new funding requests or unforeseen events.

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Council expects draft 2020/21 SOIs to be consistent with the relevant aspects of the Mayor's proposal for the 2020/21 Annual Budget.

Preparation for the 10-year Budget 2021-31

In addition to delivering key projects and activities in the 2020/2021 financial year, it is expected that each CCO will undertake sufficient work to prepare for political decision-making as part of the 10-year Budget 2021-2031. This includes both:

- Σ Responding to political direction on key changes proposed by the Mayor of Auckland and the Governing Body
- Σ Undertaking comprehensive reviews of asset management plans, performance trends, budgets and fee setting.

As part of the work on asset management plans, CCOs are expected to not only follow best practice asset planning process, but to also do so in a highly transparent manner.

Specifically, it is expected that in the first half of calendar 2020, each CCO will share key information with the Governing Body on asset condition, renewals planning, maintenance and renewals procurement, asset-related cost trends and asset planning for growth.

Climate change

Addressing the challenges that climate change presents for Auckland continues to be a priority for the council group. This was highlighted in the council's declaration of a climate emergency, commitment to a 1.5°C target for the region and the ongoing work on Te Tāruke-ā-Tāwhiri: Auckland's Climate Action Framework (ACAF).

Council expect CCOs' statements of intent to outline how they will continue to support the achievement of these regional climate commitments and support the ongoing development and delivery of Te Tāruke-ā-Tāwhiri. Whilst CCOs are at various stages of development in their climate action planning and implementation, council expects that CCOs will also participate in efforts across the council group to coordinate initiatives and responses to climate change.

Auckland Council reports to committees now require inclusion of a mandatory climate change impact statement. CCO SOIs should address how climate change impacts are being considered in the decision-making processes of their CCO.

Māori outcomes

Māori responsiveness has been an important journey for the council group. While there has been progress in building internal capability, it is harder to see where there has been progress against a coordinated work programme that delivers for Māori. For this reason, the focus is now changing from a Māori Responsiveness lens to a Māori Outcomes lens.

During the 10-year Budget 2018-28, long-term outcomes were set by the Governing Body and the strategic direction set by the council group Chief Executives and the Chief Executive of the Independent Māori Statutory Board. The council expects CCOs to contribute to the Māori outcomes portfolio (Te Toa Takitini) and the council group Tiriti o Waitangi Audit response as an integral part of their work programme. The council also expects draft 2020/21 SOIs to reflect any new Māori outcomes portfolio programmes that have been allocated funding for implementation from 1 July 2020.

Group approach

It is council's expectation that CCOs will always act consistently with group policies, and while operationally independent, will be aware at all times the decisions they take reflect back on the reputation of council. In this regard council expects strong and clear communication, no surprises and a group approach at all times.

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Contained in the CCO Governance Manual, the no surprises policy states that CCOs must ensure that elected members (via the Mayoral Office, Auckland Council Chief Executive and/or CCO Governance, as appropriate) are kept informed well in advance of anything that could be potentially contentious or reported in the media, whether or not the issue is covered by the SOI or legislation. The policy highlights the issues that should be raised with council, including such matters as potential/actual litigation by or against a CCO, its directors or employees.

CCO review

Council has initiated a process to review the CCO model's effectiveness in delivering services for Aucklanders. The terms of reference for the review were endorsed by the Governing Body on 26 November 2019. The review will be led by an independent panel. Council expects CCOs will prioritise input and appropriately support this process and respond to any requests for information in a timely manner.

It is acknowledged that a review of this nature can create uncertainty for CCOs. It is intended that the review is completed without undue delay. During this period council expects CCOs to continue to ensure a stable level of service delivery to Aucklanders.

It is proposed the panel will deliver a final report with recommendations to the Governing Body by July 2020. The Governing Body will consider and make decisions on the report's recommendations. If required, the Governing Body will carry out public consultation on any proposals as part of the Auckland Council 10-year budget process.

CCO Oversight Committee work programme

CCOs will be aware that in the committee structure for this term, council has established a CCO Oversight Committee, which is chaired by Deputy Mayor Bill Cashmore. This committee has, amongst other matters, responsibility for approving CCO SOIs, and monitoring the performance of CCOs and other entities in which the council has an equity interest.

The committee is still finalising its work programme for 2020 but the intent is for a rolling programme of workshops in addition to committee meetings. CCOs will be invited to these workshops, with the focus on discussing priority issues identified by the committee. Staff will engage with CCOs on these topics in the New Year.

Water quality – for Auckland Transport and Watercare

Addressing water quality issues continues to be a top priority for the council. The government has also prioritized this, announcing an ambitious programme of reform with a focus on improved water quality outcomes, including a revised National Policy Statement on Freshwater Management and a National Environment Statement on Freshwater Management, both of which are likely to be finalised by mid-2020. This will have implications for members of the council group, and the council expects CCOs to be fully involved in the group's planning and subsequent implementation, in order to contribute to improved water quality outcomes.

Specific expectations of Auckland Transport for 2020-2023

The specific expectations that Auckland Transport should reflect in its SOI are discussed below.

Auckland Transport has a comprehensive programme, which is identified in the various planning and statutory documents that inform its work. These include the Auckland Transport Alignment Project, Regional Land Transport Plan, Regional Public Transport Plan, and the Regional Fuel Tax programme. As a result, Council expects the main strategic priorities, and broad parameters of Auckland Transport's activities to be continued from previous years.

Nonetheless, council expects Auckland Transport to:

- ∑ Continue improving its responsiveness to the community, both through the agreed programme for engaging with local boards and ward councillors, but also directly with

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residents (such as through improvements to customers response management systems).

- Σ Ensure that strategic priorities of Council are delivered not just through major projects, but also for minor improvements. Examples would include ensuring safety of all users when intersections are redesigned, safe connections on the public transport network and prioritising the inclusion of street trees and/or planting in small and large projects.
- Σ Given the size and complexity of Auckland Transport, ensure that specific proposals are consistent with other activities, before they are put out for consultation. An example would be ensuring that cross-isthmus bus changes contribute a solution for users to the closure of Mt Eden Train station from mid-2020.
- Σ Continue to work closely with council on how to deliver tangible results and action on climate change. It is clear that the transport system is a major contributor to Auckland's emissions, so it will be important to ensure Auckland Transport is contributing meaningfully in the areas for which it has clear responsibility and an ability to effect change.
- Σ Continue to engage and work collaboratively with city centre stakeholders and City Rail Link Limited, as part of the wider programme of works underway in the city centre. In doing so Auckland Transport should seek to deliver the benefits of this programme and consider how the more disruptive elements of the construction process can be managed most effectively and even turned into opportunities to deliver mode shift in the city centre.
- Σ Enable the outcomes of the Auckland Plan, with a greater focus on climate action, in the development of the Regional Land Transport Plan. This plan should be developed in collaboration with Auckland Council.

Council looks forward to receiving a draft of Auckland Transport's Statement of Intent by 1 March 2020. Council expects your draft SOI will reflect, where relevant, the changes to SOI sections and Schedule 8, as set out in the Local Government Act 2002 Amendment Act 2019.

Staff are available to expand or explain aspects of this letter if required. Please contact Alastair Cameron, Manager CCO Governance and External Partnerships (alastair.cameron@aucklandcouncil.govt.nz) to discuss.

Please do not hesitate to take opportunities to seek face-to-face conversations as the SOI develops, so that the draft SOI is as fully developed as possible.

Yours sincerely



Phil Goff

MAYOR OF AUCKLAND

cc: Shane Ellison, Chief Executive Auckland Transport

Alastair Cameron, Manager CCO Governance and External Partnerships

September 2020

Government Policy Statement on **LAND TRANSPORT**

2021/22-2030/31





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Foreword

New Zealanders deserve a transport system that not only gets us home safely and quickly at the end of the day, but is also equipped for future opportunities and challenges. Transport will be a key part of our economic recovery from the COVID-19 pandemic. Like our economy, our transport system is facing long-term challenges caused by rapid growth in our major cities and climate change.



This Government Policy Statement on land transport (GPS) sets four big challenges: preventing deaths and serious injuries, decarbonisation, better transport choices for New Zealanders as we move about our cities and regions, and improving freight connections.

For too long the country took its eye off the ball when it came to deaths and injuries on our roads. The number of deaths increased beyond population growth or kilometres travelled at a time when many countries around the world were successfully making their citizens safer on the roads. With Road to Zero now in place, we are rolling out a billion dollar a year programme to reduce the number of deaths and serious injuries by 40%. We are making safety upgrades to thousands of kilometres of the country's most dangerous roads, reviewing speed limits, prioritising road policing, putting in place drug driving enforcement and much more.

The transport system accounts for nearly 20% of the country's greenhouse gas emissions. We have to crack this nut if we are going to meet our target of net-zero carbon by 2050, and we have to start now. An important part of this is maintaining our ongoing focus on the electrification of the light vehicle fleet. This is supported by the Government's work to transition our predominantly diesel-powered bus and truck fleet to low and zero-emissions power sources like electricity, biofuels and possibly hydrogen. Technology and the production of low and zero-emissions vehicles internationally is progressing rapidly, as is the development of infrastructure to support these vehicles. Our challenge is to accelerate the transition at an acceptable cost. Moving more freight by rail and coastal shipping, and stronger integration between transport and land use, will also reduce greenhouse gas emissions from the transport sector. As will giving people in our cities choices to walk, cycle, and take public transport.

In our cities the big challenge is to move more people with fewer vehicles. Without real alternatives, everyone drives. Morning and afternoon peaks are jammed, and firms cannot get access to the workers they need nor their customers or supplies. This reduces productivity.

The counter-factual, seen in many overseas cities, and in specific examples like Auckland's Northern Busway and Wellington's commuter rail service, is that when you have efficient public transport alongside the motorways and

roads, some people choose to leave their cars at home and take public transport. This allows the roads to move more freely, helps free up space in our cities, and combats climate change.

The country's prosperity relies on efficient transport networks to support the import and export supply chain. We have to be smarter about making the investments in road, rail, ports, freight hubs and coastal shipping so the freight and logistics industry can be as efficient, competitive and sustainable as possible. We have brought rail into the land transport system so decisions about investments can be made in a mode-neutral way, and we have allocated more than \$5 billion to rail. Now we are going to work with coastal shipping so it can play its part and move more freight on the blue highway.

The GPS 2021 is our roadmap for how the Government develops and maintains a transport network that keeps pace with future social and economic changes. It puts forward strategic priorities and investment principles that are informed by urban spatial economics to ensure our land transport system is economically and environmentally sustainable.

The GPS 2021 sets out how central and local government will invest in the land transport system to help our towns and cities to function smoothly and grow well. Decisions about what to spend public funds on need to provide the best possible impact and value to New Zealanders, while doing the right thing for the environment. On top of this, central and local government together are developing 30 year plans that treat our cities as complex systems, looking at all the things we need to do to make them succeed.

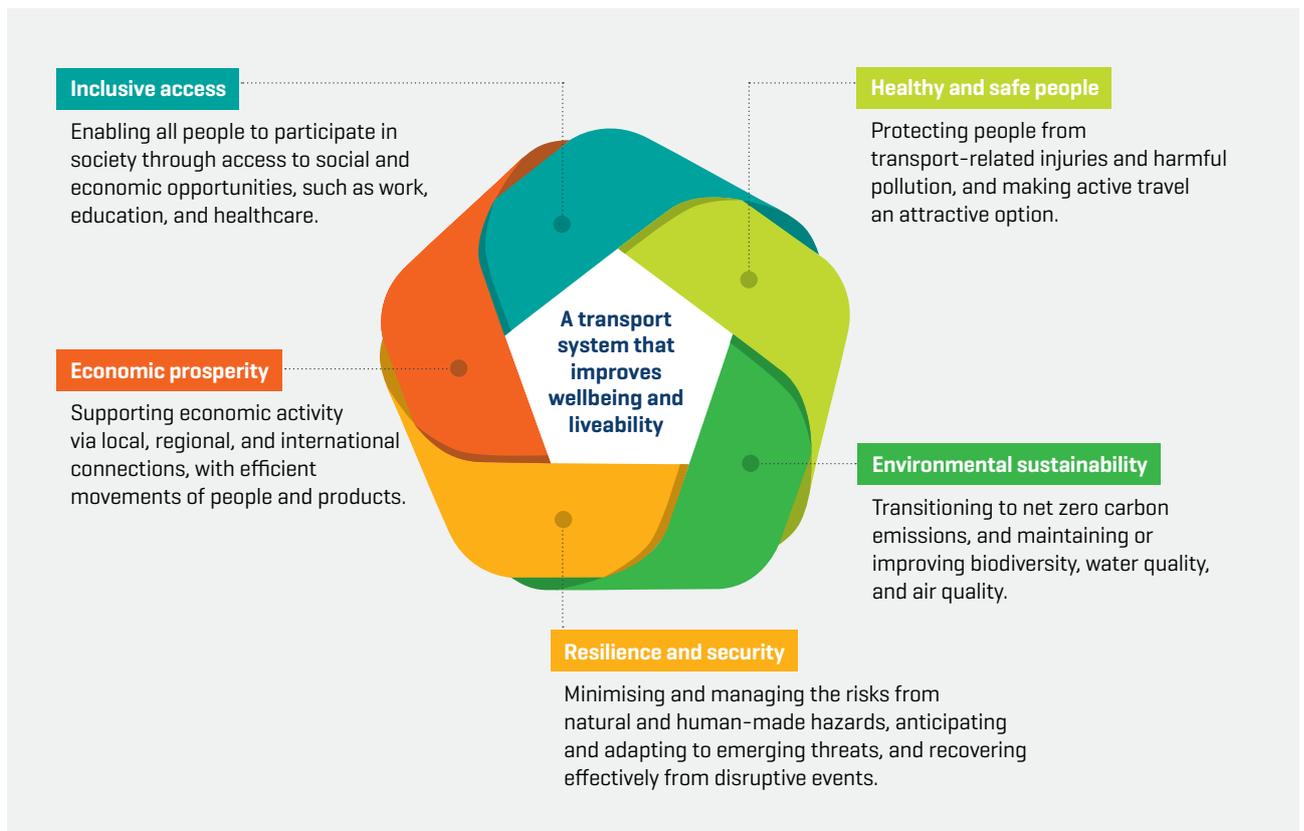
If we get the policy settings right, transport can make a big contribution to a productive, inclusive and sustainable New Zealand. The GPS 2021 is another big step towards that vision.

Hon Phil Twyford
Minister of Transport

Overview of GPS 2021

1. The purpose of the transport system is to improve people’s wellbeing, and the liveability of places. It does this by contributing to five key outcomes, identified in the Ministry of Transport’s Transport Outcomes Framework.

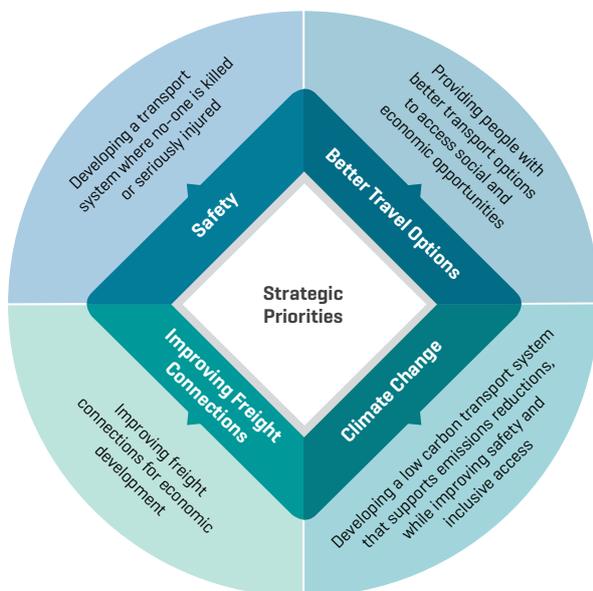
Transport Outcomes Framework



2. Providing and maintaining a transport system that will improve wellbeing and liveability requires coordination and investment by a number of different agencies and decision-makers including:
 - Minister of Transport
 - Ministry of Transport
 - Waka Kotahi, the NZ Transport Agency [Waka Kotahi]
 - Local government
 - KiwiRail
 - Ministry of Housing and Urban Development [HUD] and Kāinga Ora Homes and Communities [Kāinga Ora]
 - Ministry for the Environment
 - Climate Change Commission.
3. The overall national programme of different projects and activities to realise the above transport outcomes is funded from the National Land Transport Fund [the Fund], local communities [‘local share’], the Crown and potentially other funding or financing sources.
4. This Government Policy Statement on land transport [GPS 2021] provides direction and guidance to those who are planning, assessing and making decisions on investment of the Fund over the next 10 years [2021/22-2030/31]. GPS 2021 outlines the responsibilities of relevant parties with respect to land transport investment.
5. More details on the *Roles and Responsibilities* of the GPS and key agencies is provided in Section 1 of this document.

Investment will be guided by four strategic priorities

6. Considering the 10 year context [2021/22-2030/31], the Government has identified four strategic priorities for land transport investment to best contribute to improving our communities' wellbeing and liveability:



7. They build on the strategic priorities set in GPS 2018. Each strategic priority will guide investment to meet outcomes identified in the Transport Outcomes Framework. Some priorities are more directly linked to specific outcomes – for example the Safety priority has a direct link to the Healthy and Safe People outcome. However, as the outcomes are inter-related, each strategic priority will deliver co-benefits across the Transport Outcomes Framework. For example, a reduction in greenhouse gas emissions will be achieved through action across all priorities, programmes and activity classes.
8. Section 2 *Strategic Direction* of this document provides more detail on the strategic direction for GPS 2021. It explains what will be delivered under the priorities by 2031, and how we will measure progress. The strategic direction is underpinned by the principle of mode-neutrality, which is another central component of the Transport Outcomes Framework.

Applying the strategic direction to land transport investment

9. Section 3 *Investment in Land Transport* of this GPS sets out how investment from the Fund will be allocated to eleven activity classes. In identifying these activity classes and setting the funding range for each activity class, the Government has applied the underpinning principle of mode-neutrality [in the Transport Outcomes Framework], and considered what will best deliver the four strategic priorities.
10. The Government has considered priorities across New Zealand's diverse communities acknowledging that urban, regional, and remote communities have very different needs.
11. A large proportion of land transport will continue to be focussed on maintaining the transport system at acceptable levels of service, taking account of the strategic priorities in GPS 2021.
12. New investment [over this base] will be strongly driven by the strategic priorities, and four specific Government Commitments for GPS 2021:
- Auckland Transport Alignment Project [ATAP]
 - Let's Get Wellington Moving [LGWM]
 - Road to Zero [around 70% of this investment will be outside of Auckland and Wellington]
 - Investment from the Fund will also contribute to implementation of the New Zealand Rail Plan
13. As announced in January 2020, the Crown will invest \$6.8 billion in land transport infrastructure. This will fund specific projects to speed up travel times, ease congestion and make our roads safer by taking trucks off them and moving more freight to rail. These projects will help further the strategic priorities of GPS 2021. This funding supplements the activity classes, which display investment from the Fund only.
14. Section 3 also provides detail on the likely revenue supporting the Fund and guidance on how different funding and financing sources should be considered. It sets out principles to be taken into account when investing in the land transport sector such as value for money.
15. Finally, Section 3 sets out the Ministerial expectations for how Waka Kotahi gives effect to the investment strategy.

Transitioning from GPS 2018 to GPS 2021

- ^{16.} GPS 2021 continues the strategic direction of GPS 2018, but provides stronger guidance on what Government is seeking from land transport investments.
- ^{17.} The strategic priorities of Climate Change and Safety have been updated to reflect policy work that has taken place since GPS 2018 was published, such as the development of Road to Zero. Access has been separated into Better Travel Options and Improving Freight Connections. Value for money is expressed as a principle that applies to all investments, rather than a strategic priority that could change as Government changes.
- ^{18.} A separate *GPS Transitions Guide* accompanies this document, outlining what has changed from GPS 2018 and what remains the same. The *GPS Transitions Guide* is available from the Ministry of Transport's website: www.transport.govt.nz/gps

1

Roles and responsibilities



This section describes the role of the GPS and relevant parties in giving effect to it.

Section 1.1

Role of the GPS

- ^{19.} Transport investments have long lead times, high costs and leave long legacies. Therefore transport planning and investments need to be guided by a long-term strategic approach, with a clear understanding of the outcomes that government is seeking to achieve.
- ^{20.} The GPS is where the government determines how investment into the land transport system from the Fund will contribute to achieving overall government outcomes, taking into account a range of policies and strategies as listed in Appendix 3. It outlines the government's strategy to guide land transport investment over the next 10 years. It also provides guidance to decision-makers about where and under what conditions government will focus resources. The GPS operates under the Land Transport Management Act 2003 [LTMA 2003], which sets out the scope and requirements for the GPS [see Appendices 1, 2 and 5 for details].
- ^{21.} The GPS influences decisions on how money from the Fund will be invested across activity classes, such as state highways and public transport. It also guides local government and Waka Kotahi on the type of activities that should be included in Regional Land Transport Plans [RLTPs] and the National Land Transport Programme [NLTP].
- ^{22.} Over \$4 billion of New Zealanders' money is spent through the Fund each year, which is supplemented by co-investment from local government and additional funding and financing.

Section 1.2

Responsibilities

The Minister of Transport

- 23. The Minister of Transport issues a GPS on land transport, and reviews it at least once every three years, in consultation with Waka Kotahi. In this document, the Minister sets out the investment strategy for land transport and the results the Crown wishes to achieve from allocation of the Fund for the coming decade. The Minister is not responsible for funding decisions on individual projects supported by the Fund.
- 24. The Minister must be satisfied that the GPS contributes to the purpose of the LTMA 2003 and have regard to the views of Local Government New Zealand and representative groups of land transport users and providers.

The Ministry of Transport

- 25. The Ministry of Transport is the Government's system lead on transport. The Ministry advises on the total set of transport interventions and levers including investment, regulation and others. It must consider the long-term outcomes for the whole system. These outcomes are described in the Transport Outcomes Framework, which applies the Treasury's Living Standards Framework to the transport system. The Ministry helps the Minister produce a GPS that sets out how the Government expects the Fund to contribute to a well-functioning land transport system over 10 years.
- 26. The Ministry leads advice on investments that have implications for the Fund beyond 10 years and transport investments (including land transport investments) that are funded outside the GPS and the Fund. It works in partnership with Waka Kotahi to consider how expectations on Waka Kotahi may fit with future GPSs and wider priorities.
- 27. As part of the wider Government commitment to the Māori-Crown relationship, the Ministry has a responsibility to engage with Māori and consider Māori outcomes.

Local government

- 28. Local government works to promote the social, economic, environmental and cultural wellbeing of their communities, now and into the future.
- 29. RLTPs set out objectives, policies and priorities for transport networks and services in their regions. Local government collaborates with Waka Kotahi to progress these where projects align with the GPS. As the largest co-funder of NLTP projects, local government has an important role in building strong, evidence-based projects and programmes for investment. They work closely with Waka Kotahi to make sure projects run smoothly from proposal to delivery.
- 30. Regional councils, territorial authorities and unitary councils will support this as they lead long-term planning for their locality (including spatial planning and more detailed land use and transport planning). Local government engages with local communities and encourages local decision-making. Reflecting the LTMA 2003, local government also has a responsibility to engage with Māori and understand the Treaty of Waitangi context in which they operate.
- 31. An RLTP must contribute to the purpose of the LTMA 2003, which seeks an effective, efficient and safe land transport system in the public interest. It is also required to be consistent with the GPS.

Waka Kotahi, the NZ Transport Agency [Waka Kotahi]

32. Waka Kotahi works with a range of partners across central and local government to plan, invest in, build, manage and operate the land transport system within the priorities and outcomes set in the GPS. It leads on the state highway programme and can deliver other infrastructure when agreed with central government.
33. Waka Kotahi collaborates with local government and other agencies to develop integrated plans for transport and land use. It supports local government to create quality RLTPs, which it draws from to create the NLTP that gives effect to the GPS priorities. In doing this, it optimises investment across priorities and available funding and financing sources. From 2021, Waka Kotahi will also have new partners to work with. Bringing freight rail into the NLTP represents a significant change for the system.
34. Waka Kotahi will be responsible for advising the Minister of Transport on KiwiRail's proposed Rail Network Investment Programme (RNIP), and the funding of rail activities within it, including providing advice on alignment with the principles of the LTMA 2003 and the New Zealand Rail Plan. Waka Kotahi will also have a role in monitoring the delivery of the RNIP.
35. In addition to the LTMA 2003 requirements for Māori engagement, and the consideration of the Treaty of Waitangi, Waka Kotahi shares the Crown's commitment to the Māori-Crown partnership, which is expressed in its 'Te Ara Kotahi/Our Māori Strategy'.

KiwiRail

36. KiwiRail will be required to develop and deliver a three-year investment programme for the rail network. The RNIP will also include an indication of significant rail network activities expected in the next RNIP and a 10-year forecast. The investment priorities in the New Zealand Rail Plan, and the funding signals in the GPS, will guide the development of the RNIP.
37. The RNIP will be funded from the Rail Network activity class and the Public Transport Infrastructure activity class for metropolitan rail activities, supported by Crown funding.
38. Planning, operating and maintaining the rail network and the associated freight, tourism and property services remain the core business and responsibility of KiwiRail.

Agencies with rail responsibilities

39. While the individual roles of agencies with rail responsibilities are detailed above, the new planning and funding framework for rail will require the Ministry of Transport, Waka Kotahi, KiwiRail, Auckland Council, Auckland Transport and Greater Wellington Regional Council to work together to plan and fund New Zealand's rail network infrastructure. This includes working with other councils who have responsibility for interregional rail services as outlined in the New Zealand Rail Plan. This will be particularly important to support coordinated planning for network and passenger rail investments.

Ministry of Housing and Urban Development and Kāinga Ora Homes and Communities

40. The Ministry of Housing and Urban Development (HUD) leads New Zealand's housing and urban development work programme. HUD is leading the development of the Government Policy Statement on Housing and Urban Development (HUD GPS), which will communicate the Government's long-term vision for the housing and urban development system. It will communicate expectations for Kāinga Ora – Homes and Communities (Kāinga Ora). Kāinga Ora will lead, facilitate and enable urban development projects, which will include the delivery of transport and other infrastructure. The Ministry of Transport is working closely with HUD as they develop the HUD GPS.
41. This GPS 2021 and the HUD GPS together will provide consistent strategic direction across the spectrum of transport and land-use policy, and beyond, to guide the actions of agencies such as Waka Kotahi and Kāinga Ora to achieve the outcomes sought.
42. HUD also works with the Ministry for the Environment (MfE) and other government departments to coordinate the Government's Urban Growth Agenda (UGA), which addresses the fundamentals of land supply, development capacity and infrastructure provision by removing undue constraints. Work on spatial planning frameworks for New Zealand is also being led by HUD and MfE under the UGA and the review of the resource management system. The policy, funding and finance outputs of the UGA will influence the kinds of transport solutions that Waka Kotahi supports. It is important in this context that agencies with responsibility for urban development understand the impact of decisions on land transport emissions in the long run. Well integrated urban development and transport planning will be required to ensure land transport emissions can be reduced in line with national emissions reduction objectives.

2

Strategic direction



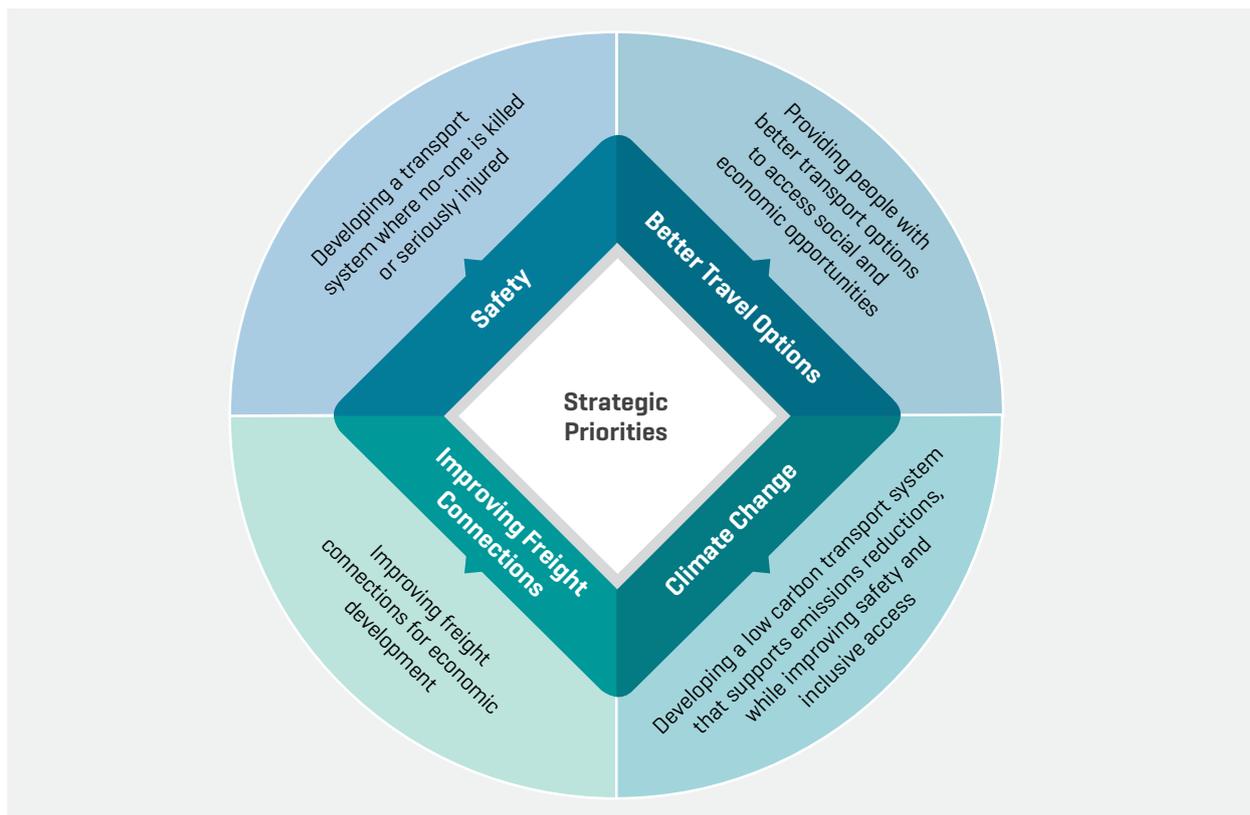
This section describes the strategic priorities for GPS 2021, and the outcomes that they will contribute to. It also explains what the priorities will deliver by 2031, and how we will measure progress.

Section 2.1

The strategic priorities for GPS 2021

43. GPS 2021 has four strategic priorities, summarised in Figure 1. These priorities will guide land transport investments from 2021/22-2030/31.

Figure 1: Strategic direction of the GPS 2021



1. Safety

44. On average, one person is killed every day on New Zealand roads, and another seven are seriously injured. The number of road deaths in New Zealand rose significantly between 2013-2017. Deaths and serious injuries should not be an inevitable cost of moving people and freight from place to place. We need to create a transport system in both urban and regional areas that protects people. This priority gives effect to, but is not limited to, the Road to Zero.

3. Improving Freight Connections

46. Efficient, reliable, safe, mode-neutral and resilient freight transport – within cities, between regions and to ports – is vital for a thriving economy. Regional New Zealand’s primary production is a key driver of the national economy. The transport system needs to support the movement of freight by the most appropriate mode, improving interregional corridors, and increasing resilience.

2. Better Travel Options

45. People live in, and visit, cities and towns because they value access to jobs, education, healthcare, cultural activities, shops, and friends and whānau. Highly liveable cities and towns are people-friendly places with healthy environments that improve wellbeing and economic prosperity. The transport system contributes to liveable cities and towns by providing people with good travel options. This requires all parts of the transport system, be it roads, rail, public transport, and walking and cycling routes, to work together.

4. Climate Change

47. Vehicles that run on fuel are the fastest growing source of harmful climate pollution – almost 70% of our total transport emissions. The way we transport ourselves and our goods from one place to another should not be detrimental to the health of individuals and our environment. Prioritising a reduction in greenhouse gases emitted by transport will help to achieve the Government’s emissions reduction targets and protect public health.

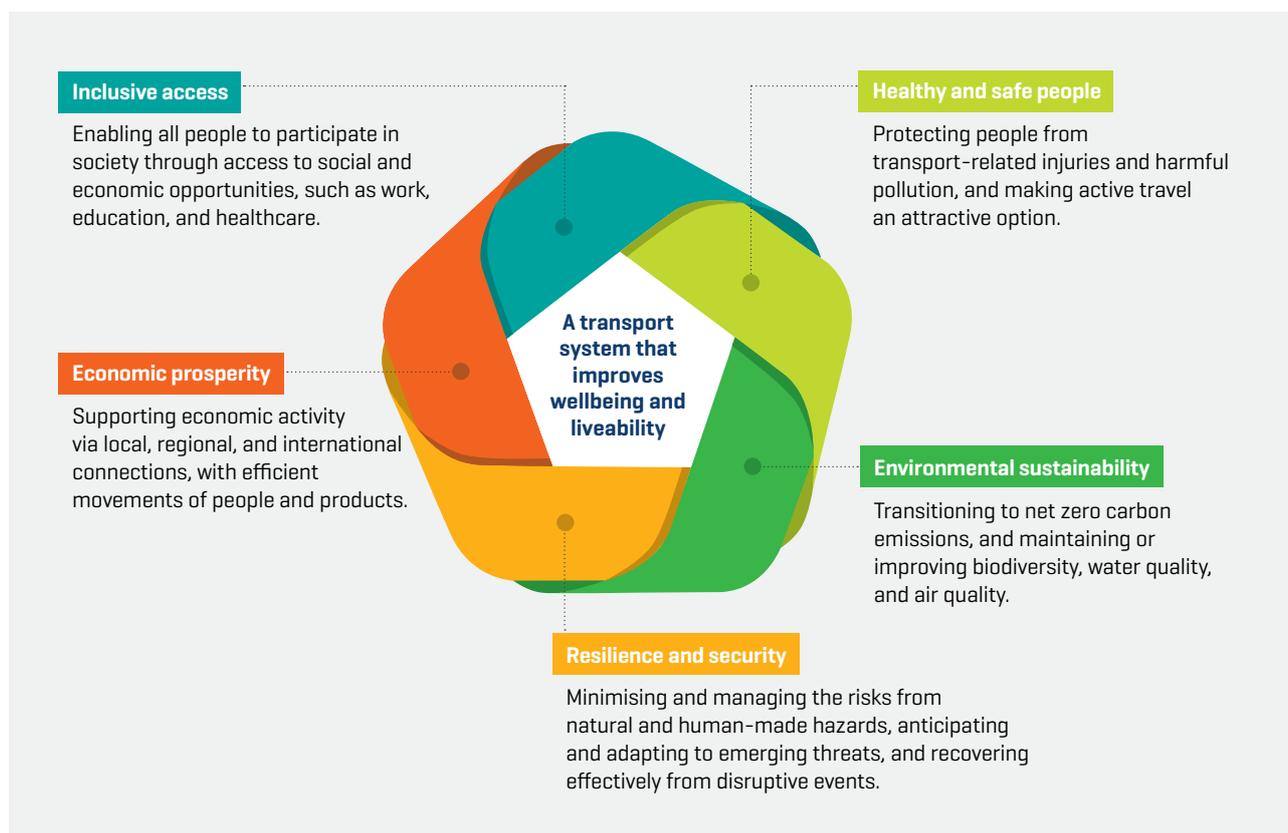
48. The four strategic priorities overlap. For example, making places safer for people walking and cycling will give people better travel options. Similarly, investments in the rail system will lead to stronger interregional connections while making freight movements safer.

How the land transport system improves wellbeing and liveability

^{49.} Transport is not an end in itself. It enables, and shapes, other social, economic, and environmental outcomes.

^{50.} In 2018, the government transport agencies established a Transport Outcomes Framework (Figure 2) to identify how the transport system supports and can improve intergenerational wellbeing and liveability outcomes. The Transport Outcomes Framework aligns with the Treasury's Living Standards Framework.

Figure 2: Transport Outcomes Framework



^{51.} Together the four strategic priorities and the investment strategy in this GPS 2021 will contribute to all five key outcomes of the Transport Outcomes Framework. In addition, reducing greenhouse gas emissions and supporting regions apply across all priorities, programmes and activity classes.

^{52.} While GPS 2021 contributes to the achievement of these outcomes, those who are planning, assessing and making investment decisions in relation to the Fund should be guided by the GPS 2021 strategic priorities.

^{53.} Addressing climate change is a particular challenge that this Government is working to tackle. This GPS reflects the importance of making investment decisions in the transport sector that will help New Zealand towards that goal.

Supporting regions

^{54.} Acknowledging that each region has diverse communities with different needs, GPS 2021 supports regional New Zealand by reflecting the enabling role of regional transport in regional development.

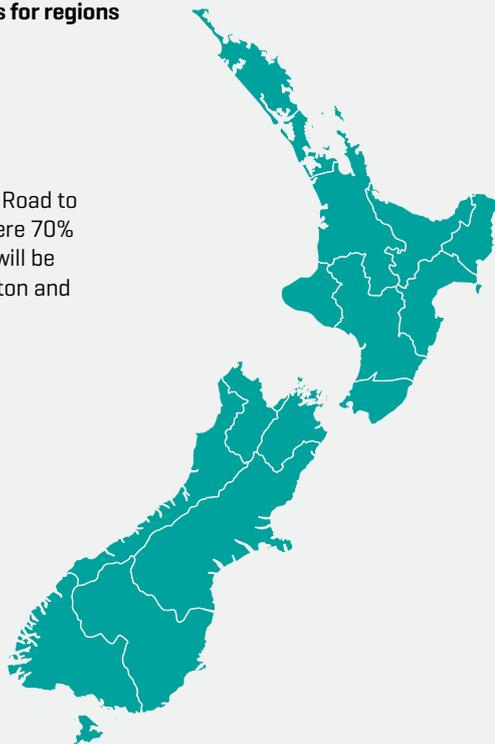
^{55.} GPS investment supports other regional investment programmes such as the Provincial Growth Fund, Billion Trees and Aquaculture Planning Fund.

^{56.} Investment that benefits the regions is incorporated in the Government Commitments, is supported by the strategic direction, and will be funded across all activity classes.

^{57.} **Key areas of focus for regions include:**

Road to Zero

Implementing the Road to Zero strategy (where 70% of improvements will be outside of Wellington and Auckland).



Freight network

Improving the freight network for primary producers to markets.

Maintaining the network

Sufficient funding to maintain networks to the condition required to ensure a safe, resilient and accessible network.

Section 2.2

Strategic Priority: Safety

Safety priority: Developing a transport system where no-one is killed or seriously injured

Key outcomes of Safety

Primary outcome

Healthy and safe people

Co-benefits

Inclusive access

Economic prosperity

Resilience and security

Primary outcome

58. The primary focus of this priority is to develop a transport system that advances New Zealand’s vision that no-one is killed or seriously injured while travelling. New Zealand roads will be made substantially safer.

Co-benefits

59. Safer travel will also improve wellbeing and liveability through the following co-benefits:

Inclusive access

- Many New Zealanders are reluctant to travel by foot, bike, or micro-mobility options due to a lack of safe infrastructure. Safer roads, footpaths and cycleways, as well as safe public transport services, will give people a wider range of quality options to access opportunities.

Economic prosperity

- Well-designed and safe transport networks support productive economic activity as a result of fewer crashes, and more reliable travel times.

Resilience and security

- Safer travel includes security measures to prevent deaths and injuries from malicious acts. Additionally, fewer disruptions from crashes, and supporting alternatives to key routes and modes will improve the resilience of the network. Safer integrated designs can improve resilience of assets, which in turn enhances communities’ and agencies’ response to and recovery from unexpected events.



What will be delivered by 2031 [short to medium term results]

- Reduced number of deaths and serious injuries
- A safer land transport network

How to deliver these outcomes

- Optimise and maintain the road network to prevent safety issues arising from poor quality assets.
- Implement Road to Zero (and the initial action plan for 2020-2022) to achieve the target of a 40% reduction in deaths and serious injuries by 2030. Road to Zero underwent public engagement and can be found at www.transport.govt.nz/zero. Key elements of the Road to Zero strategy and initial action plan to be invested in through GPS 2021 include:
 - infrastructure safety treatments on roads across New Zealand where data show the highest concentrations of deaths and serious injuries [particularly targeting head-on, run-off-road and intersection crashes]
 - enhancing the safety and accessibility of footpaths, bike lanes and cycleways
 - maintaining current levels of road policing, which includes funding for 1,070 dedicated road police, plus wage increases over time necessary to sustain those numbers
 - court-imposed alcohol interlocks to support the road policing action
 - road safety campaigns (including on speed, restraint use, cell phone use while driving, and drug and alcohol impaired driving) to support actions targeting safer road user choices
 - new roadside drug testing equipment to support the action on drug driver testing
 - a range of measures to support the Tackling Unsafe Speeds programme.
- Implement the New Zealand Rail Plan. Improving the safety of the rail network and mode shift will make the overall land transport system safer. Increasing use of freight and passenger rail will therefore support the Government's Road to Zero strategy by providing safer transport options and reducing traffic volumes on roads over time, which will improve road safety.
- Ensure that improvements and updates proactively manage significant security threats that may be posed.
- Increase access to safer travel modes (e.g. public transport), with initial priority in Auckland, Tauranga, Hamilton, Wellington, Christchurch and Queenstown. This will also contribute to Better Travel Options.
- Shape land use, urban form and street design in a way that reduces car dependency, and makes walking, wheeling, cycling and micro-mobility safe and attractive travel choices, to reduce greenhouse gas emissions. This will also contribute to the strategic priorities of Better Travel Options and Climate Change.

How progress will be measured

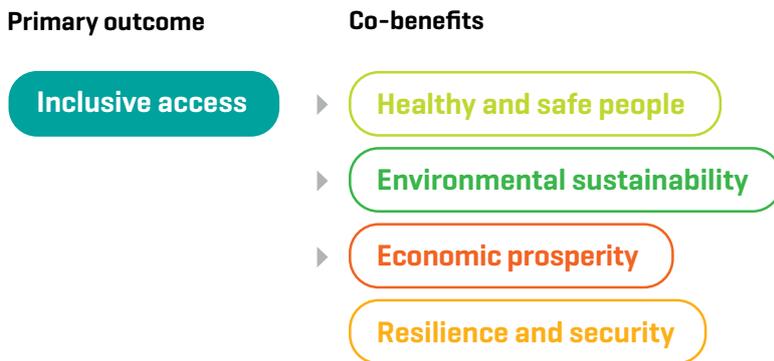
- ^{60.} GPS reporting will cover the relevant high-level indicators to measure progress over the course of the GPS. Road to Zero and the New Zealand Rail Plan will include specific indicators to measure progress in this area. There is an overlap in indicators related to Safety and Better Travel Options.

Section 2.3

Strategic Priority: Better Travel Options

Better Travel Options priority: Providing people with better travel options to access places for earning, learning, and participating in society

Key outcomes of Better Travel Options



Primary outcome

61. The primary focus of this priority is to improve people’s transport choices in getting to places where they live, work and play, and to make sure our cities and towns have transport networks that are fit for purpose and fit for the future.

Co-benefits

62. Better Travel Options will also improve wellbeing and liveability through the following outcomes:

Healthy and safe people

- Better active travel options will support positive physical and mental health. Mode shift and smoother traffic flows will improve air quality.

Environmental sustainability

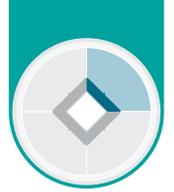
- People will have better options for low emissions travel modes, including active modes and public transport.

Economic prosperity

- High capacity and rapid transit systems and multi-modal travel options in urban centres will help to manage road congestion, and enable efficient flows of people [and products].

Resilience and security

- Supporting alternatives to key routes and modes will improve the resilience of the network. Better and more diverse travel options can reduce localised resilience risks for communities.



What will be delivered by 2031 [short to medium term results]

- Improved access to social and economic opportunities
- Public transport and active modes that are more available and/or accessible
- Increased share of travel by public transport and active modes
- Reduced greenhouse gas emissions
- Reduced air and noise pollution

How to deliver these outcomes

- Optimise and maintain existing transport networks so all people can get to places where they live, work and play in comfort, reliably, and in reasonable time.
- Support transport investments that enable, support and shape growth, make streets more inviting places for people, and enable increased housing supply in line with the Urban Growth Agenda.
- Implement mode shift plans for Auckland, Tauranga, Hamilton, Wellington, Christchurch and Queenstown. Waka Kotahi will take a more proactive role in accelerating mode shift by partnering with local government and other agencies to shape urban form, make shared and active modes more attractive, and influence travel demand and transport choice. This includes progressing work that is already well underway on developing a public transport system in Christchurch.
- Implement priorities identified in the New Zealand Rail Plan to enable reliable and resilient metropolitan rail networks in Auckland and Wellington, and provide a platform for future investment to enable the rail network to respond to growing patronage demands.
- Support the Disability Action Plan's intentions to increase the accessibility of transport.
- Continue investing in specialised services to support accessibility, such as the Total Mobility Scheme
- Support the Tourism Strategy by providing resilient, safe transport infrastructure that offers choice and eases the end to end journey.

- Deliver ATAP, including fulfilling the funding commitments for investment in Auckland made by the Government.
- Develop and deliver LGWM. In the early years of this GPS the focus will be on pre-construction work and ensuring cross-sector governance is well established. An in-cycle amendment to the GPS may be required to reflect progress on this programme, and to deliver central government's share of the investment.

How progress will be measured

- ^{63.} ATAP and LGWM will include specific indicators to measure progress. GPS reporting will cover a subset of these indicators, so that progress can be measured over the course of the GPS. The full list of indicators is provided in Section 2.6.

Section 2.4

Strategic Priority: Improving Freight Connections

Improving Freight Connections priority: Improving freight connections to support economic development

Key outcomes of Improving Freight Connections

Primary outcome

Economic prosperity

Co-benefits

Resilience and security

Environmental sustainability

Healthy and safe people

Primary outcome

64. **Well-designed transport corridors with efficient, reliable and resilient connections will support productive economic activity.**

Co-benefits

65. Stronger freight connections will also improve wellbeing and liveability through the following co-benefits:

Resilience and security

- Improving transport connections, alternative routes and investments in multiple travel modes will boost the ability of the transport system and communities to recover from disruptive events, supporting continuity in economic activity and regional development.

Environmental sustainability

- Over time increasing movements of freight by lower emissions transport modes, such as rail and coastal shipping, will reduce emissions and pollutants.

Healthy and safe people

- Increasing movements of freight by rail and coastal shipping over time, which are safer than road travel, will reduce the safety risks of travel. Air pollution in our urban centres will be reduced.



What will be delivered by 2031 [short to medium term results]

- Freight routes that are more reliable
- Freight routes that are more resilient
- Reduced greenhouse gas emissions
- Reduced air and noise pollution.

How to deliver these outcomes

- Maintain the roads and railways that are crucial for linking production points with key distribution points.
- Manage resilience risk on important regional corridors where disruptions cause the highest economic and social costs.
- Implement the New Zealand Rail Plan to enable a reliable and resilient rail network that supports freight movements in a mode-neutral system.
- Improve mode choice for moving freight by coastal shipping, through investing in infrastructure, support to domestic start-ups and relevant research.
- Improve the safe and efficient movement of freight through logistics planning and network optimisation.

How progress will be measured

- ^{66.} The New Zealand Rail Plan will include specific indicators to measure progress. Progress reports on the GPS will include high-level indicators of the implementation of the New Zealand Rail Plan. The New Zealand Rail Plan will include more specific indicators than the GPS. The full list of indicators is provided in Section 2.6.

Section 2.5

Strategic Priority: Climate Change

Climate Change priority: Transforming to a low carbon transport system that supports emissions reductions aligned with national commitments, while improving safety and inclusive access.

Primary outcome

Environmental sustainability

Co-benefits

Inclusive access

Healthy and safe people

Resilience and security

Primary outcome

- 67. Investment decisions will support the rapid transition to a low carbon transport system, and contribute to a resilient transport sector that reduces harmful emissions, giving effect to the emissions reduction target the Climate Change Commission recommended to Cabinet until emissions budgets are released in 2021.

Co-benefits

Inclusive access

- Mode shift in urban areas from private vehicles to public transport, walking, and cycling will support efforts to reduce emissions. Higher density, mixed use and transit oriented development where people live in closer proximity to where they work, learn and play, will help reduce emissions by making public and active transport more feasible.

Healthy and safe people

- Mode shift in our urban areas and laying the ground work for greater freight mode shift will reduce exposure to elevated concentrations of land transport-related air pollution.

Resilience and security

- The National Adaptation Plan, developed over the next two years, will help New Zealand plan urgent actions to reduce and manage the impact of climate-related effects on critical infrastructure.



68. Nearly 20% of New Zealand’s domestic greenhouse gas emissions currently come from transport, with 90% of these emissions from road transport. New Zealand has committed to reduce greenhouse gas emissions to 30% below 2005 levels by 2030 under the Paris Agreement on Climate Change. Through the Climate Change Response [Zero Carbon] Act, the Government has set a target for New Zealand to be net zero carbon by 2050. Transport emissions are growing, so intervention is required to reduce them.
69. Achieving net zero carbon ultimately requires a transition to a low carbon transport system. In such a system, measures are in place to manage travel demand, and infrastructure is interconnected to encourage walking, cycling and the use of public transport. The nature of infrastructure investment decisions, combined with New Zealand’s relatively old and inefficient vehicle fleet, means the investment decisions made today will have long-term implications for emissions.
70. The transition will require combined approaches, with government, businesses, and communities all playing a part. The Government should lead because it has a range of tools available to reduce land transport emissions from regulations and standards to direct investment, urban planning requirements and incentive schemes.
71. New Zealand’s cities need to be places where people can safely and enjoyably travel by low emissions transport modes such as walking, cycling, and emissions-free public transport. Businesses also need to look for lower emissions ways to move freight. These choices are influenced by Government investment decisions, such as investing more in rail and coastal shipping; the GPS has a part to play in supporting this transition.
72. The outcomes for the Climate Change strategic priority in GPS 2021 reflect the Government’s move towards setting emissions budgets to make sure New Zealand achieves its emissions reduction goals. The independent Climate Change Commission [the CCC] is developing emissions budgets, which will set a cap for emissions in five year periods [2022–2025, 2026–2030 and 2031–2035]. The CCC will provide advice on the direction of policy required for an emissions reduction plan for the first budget, by February 2021. The Government will respond with its plan to achieve the first budget by 31 December 2021. All investment decisions will need to be consistent with the transport component of that plan, which will be informed by the Transport Emissions Action Plan.
73. We are already experiencing the impacts of climate change [such as more frequent severe storm events, flooding and coastal inundation] on New Zealand’s transport network. Responding to these risks requires the coordination and collaboration of many agencies.
74. The National Climate Change Risk Assessment gives a national picture of the risks New Zealand faces from climate change, including the risks to land transport infrastructure. It identifies the most significant risks that require urgent action. The Government will use it to prioritise action to reduce the risks, including through the National Adaptation Plan. This may influence investment choices made through the Fund.

What will be delivered by 2031 [short to medium term results]

- Reduced greenhouse gas emissions
- Reduced air and noise pollution
- Improved resilience of the transport system

How to deliver these outcomes

- Waka Kotahi will implement its Sustainability Strategy and Action Plan.
- Investment decision-making that supports national commitments on emissions reduction.
- Waka Kotahi will undertake relevant actions identified in the National Adaptation Plan.
- Shape land use, urban form and street design in a way that reduces car dependency, and makes walking, wheeling, cycling and micro-mobility safe and attractive travel choices to reduce greenhouse gas emissions. This will also contribute to the strategic priorities of Safety and Better Travel Options.

How progress will be measured

75. Monitoring the transport sector’s contribution to reducing greenhouse gas emissions will be led by the Ministry for the Environment. GPS reporting will continue to include relevant indicators, provided in Section 2.6.

Section 2.6

Indicators for how progress will be measured

76. Table 1 shows indicators that the Ministry of Transport, working with agencies, will use to monitor progress in achieving the strategic priorities of GPS 2021. Main indicators are shown in bold, with supporting indicators underneath. This indicator set may be reviewed and updated as new data sources become available.

Table 1: Relationship between strategic priorities, results and proposed indicators

| Strategic Priority | Transport Outcome[s] | | | | | Proposed indicator[s] |
|--|-------------------------|------------------|---------------------|-------------------------|------------------------------|--|
| | Healthy and safe people | Inclusive access | Economic prosperity | Resilience and security | Environmental sustainability | |
| Strategic priority 1: Developing a transport system where no-one is killed or seriously injured | ✓ | ✓ | ✓ | ✓ | | 1. Deaths and serious injuries on the road and rail corridor |
| | | | | | | 2. Hospitalisations from road crashes |
| | | | | | | 3. Pedestrian and cyclist injuries |
| | | | | | | 4. Deaths and serious injuries where alcohol, drugs, speed, fatigue or distraction was a contributing factor |
| | | | | | | 5. % of state highway and local road networks modified to align with a safe and appropriate speed |
| | | | | | | 6. % of road network covered by automated safety cameras |
| | | | | | | 7. % of urban network with speed limit of 40 km/h or below |
| | | | | | | 8. Number of dedicated road policing staff |
| | | | | | | 9. Mode share for how children travel to/from school |
| Strategic priority 2: Providing people with better travel options to access places for earning, learning, and participating in society | ✓ | ✓ | ✓ | ✓ | ✓ | 10. Access to jobs |
| | | | | | | 11. Access to essential services (i.e. shopping, education and health facilities) |
| | | | | | | 12. % of population with access to frequent public transport services |
| | | | | | | 13. Mode share for people (i.e. % of travel by mode) |
| | | | | | | 14. Number of passenger boardings using urban public transport services (by region) |
| | | | | | | 15. SuperGold boardings |
| | | | | | | 16. Use of specialised services |
| | | | | | | 17. Network kilometres of walking and cycling facilities delivered |
| | | | | | | 18. Cycling count in urban areas |

| Strategic Priority | Transport Outcome[s] | | | | | Proposed indicator[s] |
|---|-------------------------|------------------|---------------------|-------------------------|------------------------------|--|
| | Healthy and safe people | Inclusive access | Economic prosperity | Resilience and security | Environmental sustainability | |
| Strategic priority 3: Improving freight connections to support economic development | ✓ | | ✓ | ✓ | ✓ | 19. Predictability of travel times on priority routes ¹ |
| | | | | | | 20. Mode share for domestic freight [i.e. % of freight moved by road, rail, and coastal shipping] |
| | | | | | | 21. Availability of state highway network |
| | | | | | | 22. Number of affected travel hours that priority routes are unavailable |
| | | | | | | 23. % of priority routes that have viable alternative routes |
| | | | | | | 24. Kilometres of road and rail infrastructure susceptible to coastal inundation with sea level rise |
| Strategic priority 4: Transforming to a low carbon transport system that supports emissions reductions aligned with national commitments, while improving safety and inclusive access | ✓ | ✓ | | ✓ | ✓ | 25. Maintenance cost per lane kilometre delivered for: (i) state highway, (ii) local roads |
| | | | | | | 26. Tonnes of greenhouse gases emitted per year from land transport |
| | | | | | | 27. Tonnes of harmful emissions per year from land transport |
| | | | | | | 28. Number of people exposed to elevated concentrations of land transport-related air pollution |
| | | | | | | 29. Number of people exposed to elevated levels of land transport noise |
| | | | | | | 30. Vehicle kilometres travelled |
| | | | | | | 31. Distance per capita travelled in single occupancy vehicles |

1. Priority routes are determined by Waka Kotahi research based upon routes with high volume of freight and routes which connect up key tourist destinations.

3

Investment in land transport



This section describes how different funding and financing sources should be considered and sets out principles to be taken into account when investing in the land transport sector. It sets out how investment from the Fund has been allocated to activity classes and the Ministerial expectations for how Waka Kotahi gives effect to the investment strategy.

Section 3.1

Funding land transport

77. The previous section sets out the strategic direction; this section describes investment in land transport to deliver the strategic priorities. The Government provides a dedicated fund, the National Land Transport Fund, to support the delivery of land transport investments. The Government expects the transport sector to supplement and support the Fund by considering the most appropriate funding and financing options.²

78. Many projects will be solely funded by a combination of investment from the Fund and councils. But for large-scale and long-term programmes, and particularly those where transport is part of an integrated package, the Government expects that all appropriate funding and financing approaches will be considered.

79. To determine the most appropriate funding and financing options, a set of principles and a funding and financing toolkit are being developed. Until these are developed, early expectations are that:

- where transport is one of many outcomes being pursued, the Fund should appropriately represent transport's share – this is an opportunity to pursue more ambitious packages that have wider benefits, and of which transport is just one part
- for investments (such as rapid transit) that generate value uplift, capturing some of this value should be considered to offset the costs of the transport investment
- targeted funding, where those who directly and significantly benefit from an infrastructure project pay a greater share of its costs, should be considered
- the procurement approach should seek to best deliver the investment objectives while optimising whole-of-life costs
- when seeking investment from the Fund for large intergenerational projects (over \$100 million) and projects where transport and other outcomes are advanced together, financing approaches should be considered. This includes considering alternative sources (e.g. new Infrastructure Funding and Financing tools) and alternative operational models (e.g. Public Private Partnerships). The Ministry of Transport and Waka Kotahi will expect confirmation that there has been adequate consideration of financing before supporting such large projects

80. Adopting an alternative financing proposal may foreclose other options so it must represent the best course of action for the land transport system. Alternative financing proposals may also have implications for the Government's broader fiscal strategy and so will need to be considered within an all-of-government context.

The Government will assist parties to make optimal funding and financing decisions

81. The Government has been developing new investment models with different funding and financing applications. This includes two city-specific approaches in New Zealand (ATAP and LGWM) and innovative approaches to deliver rapid transit in Auckland. While these are at different stages of progress, they are both adopting new principles and expectations around funding and financing, with parties working closely together to determine who should fund what, and what funding sources should be used to complement the Fund.

82. The Government will continue to work with other participants in the land transport planning and funding system (e.g. local government and other agencies) to enable better results within available funding limits. It will also continue to investigate new options for how transport sector projects can be funded and financed. In part, this will be achieved through the funding and financing toolkit, which will assist decision-makers to choose appropriate and effective methods to pay for new infrastructure. Once established, this toolkit will provide users with access to information, guidance and best practice. This toolkit will grow and improve over time.

2. Funding sources cover revenue available (e.g. local government rates) while financing is money raised (e.g. from banks or a loan) that has to be repaid.

Business cases for alternative financing

- ^{83.} Proposals should, among other things, demonstrate:
- how the project can realise benefits early
 - the willingness and extent to which co-funders commit to funding
 - opportunities for value capture and/or realising the value to communities of land use changes that can be optimised by land transport investment
 - that the overall benefits are greater than using the Fund
 - that it is the best procurement option, as per Infrastructure Commission guidance.

Design principles for alternative financing

- ^{84.} All proposals involve some form of trade-off between competing principles. Transparency around what is being traded-off in the design and application of alternative financing measures, and why these trade-offs are being made, is important for good decision-making and accountability. Particular tensions that should be explicitly analysed include, but may not be limited to:
- achieving economically efficient investment while preserving the design of the Fund to use today's revenue generally for today's needs
 - optimising financial efficiency in the present management of the Fund while preserving the flexibility to respond to future opportunities and risks
 - adopting measures that are proportionate to the task to be performed without unreasonably curtailing the discretion of decision-makers.

Section 3.2

Principles for investing

85. Transport investment decisions need to be transparent and provide the best possible impact and value to New Zealanders.

86. For investment using the Fund this means seeking value for money through:

Alignment to strategic direction

Does investment align with the strategic direction of the GPS?

87. The GPS sets out the Government’s vision for the land transport sector. This includes the results it wishes to see and some of the key deliverables expected. Government commitments in GPS 2021 show where the Government deems alignment to the strategic priorities to be strongest.

88. Each of the four Strategic Priorities comprise Primary Outcomes and co-benefits, which are measurable improvements that are seen by stakeholders, including the public, to be positive and worthwhile.

Effectiveness

To what extent does the investment achieve the priorities of the GPS?

89. Making the right investment decisions requires responses to be scoped correctly and show meaningful contributions to the identified results. Funding applicants need to show that they considered alternatives, and how they compare in meeting the results set out in Section 2.6. This includes considering whether there are better ways to operate and maintain the existing land transport system before considering new improvements. This analysis is undertaken at the start of usual processes, such as the Business Case Approach, once alignment has been articulated.

90. Following implementation, the Ministry expects agencies to complete benefits realisation assessments, which should be set out in business cases. This will allow the system to see the extent to which the investment was effective at achieving the priorities of the GPS.

Efficiency

Is this being achieved at the best cost for the results being delivered?

91. The principle of efficiency within value for money when procuring goods or services does not necessarily mean selecting the lowest price but rather the best possible outcome for the total cost of ownership (or whole-of-life cost). This includes considering the appropriate funding source and the whole-of-life costs and benefits (both short and long-term, and monetised and non-monetised). An established technique supporting this is cost benefit analysis.

92. This approach is aligned with the Ministry of Transport’s system planning, appraisal, investment and evaluation frameworks, and the business case process. The approach will be utilised by Waka Kotahi when it prioritises activities for inclusion in the NLTP and considers funding approvals for the programme.

Making the most of our existing land transport network

93. Often existing networks and services could be used more efficiently, potentially delaying the need for major investment in additional capacity. This means applying an intervention hierarchy that considers integrated planning and optimisation of existing networks as part of travel demand management, before constructing new infrastructure. This is critical to achieving value for money from transport investment.
94. Travel demand management is an integrated – whole of system – approach to managing transport using techniques designed to influence the way people travel. This includes how people travel [i.e. by what mode], when people travel, how often they travel, where they travel to, what route they take and if they even need to travel.
95. In practice, demand can be managed by:
- land use management [e.g. focussing growth in areas with good existing travel options and intensification near public transport links]
 - providing better travel options through infrastructure/ service improvements, and system optimisation
 - establishing incentives and disincentives to encourage people to change the time, mode or route they travel [e.g. discounts or charges]
 - policies and behaviour change programmes – ‘soft’ methods [e.g. marketing and travel planning].
96. One potential benefit of these approaches is that if applied effectively [e.g. contributing to significant mode shift], some forecasted investments [e.g. extra road capacity] may no longer be required, or can be delayed. For cases where investment in new infrastructure or services is necessary to increase the capacity of the transport network, supporting demand management interventions to encourage mode shift should be considered. An example could be when a new arterial road is being planned, separate cycle lanes are included in the plans to encourage non-car travel for some users.
97. GPS 2021 expects that demand management initiatives [including promotional activities] will be developed as part of transport planning and business case processes, and then funded from the most appropriate activity class.

Innovation can increase the net benefits from land transport investment and use

98. Innovation can support value for money by providing alternatives or better choices in the way investments are made and used. The land transport system is changing, with new and innovative transport solutions and services affecting the way people and goods travel. The private sector is driving much of this change by playing a greater role in delivering transport services in New Zealand. For example, there are an increasing number of shared mobility services operating in New Zealand’s main urban centres.

99. Innovation can help overcome many of the challenges facing the transport system by, for example, improving safety and providing greater access for people. Innovation also provides opportunities to improve, and in some cases, transform the way people travel, and how freight is moved on our land transport network. We need to plan and invest to take advantage of these opportunities. Waka Kotahi will invest from the Fund to support this innovation.
100. When the land transport sector considers investment, the Government expects it to take advantage of the opportunities that innovation provides. This includes supporting, developing and making use of new technologies [such as low emissions, connected and autonomous vehicles], new business models [such as car share and bike share schemes], and making better use of ‘big data’ to improve user experiences, integrate different transport options, or optimise traffic flows.
101. Successful innovation depends on encouraging collaboration, and building partnerships, between central and local government, the private sector, academic institutions, and organisations that represent economic, social, and environmental interests.

Sometimes lead investments will be appropriate

102. In some cases it may represent value for money to make investments ahead of demand, to support future developments [lead investments]. For example, building a multi-modal transport corridor ahead of demand while land prices are cheaper will lower the land purchase cost and could help shape urban form in a way that better integrates transport and land use. The early introduction of public transport services to a newly urbanising area can also help establish multi-modal travel patterns. If undertaken strategically, this approach can help minimise the level of car dependency experienced by many existing urban areas.
103. It is important that work to support lead investments is completed in a robust and transparent manner, and only when required by specific government policy. In GPS 2021, lead investment will help provide access to serviced land for housing development in high growth urban areas. In such cases, the Government expects relevant stakeholders, including Waka Kotahi and local government, to agree on how to use existing and new funding and financing tools effectively in combination.

Section 3.3

Dedicated funding for delivering transport priorities

- 104. Revenue raised from the land transport system (Fuel Excise Duty (FED), Road User Charges (RUC) and motor vehicle registration and licensing fees) is put into the Fund to be used on transport projects. Use of the Fund should:
 - create transport-related benefits
 - generally be used to address today’s transport priorities.
- 105. An increase in fuel excise duty and road user charges has not been modelled as part of this GPS. There will be no increase to FED and RUC in the first three years of this GPS. Track user charges to be paid by rail operators will be introduced by 2021/22 and will contribute to the Fund. The revenue for the Fund is projected to increase from around \$4.4 billion in 2021/22 to \$5.1 billion in 2030/31.
- 106. Local government supplements the Fund with their ‘local share’ to help meet the cost of investments that benefit their communities.
- 107. Table 2 reflects the total expenditure target (the expected level of expenditure based on projected revenue for the Fund) along with the maximum and minimum for the first six years of GPS 2021. Actual expenditure will vary with actual revenue collected in the Fund.
- 108. Waka Kotahi is required to match its expenditure to the target expenditure set out in GPS 2021. However, it is legally required to limit its spending to the levels of available revenue in the Fund. Because both the timing and levels of revenue and expenditure are subject to uncertainty, the LTMA 2003 provides for an allowable variation to be set in a GPS as a way of managing any imbalances that arise. The Minister may vary the expenditure target. Surpluses can be carried forward from one financial year into the next.
- 109. Waka Kotahi will manage the long-term sustainability of its transport investment programme. In managing the transport investment programme it should consider fiscal adequacy and resilience to unexpected events, and the ability to cope with long-term trends that create future fiscal risks.
- 110. Waka Kotahi will need to manage both short-term cash flow issues and long-term commitments such as public private partnerships.

Table 2: National Land Transport Programme funding ranges 2021/22 to 2026/27

| | 2021/22 \$m | 2022/23 \$m | 2023/24 \$m | 2024/25 \$m | 2025/26 \$m | 2026/27 \$m |
|----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Expenditure target | 4,500 | 4,550 | 4,650 | 4,700 | 4,800 | 4,850 |
| Maximum expenditure | 4,700 | 4,750 | 4,850 | 4,900 | 5,000 | 5,050 |
| Minimum expenditure | 4,300 | 4,350 | 4,450 | 4,500 | 4,600 | 4,650 |

Section 3.4

Activity class framework

111. GPS 2021 allocates funding ranges to eleven activity classes. The activity classes are:
- Road to Zero
 - Public Transport Services
 - Public Transport Infrastructure
 - Walking and Cycling Improvements
 - Local Road Improvements
 - State Highway Improvements
 - State Highway Maintenance
 - Local Road Maintenance
 - Investment Management
 - Coastal Shipping
 - Rail Network
112. Funding from local government contributes to the delivery of projects across the activity classes. While this will typically be for local government-led projects, by exception the Waka Kotahi Board may approve local share contribution to Waka Kotahi projects, such as state highway improvements. Any local share provision is additional to the activity class funding ranges.
113. Activity classes provide signals about the balance of investment across the GPS. Funding is divided into activity classes as a means of achieving the results specified in GPS 2021. As per the strategic direction of GPS 2021 and following on from GPS 2018, the focus of the investment in the activity classes is on improving safety, better travel options, improved freight connections, and climate change.
114. This means Waka Kotahi will need to ensure its systems can consider projects that may require investment across activity classes. This supports a more mode neutral and results focussed approach, as it enables GPS investments to be funded from more than one activity class to provide the best transport solution.
115. For each activity class, a funding range is given with an upper and lower limit for expenditure from the Fund. There will be additional funding expenditure from other sources [such as Crown funding] to complete some projects e.g. rapid transit. Waka Kotahi is responsible for allocating funding within these ranges to specific activities, while staying within the overall expenditure target.
116. Situations may arise where expenditure is projected to fall below the lower band for reasons independent of revenue supply and/or otherwise outside the control of Waka Kotahi. Opportunity may also arise for expenditure to exceed the upper funding band, consistent with the policy intent and value for money expectations. In these circumstances, Waka Kotahi and the Ministry of Transport will advise the Minister of Transport of the risk or opportunity and possible responses.
117. **Table 3** [on page 34] sets out the activity class funding ranges for 2021/22 – 2030/31. The activity class funding ranges take into account the forecast expenditure from the Fund to deliver the Government’s priorities and to realise the strategic direction in GPS 2021.

New activity classes

Road to Zero

- ^{118.} Investment through the Road to Zero activity class will be targeted towards those interventions identified as being key to achieving the target reductions in deaths and serious injuries sought through Road to Zero, focussing on:
- Safety infrastructure and speed management: safety treatments and speed management on roads across New Zealand where data show the highest concentrations of deaths and serious injuries occur, as well as road engineering to support speed reductions around urban and rural schools
 - Road policing: maintaining the number of existing dedicated road policing staff plus necessary wage increases over time, non-dedicated staff time undertaking road policing activities, and associated equipment and overheads, new roadside drug testing equipment, and court-imposed alcohol interlocks subsidy scheme
 - Automated enforcement: expanding the safety camera network and its operation and management
 - Road safety promotion: national and local/regional campaigns and initiatives to achieve safety outcomes.
 - System management activities: strengthen system leadership, support and coordination.
- ^{119.} Outside of this activity class, investment from other activity classes may be used to fund activities with a safety outcome.

Rail Network

- ^{120.} Rail is an integral part of the transport system in New Zealand. Rail enables access and mobility, transporting people and goods, supporting productivity and business growth, reducing emissions, congestion and road deaths, and strengthening social and cultural connections between communities.
- ^{121.} GPS 2021 implements the findings of the Future of Rail review. The purpose of this activity class is to implement the New Zealand Rail Plan by funding approved activities from the RNIP (prepared by KiwiRail). The priority is to ensure a reliable and resilient national rail network. It provides funding to KiwiRail to maintain and renew the national rail freight network.
- ^{122.} The activity class does not show the funding to be provided by the Crown to be invested in RNIP activities. The agreed funding for this is set out in Section 3.6.

Public Transport Services and Public Transport Infrastructure

- ^{123.} Public transport moves large numbers of people through the network. It also can shape the urban landscape and create more liveable cities.
- ^{124.} The reframed Public Transport Services and Public Transport Infrastructure activity classes in GPS 2021 allow Waka Kotahi to separate regular investment to support continual services, from investment in brand new infrastructure.
- ^{125.} By incorporating rapid transit funding (e.g. for busways and light rail infrastructure) and metro rail funding into the Public Transport Infrastructure activity class, Waka Kotahi will have the flexibility to work with local government and KiwiRail to plan and deliver the most appropriate improvements as urban areas grow. The potential significant cost of rapid transit infrastructure means that alternative funding and financing arrangements may be required to deliver rapid transit and supplement the funding available in the Fund.
- ^{126.} Projects approved under the Transitional Rail activity class for the Auckland and Wellington metropolitan rail networks in GPS 2018 and certain approved interregional rail projects will now be funded through the Public Transport Infrastructure and Public Transport Services activity classes. Achieving resilient and reliable metropolitan rail networks in Auckland and Wellington will continue to be the first priority for investment for rail from the Public Transport activity classes. All investment in metropolitan rail through the Public Transport Infrastructure activity class must align with the New Zealand Rail Plan before being considered for investment.

Coastal Shipping

- ^{127.} New Zealand's coastal shipping sector fulfils a critical role in New Zealand's freight system. It provides a safe and sustainable mode for transporting large, heavy cargo such as petroleum products, cement and aggregate. There is potential to increase the use of coastal shipping as an alternative to other freight transport.
- ^{128.} Ultimately, the Government's expectation for investment in coastal shipping is to embed mode neutrality and choice for freight transporters, to allow New Zealand flagged coastal shipping to operate on a level playing field with other freight operators, and to enhance the sustainability and competitiveness of the domestic sector. It also reflects the Government's interest in partnering with industry to understand the challenges facing coastal shipping, and working with it to address these challenges. The initial three years of funding will include relevant research to see what future support for the sector may help achieve Government's aims.

Table 3: Activity classes and funding ranges

| Activity class | Expenditure reporting line | Definition | | GPS 2021 funding ranges | | | | | | Forecast funding ranges | | | |
|----------------------------------|---|---|-------|-------------------------|----------------|----------------|----------------|----------------|----------------|-------------------------|----------------|----------------|----------------|
| | | | | 2021/22 \$m | 2022/23 \$m | 2023/24 \$m | 2024/25 \$m | 2025/26 \$m | 2026/27 \$m | 2027/28 \$m | 2028/29 \$m | 2029/30 \$m | 2030/31 \$m |
| Road to Zero | Safety infrastructure | Investment in safety infrastructure and speed management treating high risk corridors and intersections | | | | | | | | | | | |
| | Road policing | Investment in road policing and associated equipment | Upper | 910 | 940 | 980 | 1000 | 1040 | 1070 | 1080 | 1110 | 1140 | 1170 |
| | Automated enforcement | Investment in automated enforcement | Lower | 820 | 840 | 870 | 900 | 930 | 960 | 970 | 1000 | 1020 | 1050 |
| | Road safety promotion | Investment to support behavioural changes to improve road safety outcomes | | | | | | | | | | | |
| Public Transport Services | Service operation | Investment in the operation of existing public transport networks and services to improve utilisation and maintain existing levels of service | Upper | 600 | 630 | 700 | 820 | 900 | 920 | 950 | 970 | 1000 | 1030 |
| | Service improvement | Investment in new public transport services to improve the level of service and encourage the uptake of public transport | Lower | 390 | 410 | 420 | 430 | 440 | 450 | 470 | 480 | 490 | 510 |
| Public Transport Infrastructure | Existing | Investment in maintaining the level of service of existing public transport infrastructure | Upper | 770 | 650 | 660 | 780 | 830 | 850 | 810 | 810 | 850 | 870 |
| | New | Investment in new public transport infrastructure to improve the level of service | Lower | 450 | 450 | 370 | 340 | 340 | 350 | 350 | 350 | 370 | 380 |
| Walking and Cycling Improvements | Walking and cycling | Investment to improve the level of service and increase uptake for walking and cycling including promotional activities | Upper | 180 | 175 | 195 | 115 | 115 | 115 | 120 | 120 | 120 | 120 |
| | | | Lower | 95 | 90 | 105 | 75 | 75 | 75 | 80 | 80 | 80 | 80 |
| Local Road Improvements | Existing | Investment in improving the capacity or level of service on existing local roads | Upper | 300 | 250 | 260 | 260 | 130 | 130 | 140 | 140 | 140 | 150 |
| | New | Investment to optimise utilisation, improve the level of service and improve capacity where needed | Lower | 100 | 100 | 100 | 110 | 50 | 50 | 50 | 60 | 60 | 60 |
| State Highway Improvements | Existing | Investment in improving the capacity or level of service on existing state highways | Upper | 1250 | 1000 | 1000 | 950 | 900 | 800 | 650 | 550 | 450 | 450 |
| | New | Investment to optimise utilisation, improve the level of service and improve capacity where needed | Lower | 800 | 800 | 800 | 750 | 700 | 600 | 450 | 350 | 350 | 300 |
| State Highway Maintenance | Operate | Investment in the operation of existing state highways to optimise existing infrastructure and deliver an appropriate level of service | | | | | | | | | | | |
| | Maintain | Investment in the maintenance of existing state highways to deliver an appropriate level of service, excluding asset upgrades | Upper | 960 | 980 | 1000 | 1020 | 1040 | 1060 | 1080 | 1110 | 1150 | 1190 |
| | | | Lower | 740 | 750 | 770 | 800 | 830 | 870 | 910 | 950 | 980 | 1020 |
| | Renew | Investment in renewal of existing state highways to deliver an appropriate level of service | | | | | | | | | | | |
| Emergency | Urgent response to transport network disruptions to restore an appropriate level of service | | | | | | | | | | | | |
| Local Road Maintenance | Operate | Investment in the operation of existing local roads to deliver an appropriate level of service | | | | | | | | | | | |
| | Maintain | Investment in the maintenance of existing local roads to deliver an appropriate level of service, excluding asset upgrades | Upper | 760 | 780 | 800 | 820 | 840 | 860 | 880 | 900 | 930 | 950 |
| | | | Lower | 650 | 670 | 680 | 700 | 720 | 730 | 750 | 770 | 790 | 810 |
| | Renew | Investment in renewal of existing local roads to deliver an appropriate level of service | | | | | | | | | | | |
| Emergency | Urgent response to transport network disruptions to restore an appropriate level of service | | | | | | | | | | | | |
| Investment Management | Planning | Investment in the transport planning, research and funding allocation management | Upper | 85 | 90 | 95 | 95 | 95 | 95 | 95 | 95 | 100 | 100 |
| | Sector research | | Lower | 70 | 75 | 75 | 75 | 80 | 80 | 80 | 85 | 85 | 85 |
| | Management | | | | | | | | | | | | |
| Coastal Shipping | Coastal shipping | Investment in coastal shipping to support the efficiency and resilience of the coastal shipping sector | Upper | 15 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | Lower | 10 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail Network | Rail network | Investment to enable KiwiRail to deliver a reliable and resilient national rail network | Upper | 170 | 170 | 170 | 170 | 170 | 170 | 170 | 170 | 170 | 170 |
| | | | Lower | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |

Section 3.5

Delivering Government Commitments

- ^{129.} To support commitments that have been made by Government towards certain programmes, the Government expects forthcoming NLTPs to meet investment expectations [set out in Table 4], across total investment in activities.
- ^{130.} The activity classes in GPS 2021 have been set to deliver the results the Government wishes to see from ATAP, LGWM and Road to Zero. Waka Kotahi also has a role to play in implementing the New Zealand Rail Plan. The activity classes include sufficient funding to cover the central government share for each of these Government Commitments. Some investments [such as a dedicated safety improvement in Auckland] will contribute to meeting multiple Government Commitments.
- ^{131.} Waka Kotahi is expected to report to the Minister on the investment and delivery progress of these programmes. They will work closely with approved organisations to do this.

Table 4: Investment expectations for Government Commitments to be met in NLTPs

| Government Commitments | Investment expectations |
|---|---|
| <p>Auckland Transport Alignment Project (ATAP)</p> <p>ATAP is an aligned strategic approach between the Government and Auckland Council to develop a transformative transport programme that addresses Auckland’s key challenges over the next 30 years.</p> <p>In April 2018 the Government and Auckland Council agreed the ATAP package of investment priorities for Auckland. The indicative package of \$28 billion for the first decade will be funded from the Fund, Crown funding, rates and the Auckland regional fuel tax.</p> <p>Funding to give effect to the Government’s commitment to the second decade of ATAP, which begins in 2028/29, will be factored in through a future GPS update.</p> | <p>\$16.3 billion from the Fund [from 2018/19-2027/28]³</p> |
| <p>Let’s Get Wellington Moving (LGWM)</p> <p>LGWM is a joint initiative between Wellington City Council, Greater Wellington Regional Council, and Waka Kotahi. The programme focusses on the area from Ngauranga Gorge to the airport, encompassing the Wellington Urban Motorway and connections to the central city, hospital, and the eastern and southern suburbs.</p> <p>In May 2019, the Government, Wellington City Council and Greater Wellington Regional Council announced the LGWM indicative package, made up of a number of components to improve walking, cycling, public transport and liveability in Wellington.</p> | <p>\$3.8 billion from the Fund [from 2021/22-2041/42]⁴</p> |
| <p>Road to Zero</p> <p>‘Road to Zero’ charts a new approach to road safety for the next 10 years to 2030, with a vision of a New Zealand where no-one is killed or seriously injured in road crashes. The strategy builds on the safe system approach introduced in the previous ‘Safer Journeys’ strategy 2010-2020, with a focus on infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices and system management. Road to Zero introduces a target of a 40% reduction in deaths and serious injuries over 10 years [from 2018 levels].</p> | <p>\$10 billion from the Fund [between 2021/22-2030/31], expected to be invested as follows:⁵</p> <ul style="list-style-type: none"> • 15% – local road infrastructure • 30% – state highway infrastructure • 40% – road policing • 15% – road safety promotion and other safety spend |
| <p>New Zealand Rail Plan</p> <p>The New Zealand Rail Plan outlines the Government’s vision and priorities for rail. The long-term vision is for New Zealand’s national rail network to provide modern transit systems in our largest cities, and to enable increasing volumes of freight to be moved off the roads and onto rail. Over the next decade investment is needed to achieve a reliable and resilient national rail network. This requires investment in both the national rail freight network and our metropolitan rail networks. The NLTF will be one contributor to funding this. Further work will also be done to introduce track user charges for KiwiRail to pay into the NLTF. Crown funding has also been committed to the NLTF to support the rail network.</p> | <p>\$1.2–\$1.7 billion from the Fund, plus additional Crown contribution [between 2021/22 and 2030/31].</p> <p>There will also be further investment in metropolitan networks through the Public Transport activity classes.</p> |

3. \$16.3 billion was the commitment from the Fund to ATAP in 2018. Any change to this number following an ATAP update will be reflected through a future GPS.

4. This reflects Cabinet endorsement of an indicative package and an overall 60:40 split between central and local government. This was based on revenue growth assumptions that are not built into the GPS 2021 forecast and is subject to each party being able to provide their share.

5. The target for each expenditure type is indicative based on the modelling at the time Road to Zero was developed. Waka Kotahi will report on actual spend as part of each expenditure reporting line in the Road to Zero activity class.

Section 3.6

Crown funding for land transport

- 132. The Government sets the direction for land transport investment through the Fund in the GPS. Decisions about individual projects are the responsibility of Waka Kotahi.
- 133. The Government can also provide additional funding to progress specific transport activities or projects. In most cases, this funding is appropriated by Parliament outside of the Fund, and is spent by Waka Kotahi or KiwiRail acting as the Crown’s delivery agent. Additional funding is often provided to “lead investments” that deliver broader outcomes, and other investments that might not otherwise be prioritised to receive funding from the Fund.
- 134. Projects delivered through Crown appropriations contribute to transport and wider outcomes, and generally align with GPS priorities. However, they are delivered separately from the GPS and, as shown in the following diagram, the Fund is only invested in accordance with the GPS. Additional activities to realise the full benefits of Crown-funded projects may be considered for funding through the Fund. However, no additional priority should be attributed to such projects just because they are linked to a Crown-funded project.

Figure 3: Relationship between GPS and other Crown-funded transport investments

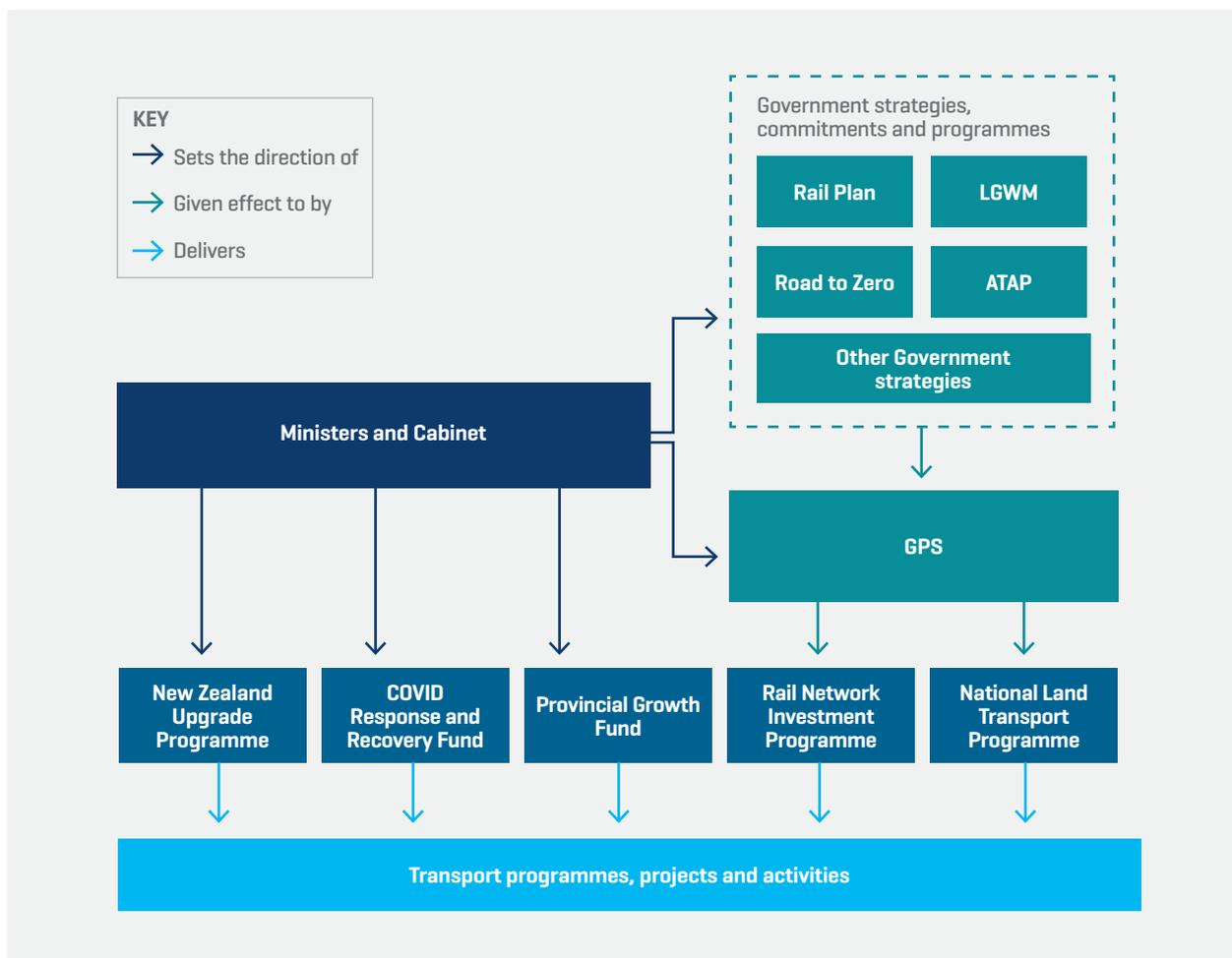


Table 5: Other committed land transport Crown funding 2021/22 to 2030/31 (\$'000)

| | 2021/22 \$'000s | 2022/23 \$'000s | 2023/24 \$'000s | 2024/25 \$'000s | 2025/26 \$'000s | 2026/27 \$'000s | 2027/28 \$'000s | 2028/29 \$'000s | 2029/30 \$'000s | 2030/31 \$'000s |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Rail | | | | | | | | | | |
| KiwiRail Investment – Crown Contribution | 236,300 | 148,200 | TBC |
| Rolling Stock Investment | 237,500 | 145,200 | 8,000 | 30,600 | | | | | | |
| Auckland City Rail Link | 657,926 | 411,670 | 100,840 | 173,500 | | | | | | |
| Provincial Growth Fund | 34,000 | 3,000 | | | | | | | | |
| New Zealand Upgrade Programme – Rail | 313,390 | 244,370 | 93,490 | 22,900 | | | | | | |
| Maintaining an Electric Locomotive Fleet | 11,000 | | | | | | | | | |
| Public Policy Projects | 3,270 | 3,270 | 3,270 | 3,270 | 3,270 | 3,270 | 3,270 | 3,270 | 3,270 | 3,270 |
| Railway Safety | 500 | 500 | 500 | 500 | 500 | 500 | 500 | 500 | 500 | 500 |
| Roads, public transport, and walking and cycling | | | | | | | | | | |
| New Zealand Upgrade Programme | 754,890 | 815,510 | 878,630 | 1,010,990 | 766,370 | 650,880 | 217,340 | 116,330 | 111,860 | |
| SuperGold Card Concessions | 30,572 | 30,572 | 30,572 | 30,572 | 30,572 | 30,572 | 30,572 | 30,572 | 30,572 | 30,572 |
| Other | | | | | | | | | | |
| Housing Infrastructure Fund – Loan | 40,000 | 264,000 | | | | | | | | |
| New Interisland Ferry assets | 89,000 | 111,000 | 130,600 | 17,300 | 300 | | | | | |
| Monitoring of the New Zealand Upgrade Programme | 2,440 | 2,470 | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 |

- ^{135.} Additional Crown funding for specific shovel-ready projects was provided in 2020/21. Announcements of funding details and amounts were still underway at time of publication so figures are not included in Table 5.
- ^{136.} The Government has approved borrowing facilities for Waka Kotahi for different purposes, which require repayments through the Fund. Before GPS 2021, Waka Kotahi reflected the repayment rather than the spend of the borrowing against activity classes. This results in a delay in recognition of activity class spend until the borrowing is repaid.
- ^{137.} Waka Kotahi will undertake additional disclosures within its annual report to ensure that the use and repayment of borrowing is transparent within the activity class reporting framework. The Ministry and Waka Kotahi will also review the treatment of borrowing to determine how best to record future expenditure against each activity class, including addressing any transitional arrangements.
- ^{138.} Table 6 outlines the existing borrowing facilities that are currently available to Waka Kotahi, and the repayment periods for each.

Table 6: Existing borrowing facilities and repayment periods

| Borrowing facility | Purpose of borrowing | Size of facility | Amount drawn down [as at 31 July 2020] | Repayment period |
|--|---|------------------|--|---|
| Management of cash flow [revolving credit facility] | To manage seasonal cash flow variations in the Fund | \$175 million | \$175 million | Annually |
| Revenue and expenditure shocks [revolving credit facility] | To manage any unexpected fluctuation in revenue or expenditure | \$75 million | \$75 million | Within 3 years of draw down |
| Auckland Transport Package [2014/15] | To progress the Auckland Transport Package | \$375 million | \$355 million | Before 30 June 2027 |
| Tauranga Eastern Link [2014/15] | To bring forward construction of the Tauranga Eastern Link | \$107 million | \$107 million | To be repaid through future toll revenues |
| Housing Infrastructure Fund [2018/19] | To accelerate transport projects that support housing development | \$357 million | \$12 million | Within 10 years of draw down |
| COVID-19 [2019/20] | To manage the shortfall in revenue resulting from COVID-19. | \$425 million | \$325 million | Before 30 June 2027 |

The New Zealand Upgrade Programme

- ^{139.} The Government has committed \$6.8 billion in capital investment from the Crown to progress new infrastructure projects – the New Zealand Upgrade Programme. This will support specific projects that will further the Government’s ambition for the future transport system of New Zealand. Details of the programme can be found at: www.nzta.govt.nz/nzupgrade.
- ^{140.} This is a significant investment programme which builds on investment made through the Fund. This Crown funding is not included in the activity classes in Section 3.4 (as it is not land transport revenue) but brings overall investment in land transport to around \$54 billion over 10 years (2021/22 to 2030/31).
- ^{141.} Combined, the investment through the GPS 2021 and the New Zealand Upgrade Programme will help future proof the economy, get our cities moving, and make our roads safer.
- ^{142.} The New Zealand Upgrade Programme delivers important projects that will speed up travel times, ease congestion and make our roads safer. It reflects the Government’s balanced transport policy with \$6.8 billion being invested across road, rail, public transport and walking and cycling infrastructure across New Zealand.
- ^{143.} Of the \$6.8 billion investment, around \$1.8 billion of the projects that will be delivered through the New Zealand Upgrade Programme would have otherwise been delivered as a result of the GPS 2021. This means that the New Zealand Upgrade Programme has provided additional flexibility for the GPS 2021 to signal increased investment in:
- public transport services and infrastructure, to help to make towns and cities more liveable through achieving the Government’s ambitions for mode shift
 - road safety investment, to ensure the reduction of deaths and serious injuries by 40%
 - road maintenance, to allow New Zealanders to continue to experience well maintained and serviced roads.

Section 3.7

Statement of Ministerial expectations

^{144.} Ministerial expectations highlight important behaviours or action required from Waka Kotahi to give effect to GPS 2021. Any necessary further detail on these expectations will be set out in the annual letter of expectations provided by the Minister of Transport, relating to Waka Kotahi’s wider role.

Waka Kotahi will play a more proactive role in accelerating mode shift across New Zealand

- ^{145.} The Minister expects Waka Kotahi will:
- implement Waka Kotahi’s mode shift plan [“Keeping Cities Moving”]
 - work with local government to implement agreed mode shift plans in the high-growth urban areas of Auckland, Tauranga, Hamilton, Wellington, Christchurch and Queenstown
 - assist in responding to the risks identified in the national climate change risk assessment.

Waka Kotahi will have a greater role in long-term, integrated planning for the sector

- ^{146.} The Minister expects Waka Kotahi will:
- work closely with every region to help them develop robust RLTPs informed by evidence that take account of GPS 2021
 - coordinate delivery across the whole land transport system based on service level standards that are consistent with network use and function
 - have and maintain a longer-term understanding of the costs of maintaining land transport assets
 - encourage consistent, good practice planning so that the interaction between transport use and land use is well managed
 - encourage future-focussed planning, such as through designating and authorising land use for transport, to provide certainty to the sector and communities
 - in agreement with local and central government, make use of funding and financing tools that encourage contributions from new developments (or parties benefitting from them) to the costs that development imposes on the transport system
 - work collaboratively with local government to ensure that transport infrastructure effectively supports urban growth and aligns with wider initiatives to provide quality urban form. In making trade-offs between investments that support intensification (e.g. expanded capacity of a rail station or bus services) and those that support greenfield development (e.g. trunk infrastructure), Waka Kotahi will need to consider the extent to which the latter set of investments supports ‘quality urban environments’, improves transport choice and supports the reduction of greenhouse gas emissions, and is consistent with and has regard to spatial planning exercises
 - support the Ministry of Transport in carrying out its roles of system-level planning across transport levers and funding sources, and long-term planning of investment in the transport system, particularly by providing information about local needs and the condition of land transport assets

- support the Ministry of Transport in its role of considering transport investments (including land transport investments) that may be funded outside the GPS and the Fund
- where Waka Kotahi needs to consider choices beyond the timeframe of the GPS, use the priorities from the Government’s key policy direction documents (mezzanine strategies), and work with the Ministry of Transport where mezzanine strategies are not in place to ensure its priorities reflect the system and government-wide direction of travel.

Waka Kotahi will work closely with the Ministry of Transport and local government in developing and implementing the NLTP to give effect to the GPS

- ^{147.} The Minister expects Waka Kotahi will:
- ensure all its planning frameworks, tools and approaches will give effect to the GPS, and more detailed strategies as indicated in the GPS ensure clear, transparent and regular feedback loops with local government and the Ministry of Transport in ensuring it is giving effect to GPS 2021
 - carefully manage expectations in respect of the GPS programme and commitments
 - ensure alignment with the Ministry of Transport’s system planning, appraisal, investment and evaluation frameworks.

Waka Kotahi will help to meet the specific programmes under Government Commitments

- ^{148.} The Minister expects Waka Kotahi will:
- help deliver the Government Commitments (ATAP, LGWM and Road to Zero) by:
 - establishing three year investment targets for Government Commitments
 - proactively managing progress across programmes (responding to slower or quicker delivery) in order to reach investment targets for Government Commitments
 - establishing specific reporting on Road to Zero that demonstrates that it delivers on the measures in the Road to Zero strategy and action plan
 - establishing specific reporting on LGWM, and supporting the ATAP reporting process
 - the above reporting should indicate progress towards investment targets and delivery
 - fulfil its role in supporting the implementation of the New Zealand Rail Plan.

Waka Kotahi will need to work with KiwiRail, the Ministry, Auckland Transport, Auckland Council and Greater Wellington Regional Council to develop the RNIP and implement the new planning and funding framework for rail

- ^{149.} The Minister expects Waka Kotahi will work collaboratively with KiwiRail, the Ministry, the Treasury, and relevant regional authorities to implement the new rail planning and funding model, which seeks to provide long-term certainty of funding for rail. This is a significant cross-agency programme that will require close collaboration, system and behaviour changes from all agencies. Waka Kotahi will:
- support KiwiRail as the owner of the national rail network to develop an RNIP that aligns with the delivery of the New Zealand Rail Plan and the GPS
 - develop an appropriate assessment approach to enable it to provide recommendations on the RNIP, including building its capability in assessing rail network activities. In developing this approach, Waka Kotahi is expected to work collaboratively with other agencies to implement the Future of Rail review, learn from the experiences of transitional rail, and implement new systems and processes which support the partial integration of rail into the national land transport system
 - advise the Minister of Transport on whether the proposed RNIP, and the activities under it, contribute to the purpose of the LTMA 2003, are consistent with the GPS, and take into account relevant RLTPs
 - advise how the RNIP fits with other transport investments in the NLTP, for example investment in passenger services or interconnecting road investments, including at level crossings
 - monitor rail activities and how the RNIP delivers land transport outcomes as outlined in the NZ Rail Plan. Waka Kotahi will report on this annually to the Minister.

Waka Kotahi will develop its ability to manage delivery across projects, packages and programmes that comprise its wider portfolio

- ^{150.} The Minister expects Waka Kotahi will:
- establish core capability to effectively manage programmes and projects and have complete oversight of the portfolio of land transport projects and programmes supported by the Fund. This should also allow Waka Kotahi to make sure costs are effectively managed across the portfolio, and that the Board has appropriate oversight of the use of the delivery of investment programmes
 - set an example for the sector through its portfolio management approach by having a clear approach to managing investments across the project lifecycle from planning to business case to execution and monitoring implementation to ensure it has the right capability to undertake business case analysis and cost benefit analysis
 - more actively influence the way local government designs and delivers public transport services. This includes driving more integrated planning of transport solutions at a local level, prioritising the delivery of modern integrated ticketing systems in New Zealand's main centres, and driving the Government's mode shift priority through its planning and funding levers for public transport

- build leadership and assurance capability to play a stronger oversight role in enabling the investment, procurement, and delivery of public transport services, including setting best practice standards for how co-investment partners undertake procurement and contract management
- ensure it has robust strategies and approaches for managing the asset performance of the state highway network.

Waka Kotahi should be innovative within its own business, and work collaboratively with others to deliver transport innovation for the land transport system

- ^{151.} The Minister expects Waka Kotahi will:
- work collaboratively with others to better understand, promote and facilitate innovative solutions across the transport system. This includes demand management through piloting or demonstrating new approaches in areas such as street design, and testing the use of new technologies where they can make a meaningful contribution to the objectives of this GPS
 - consider how different funding sources can be used to support innovative research or 'proof of concept' proposals put forward by the private sector, the research community, or other central or local government agencies, where they have the potential to contribute to the research priorities set out in the Transport Evidence Base Strategy
 - proactively identify and remove barriers that prevent it from delivering innovation across its core business, and barriers that make it unnecessarily difficult or costly for other entities (including local government and the private sector) from advancing innovative solutions (including research) that would contribute to the objectives of this GPS
 - ensure that any direct investments Waka Kotahi makes in innovation clearly contribute to the Government's priorities
 - contribute annual funding from across the Fund to, and participate in, a transport sector innovation programme in collaboration with the private sector and research community. This will also require taking a considered and deliberate approach when determining the role that Waka Kotahi should play in innovation initiatives. In some cases (where an initiative relates to Waka Kotahi's core functions), this may require Waka Kotahi to play a lead role. In other cases, it may be more appropriate for Waka Kotahi to partner with other entities in the private sector, local government or academia.

Waka Kotahi will take a robust approach to getting value for money from the Fund

- ^{152.} The Minister expects Waka Kotahi will:
- ensure a robust and mode-neutral options analysis process is used that follows Waka Kotahi's intervention hierarchy, for addressing any problems and opportunities that have been considered when making investment decisions
 - seek opportunities to deliver co-benefits across multiple outcomes
 - support the sector to put forward the best transport solutions and ensure a fit for purpose investment process. This means Waka Kotahi will continue to

support funding across activity classes, and enable approved organisations to not choose or define projects based on the activity class structure

- have clear and regular communication channels with local government during the assessment and allocation processes, which provide sufficient detail for areas to understand funding decisions.

Waka Kotahi will work with the Ministry of Transport to continuously improve the GPS monitoring and reporting system to inform decisions throughout the life of the GPS

153. The Minister expects Waka Kotahi will:

- have the appropriate information systems and capability to manage the performance of the road network and the annual provision of indicator data to the Ministry
- continue to monitor and report on expenditure from the Fund, and how investment decisions are made.

This includes:

- progress against each GPS expenditure reporting line from the activity classes and proposed funding ranges table in a consistent way over the life of GPS 2021
- the amount of investment associated with the strategic priorities and Government Commitments
- any significant changes to strategies, standards and guidelines that impact on expenditure from the Fund
- a report on the definition, measurement and achievement of Outcomes including how programmes/projects will address transport user experience requirements
- the decision-making processes it has used, including reporting on:
 - benefit cost ratios (or other efficiency assessment) for all except minor investment decisions
 - whole-of-life costs
 - when and why lead investment has taken place
 - how investment decisions have been made at the programme level, where relevant
 - post-implementation reviews including benefit realisation of projects of significance and providing assurance that lessons learned assessments are conducted and that these learnings have been incorporated into future decision-making processes
 - delays and cost of scope overruns on key projects and programmes, covering the reasons for the delays and overruns, and decisions on actions taken to address these
- the complete roll-out of the One Network Framework across state highways and local roads
- report annually on progress against each expectation in this Statement of Ministerial Expectations
- ensure Programme/Project Managers have appropriate training and the capability to understand and deliver on Outcomes as well as Outputs
- incentivise approved organisations to develop capability or benchmark their performance against others in their sector
- demonstrate how value for money aspects have been taken into account in informing investment decisions and choice of delivery model.

Waka Kotahi should make land transport data available to others, and promote the use of common data standards

154. The Minister expects Waka Kotahi will work collaboratively across the sector within the environment created by the Transport Evidence Base Strategy to:

- fully incorporate the Transport Evidence Base Strategy, and associated Implementation Plan, into all data, information, research and evaluation work programmes
- make necessary, timely and cost-effective enhancements to information, data, analytical and modelling systems to manage and gain insight from the large volumes of data generated by the land transport system
- collect, maintain and publish accurate, reliable and relevant, open [land transport] data
- ensure appropriate governance of this open data including leading the development of open data protocols for land transport data
- work with KiwiRail to assess what information should be collected and by whom and accordingly collect and provide consistent and accessible information, data, and analysis
- integrate transport evidence with evidence from other areas including land use, economic development and health
- proactively facilitate the provision of information and data held by Waka Kotahi that third parties use to integrate transport services through mobility as a service or similar platforms.

Waka Kotahi should align investment decisions with its 2018 Resilience Framework

155. The Minister expects Waka Kotahi will:

- align investment decision making with the 2018 Resilience Framework
- consider potential for climate change adaptation when approving projects for investment. For example, proposals should consider whether they will be under threat from climate change in the medium to long term and whether a small additional investment would allow for effective adaptation to avoid such threats
- consider community wellbeing (including the wellbeing of regional communities) when approving projects for investment
- where relevant, ensure that project proposals have considered, and are designed in such a way to mitigate, significant threats to personal security.

4

Appendices



Appendix 1: The land transport planning environment

Investment in the land transport network is made under the framework set out in the LTMA 2003, which requires the following documents to be issued.

Government Policy Statement on land transport [the GPS]

The GPS is issued by the Minister of Transport. The GPS sets out what the government wants land transport to achieve through investment in different types of activity [for example, roads, road policing and public transport]. It must also set out how much funding will be provided and how this funding will be raised.

Each GPS is in place for a period of six years, but must set out the results that the government wishes to achieve over a 10 year period from the allocation of funding. The GPS also enables the government to take a longer-term view of its national land transport objectives, policies and measures.

The government’s land transport investment strategy sits within the GPS and must be reviewed every three years. It must state the overall investment likely to be made in the land transport sector over a period of 10 financial years. Components such as the short to medium term results to be achieved from the allocation of funding must look forward 6 years but may look forward up to 10 years. In addition, the strategy’s forecast funding ranges must extend out to 10 years.

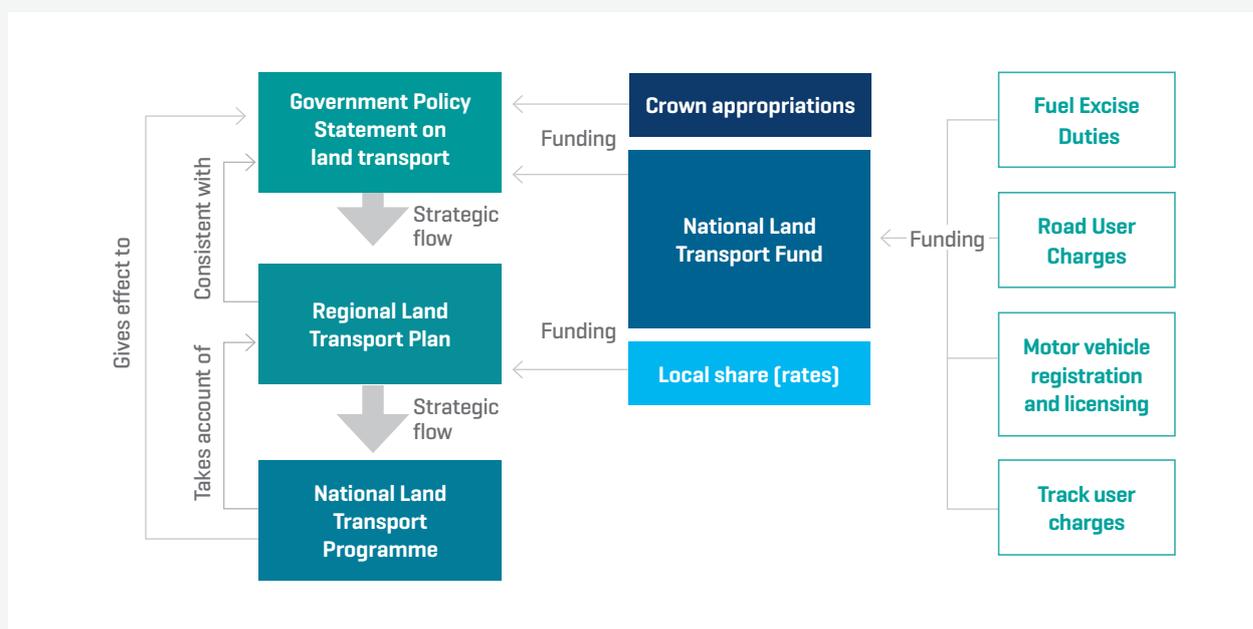
The National Land Transport Programme [NLTP]

Waka Kotahi must develop an NLTP every three years to give effect to the GPS. The programme sets out the specific activities that will be funded to address the transport objectives in the GPS. The NLTP must take account of RLTPs in doing this [ideally Waka Kotahi and local government inform each other’s plans].

Regional Land Transport Plans [RLTPs]

RLTPs are prepared by Regional Transport Committees and, for Auckland, by Auckland Transport. They list all of the planned transport activities for a region for at least 10 years and are used to prioritise applications for government funding through Waka Kotahi. RLTPs must be issued every six years and reviewed every three years. Regional Transport Committees and Auckland Transport must ensure consistency with the GPS when preparing RLTPs. The linkages between these different documents are set out in Figure 4.

Figure 4: Linkages between land transport documents

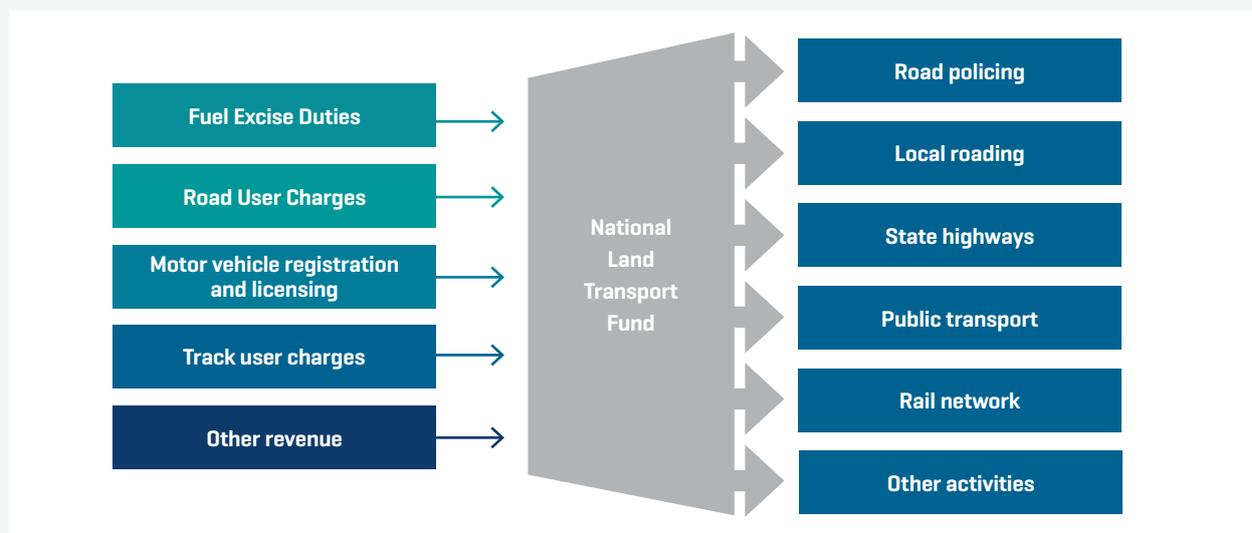


Funding for land transport investment

While the GPS provides a national picture of land transport funding, the specific detail of how funding is invested is the responsibility of Waka Kotahi. Waka Kotahi's investment in the land transport system is implemented through the Fund. The Fund is the main central government funding source for the land transport system.

All Fuel Excise Duties and Road User Charges are allocated directly to the Fund. Additionally, a portion of motor vehicle registration income, track user charges from rail users, and other revenue is paid into the Fund. A small subset of activity, such as funding for the SuperGold card free off-peak public transport scheme, is supported directly from the Government's consolidated fund.

Figure 5: Funding flows



Waka Kotahi allocates the Fund to activities to give effect to the objectives, results and expectations set out in the GPS. Waka Kotahi, the New Zealand Police (NZ Police) and other approved organisations under the LTMA 2003 receive funding from the Fund for the land transport activities that they deliver, such as the construction and maintenance of state highways and local roads and road policing.

Some of the activity classes (including local roads and public transport) relate to land transport activities that are the responsibility of local government (regional, district and city councils). The costs of these activities are shared by the Fund and local government.

Crown contributions

For the period to 2030/31, a number of land transport projects and activities will be funded through annual Crown appropriations rather than through the Fund. Where the Crown contributes, it may do so in the form of grants or loans. Grant funding does not need to be repaid, whereas loans to bring forward investments do need to be repaid from future revenues to the Fund.

Rail

As part of the rail network being funded through the Fund, track user charges will be implemented to contribute to the costs of rail. The Ministry is developing and implementing track user charges, following changes to the LTMA 2003 that allow for track user charges to be paid into the Fund. Crown funding is also expected to contribute to delivering rail priorities.

Land use planning

The GPS directs transport planning and investment (under the LTMA 2003), and it informs land use planning processes (under the Resource Management Act 1991). As an example, transport planning and investment can deliver an active transport network in line with the priorities of the GPS, but is reliant on land use planning to ensure that more efficient and liveable urban form supports active transport.

Together with the Government Policy Statement on Housing and Urban Development, the GPS on land transport will provide consistent strategic direction across the spectrum of transport and land-use policy. The statement of priorities, objectives and results in the GPS enables well informed decision-making in both transport and land use planning, while respecting the difference between regulatory and investment planning processes.

Regulation

The development and design of land transport regulation is outside the scope of the GPS. Transport regulation includes Acts of Parliament (for example, the Transport Act 1998), transport regulations (for example, Heavy Motor Vehicle Regulations 1974), and transport rules (for example, bridge weight limits). Land transport regulation is undertaken by a range of public bodies, including Waka Kotahi, local authorities and the NZ Police.

A future GPS could include transport regulation within the scope of its objectives, policies and measures. Decisions to further investigate these issues lie outside this GPS and may require legislative change.

Appendix 2: GPS 2021 framework

Purpose of the GPS

The GPS outlines the government’s strategy to guide land transport investment over the next 10 years. It also provides guidance to decision-makers about where the government will focus resources, consistent with the purpose of the LTMA 2003, which is:

“To contribute to an effective, efficient, and safe land transport system in the public interest”⁶.

Without limiting the legal interpretation of these terms, for the purpose of GPS 2021, a land transport system is:

- effective when it moves people and freight where they need to go in a timely manner
- efficient when it delivers the right infrastructure and services to the right level at the best cost
- safe when it reduces harm from land transport
- in the public interest where it supports economic, social, cultural and environmental wellbeing.

In setting out the government’s investment strategy for land transport, the GPS identifies the national land transport objectives it wants pursued, allocates funding in ranges to different types of activities and sets out the results it expects from that investment.

Waka Kotahi, the NZ Police and other approved organisations⁷ will use the framework in the LTMA 2003 to deliver investment across New Zealand that is prioritised and coordinated.

GPS 2021 components

The LTMA 2003 requires a GPS to include a number of components. These components have been grouped in GPS 2021 so that they move from high level policy direction, through to the more detailed investment strategy, to the machinery provisions about funding flows. Collectively, they cover all the requirements of a GPS found in the LTMA 2003.

Requirements of the GPS

The LTMA 2003 requires the Minister of Transport to issue a GPS.

A core function of the GPS is to set out the government’s priorities, objectives and funding available for the land transport sector. GPS 2021 does this by describing:

- the Government’s priorities for expenditure from the Fund from the 2021/22 to the 2030/31 financial years
- how it will achieve these through the allocation of funding ranges in different activity classes (for example, the maintenance of state highways, road policing and walking and cycling)
- how much funding will be provided
- how the funding will be raised.

Under the LTMA 2003, the GPS:

- must set out:
 - the results that the Crown wishes to achieve from the allocation of funding from the Fund over a period of at least 10 consecutive financial years (longer-term results)
 - the Crown’s land transport investment strategy
 - the Crown’s policy on borrowing for the purpose of managing the NLTP
- may also set out national land transport objectives, policies and measures for a period of at least 10 financial years
- must specify any additional expected funding for land transport activities, including any appropriations made by Parliament (subject to the Public Finance Act 1989).

The GPS cannot specify particular projects to be funded, or levels of funding for individual interventions.

The Crown’s land transport investment strategy must:

- link the amount of revenue raised with planned levels of expenditure from the Fund
- for the first six financial years of the GPS and any subsequent years that the Minister considers relevant, address the following matters:
 - the short to medium term results that the Crown wishes to achieve through the allocation of funding from the Fund
 - the activity classes to be funded from the Fund
 - likely revenue, including changes to the duties, fees, and charges paid into the Fund
 - the identification of an expenditure target for the NLTP for each year
 - a maximum and a minimum level of expenditure for the NLTP for each year (subject to the ability to carry forward funds from the closing balance of the Fund from one financial year to a future financial year)
 - an allowable variation between expenses and capital expenditure incurred under the NLTP and the inflows received by the Fund
 - funding ranges for each activity class
 - the allowable reasons for varying the expenditure target when making funding allocation decisions
 - a statement of the Minister’s expectations of how Waka Kotahi gives effect to the GPS
 - the forecast funding ranges for each activity class for the period of four financial years following the first six financial years of the GPS
 - the overall investment likely to be made in the land transport sector over a period of 10 financial years and the likely or proposed funding sources.

6. Section 3 of the LTMA 2003.

7. Approved organisations: territorial authorities, regional councils, Auckland Transport, the Department of Conservation and the Waitangi National Trust Board.

Appendix 3: Summary of key policy direction documents

Road to Zero: New Zealand’s Road Safety Strategy 2020 – 2030

[see www.transport.govt.nz]

Road to Zero charts a new approach to road safety for the next 10 years to 2030, with a vision of a New Zealand where no-one is killed or seriously injured in road crashes. The strategy builds on the safe system approach introduced in the previous Safer Journeys strategy 2010-2020, with a focus on infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices and system management. Road to Zero introduces a target of a 40% reduction in deaths and serious injuries over 10 years [from 2018 levels].

Auckland Transport Alignment Project

[see www.transport.govt.nz]

The Auckland Transport Alignment Project (ATAP) is an aligned strategic approach between the Government and Auckland Council to develop a transformative transport programme that addresses Auckland’s key challenges over the next 30 years. The GPS makes explicit reference to supporting ATAP 2018 projects. The RLTP for Auckland is fully aligned with ATAP 2018 and the NLTP must give effect to the Government’s priorities that for Auckland are embodied in the ATAP package.

Let’s Get Wellington Moving

[see: www.transport.govt.nz]

Let’s Get Wellington Moving (LGWM) is a joint initiative between Wellington City Council, Greater Wellington Regional Council, and Waka Kotahi to improve walking, cycling, public transport and liveability in Wellington. The GPS makes explicit reference to supporting LGWM projects.

Urban Growth Agenda (UGA)

[see www.hud.govt.nz]

The UGA is a cross-government initiative designed to remove barriers to the supply of land and infrastructure and make room for cities to grow up and out. The core objectives of the UGA are to improve housing affordability, housing choice, and access to employment, education and services, as well as assisting in emissions reduction and enabling quality built environments whilst avoiding unnecessary urban sprawl.

To achieve these objectives the UGA consists of five interconnected focus areas:

- infrastructure funding and financing – to enable a more responsive supply of infrastructure and appropriate allocation of cost
- urban planning – to allow urban areas to make room for growth, support quality built environment and enable strategic integrated planning
- spatial planning [initially focussed on Auckland and the Auckland-Hamilton corridor] – to build a stronger partnership with local government and iwi to shape urban outcomes through long-term, integrated planning
- transport pricing – to ensure the price of transport infrastructure promotes efficient use of the network
- legislative reform – to ensure that regulatory, institutional and funding settings are collectively supporting the UGA objectives.

Combined, the UGA signals a new approach to genuinely integrated planning for land use and infrastructure, which should be at the heart of any decisions on transport investments in the future. The upcoming Comprehensive Review of the Resource Management Act will also look at options for making spatial planning integral to our planning system.

National Policy Statement on Urban Development (NPS-UD) [see www.mfe.govt.nz]

A key initiative of the Urban Growth Agenda is the development of the National Policy Statement on Urban Development (NPS-UD), a national direction policy tool in the Resource Management system.

It directs local authorities to enable greater housing supply and ensure that planning is responsive to changes in demand, while seeking to ensure that new development capacity meets the diverse needs of communities and encourages well-functioning urban environments. It also requires councils to remove overly restrictive rules that affect urban development outcomes in our cities.

The NPS-UD replaces the National Policy Statement on Urban Development Capacity 2016 and is administered by the Ministry for the Environment (MfE), with support from the Ministry of Housing and Urban Development (HUD).

Regional Economic Development (RED) [see www.mbie.govt.nz/www.mpi.govt.nz]

Regional development and resilience are critical to the success of New Zealand as a whole. Through the Provincial Growth Fund and other initiatives, the Government is supporting regions so that all New Zealanders, town or city, can fully participate in an economy that is sustainable, inclusive and productive. While all regions are eligible for the Provincial Growth Fund, key regions that have been prioritised for funding are Te Tai Tokerau/Northland, Bay of Plenty, East Coast, Hawke's Bay, Manawatū-Whanganui, and the West Coast.

New Zealand Energy Efficiency and Conservation Strategy (NZECS) 2017–2022 [see www.eeca.govt.nz]

NZECS contributes to the delivery of the Government's energy priorities set out in the New Zealand Energy Strategy. The NZECS sets five year targets and objectives to provide consistency and certainty for investment. In terms of transport, the priority area is for "efficient and low emissions transport".

New Zealand Renewable Energy Strategy [see www.mbie.govt.nz]

The Government's renewable energy strategy work programme outlines actions to achieve an affordable, secure and sustainable energy system that provides for New Zealanders' well-being in a low emissions world.

The work programme focuses on three main outcomes:

- An inclusive and consumer focused energy system
- A system that encourages increased investment in low emissions technologies
- An innovative and modern energy system that creates new opportunities for business and consumers.

2015 National Infrastructure Plan [see www.infrastructure.govt.nz]

The 2015 National Infrastructure Plan sets the vision that by 2045 New Zealand's infrastructure is resilient and coordinated, and contributes to economic growth and increased quality of life. The plan provides the framework for infrastructure development over the next 30 years and is focussed on ensuring better use of existing infrastructure and allocating new investment to meet long-term needs.

New Zealand Health Strategy: Future Direction 2016 and New Zealand Health Strategy: Roadmap of actions 2016 [see www.health.govt.nz]

The New Zealand Health Strategy has two parts. Both parts of the Strategy together comprise the 'New Zealand Health Strategy'.

- **Future Direction** – this sets high level direction for New Zealand's health system from 2016 – 2026: 'All New Zealanders live well, stay well, get well, in a system that is people-powered, provides services closer to home, is designed for value and high performance, and works as one team in a smart system.'
- **Roadmap of Actions 2016** – the New Zealand Public Health and Disability Act 2000 Section 8(1) requires the Minister of Health to 'determine a strategy for health services, called the New Zealand Health Strategy, to provide the framework for the Government's overall direction of the health sector in improving the health of people and communities.'

Public Transport Operating Model [see www.transport.govt.nz]

The Public Transport Operating Model sets the operating environment for the delivery of public transport. It is a fully contracted model with features designed to incentivise commercial behaviour, create efficient networks, encourage a partnership approach to growing use, and reduce the level of public subsidy. Under this model, public transport contracts are awarded through a mix of direct negotiations and tendering. The legislative elements of the model are set out in Part 5 of the LTMA 2003. The operational elements are in Waka Kotahi's Procurement manual and Guidelines for preparing regional public transport plans.

The Government has asked the Ministry of Transport to lead a review of the Public Transport Operating Model, which is expected to be completed by the end of 2020.

Tourism Strategy [see www.mbie.govt.nz]

The New Zealand-Aotearoa Government Tourism Strategy sets out a more deliberate and active role for Government in tourism to enrich New Zealand-Aotearoa through sustainable tourism growth.

The Government wants tourism growth to be productive, sustainable and inclusive. Our goals are:

- Tourism supports thriving and sustainable regions
- Tourism sector productivity improves
- New Zealand-Aotearoa delivers exceptional visitor experiences
- Tourism protects, restores and champions New Zealand-Aotearoa's natural environment, culture and historic heritage
- New Zealanders' lives are improved by tourism.

New Zealand Disability Strategy [see www.odl.govt.nz]

The New Zealand Disability Strategy guides the work of government agencies on disability issues from 2016 to 2026. The Strategy's vision for New Zealand is a non-disabling society. It sets out eight outcome areas with goals and aspirations including Outcome 5: accessibility – we access all places, services and information with ease and dignity. Universal design is an approach used to implement the strategy, where accessibility for everyone is designed for at the beginning, rather than retrofitting for accessibility later. The Strategy is carried out through the Disability Action Plan, which is currently being reviewed to reflect current Government priorities.

New Zealand Rail Plan [see www.transport.govt.nz]

The New Zealand Rail Plan will guide investment for rail over the longer term by setting out a 10-year investment programme. The New Zealand Rail Plan and investment signals within it have informed the GPS.

The New Zealand Rail Plan outlines Government's long-term commitment to the significant investment needed to achieve a reliable, resilient and safe rail network. The final plan will guide both network and track based infrastructure owned by KiwiRail, as well as investment in passenger and freight trains, and rail services owned and provided by KiwiRail, Auckland Transport, and Greater Wellington Regional Council. This will guide both future Crown funding decisions and, through the GPS, funding decisions from the Fund.

Rail Network Investment Programme

The Land Transport (Rail) Legislation Act 2020 was introduced into law on 1 July 2020. It introduced a new planning and funding framework for the national heavy rail network to allow funds from the NLTF to be provided to KiwiRail for approved rail network activities. Under the new planning and funding framework, KiwiRail is required to develop a Rail Network Investment Programme (RNIP) every three years for the rail network, which will include significant rail activities for the next six years, and a 10-year financial forecast. The New Zealand Rail Plan, and the funding signals in the GPS, will guide the development of the RNIP.

The RNIP will be funded from the Rail Network activity class, Public Transport Infrastructure activity class, and the Crown. Regional rail network activities in Auckland and Wellington will go through their RLTPs processes before they are included in the RNIP.

The Minister of Transport, in consultation with KiwiRail Shareholding Ministers, will approve the RNIP to ensure a holistic view is taken to investment in rail. Waka Kotahi will be responsible for advising the Minister of Transport on how the proposed RNIP, and the activities under it, fits with its broader land transport investment programme under the NLTP, and aligns with relevant RLTPs. This involves providing advice on how the proposed RNIP contributes to the purpose of the LTMA 2003, is consistent with the outcomes of the GPS, and aligns with the strategic investment priorities outlined in the New Zealand Rail Plan.

Waka Kotahi will also be responsible for monitoring rail activities and the outcomes that the RNIP is achieving within the land transport system. Waka Kotahi will report annually to the Minister on its findings.

Rural Proofing Policy

[see www.mpi.govt.nz]

The Rural Proofing Policy requires policy-makers to take into account the particular challenges faced by rural communities, such as low populations, isolation, reduced telecommunications and limited transport infrastructure, when developing and implementing Government policy.

Appendix 4: Glossary

| | |
|--|---|
| Activity | Defined in the LTMA as a land transport output or capital project, or both. |
| Activity class | Refers to a grouping of similar activities. |
| Active modes | Transport by walking, cycling or other methods, which involve the direct application of kinetic energy by the person travelling. |
| Approved organisations | Organisations eligible to receive funding from Waka Kotahi for land transport activities. Approved organisations are defined in the LTMA 2003. |
| Benefits | Measurable improvements from investment in programmes and projects. |
| Benefits realisation | A process that demonstrates whether or not (and how well) the anticipated results have been achieved. |
| Capacity of network | The amount of movement of people and/or goods that the network can support at a given time. |
| Co-benefits | Additional outcomes associated with a strategic priority. |
| Demand management | Demand management refers to interventions which change the demand for transport. These interventions may seek to influence how, when and where people travel and freight is transported. The purpose of demand management is to ensure the transport system is utilised efficiently and effectively, and to reduce the negative impacts of travel and freight movement. Mode shift is one way of managing demand. |
| Fuel Excise Duty (FED) | Fuel Excise Duty is a tax imposed by the government to fund land transport activities. FED includes excise duty paid on liquid petroleum gas and compressed natural gas (in addition to petrol excise duty), but these account for a very small proportion of overall fuel excise. |
| Hypothecation | The direct allocation of all income from a tax or charge (e.g. Fuel/Petrol Excise Duty or Road User Charges) to a particular type of activity (e.g. the National Land Transport Fund). |
| Lead investment | Investment which acts as a catalyst for future development. |
| Land Transport Management Act 2003 (LTMA 2003) | The main Act governing the land transport planning and funding system. |
| Land transport revenue | Revenue paid into the Fund under the LTMA 2003. |
| Local road | Defined in the LTMA 2003 as a road (other than a state highway) in a district that is under the control of a territorial authority. |
| Local share | The contribution that communities make (through local government) towards transport projects that have shared national and local benefits. |
| Maintenance | Maintaining a road so that it can deliver a defined level of service, while leaving the fundamental structure of the existing road intact. |
| Micro-mobility | Light, short haul modes of transport such as electric scooters, skateboards, share-bicycles. |
| Ministry of Transport | The government's principal transport policy adviser that leads and generates policy, and helps to set the vision and strategic direction for the future of transport in New Zealand. |
| Mode neutral | Mode neutrality means considering all transport options for moving people and freight, including multi-modal options, when identifying the best, value-for-money transport solutions to deliver transport outcomes. |
| Mode shift | Increasing the share of people's travel by public transport, walking and cycling. |
| Motor vehicle registration and licensing fees | Motor vehicles pay a registration fee when first registered to enter the fleet, and an annual licence fee to legally operate on the road network. Motor vehicle registration and licensing fees are defined as land transport revenue. The fees are intended to contribute to the maintenance of the Motor Vehicle Register where the details of motor vehicles are recorded. |

| | |
|--|---|
| National Land Transport Fund [the Fund] | The set of resources, including land transport revenue, that are available for land transport activities under the National Land Transport Programme. |
| National Land Transport Programme [NLTP] | A programme, prepared by Waka Kotahi, that sets out the land transport activities which are likely to receive funding from the National Land Transport Fund. The NLTP is a three-yearly programme of investment in land transport infrastructure and services from the Fund. |
| New Zealand Rail Plan | Government's plan that will guide investment to be made through the rail investment programme to achieve a reliable, resilient and safe rail network. |
| Petrol Excise Duty [PED] | Petrol Excise Duty is a tax imposed by the government on petrol and is used to fund land transport activities. |
| Primary outcome | The most important and relevant outcome of a strategic priority. |
| Public transport | Passenger transport infrastructure and services contracted by local and central government which may include shared on-demand services identified in Regional Public Transport Plans as integral to the public transport network. Interregional passenger transport by means of a rail vehicle. |
| Rail Network Investment Programme [RNIP] | This programme will set out 10 years of projects for funding approval, guided by the New Zealand Rail Plan, to achieve a reliable, resilient and safe rail network. The programme will be written by KiwiRail and approved by the Minister of Transport with guidance from Waka Kotahi. |
| Rapid transit | A quick, frequent, reliable and high-capacity public transport service that operates on a permanent route [road or rail] that is largely separated from other traffic. |
| Regional Land Transport Plans [RLTPs] | Plans prepared by Regional Transport Committees, that set out each region's transport objectives and policies for a period of at least 10 years. This includes bids for funding from the NLTP. |
| Regional Transport Committees [RTCs] | A transport committee, which must be established by every regional council or unitary authority for its region. The main function of a regional transport committee is to prepare an RLTP. |
| Results | The outcomes that the Crown wishes to achieve from the allocation of funding from the National Land Transport Fund. They are expressed by a measure change, and are impacted by the level of investments, activities and deliverables required to realise the change. |
| Road controlling authorities [RCAs] | Authorities and agencies that have control of the roads, including Waka Kotahi, territorial authorities, Auckland Transport, the Waitangi Trust and the Department of Conservation. |
| Road User Charges [RUC] | Charges on diesel and heavy vehicles paid to the government and used to fund land transport activity. |
| State highways | A road operated by Waka Kotahi, as defined under the LTMA 2003. |
| Track user charges [TUC] | Track user charges are under development by the Ministry of Transport. Track user charges will apply to track users to ensure that track users contribute to the National Land Transport Fund in a fair and transparent way. Auckland Transport and Greater Wellington Regional Council already pay track service charges to KiwiRail. The intention is not to make changes to these arrangements at this time. |
| Total Mobility Scheme | The Total Mobility Scheme provides subsidised licensed taxi services to people who have an impairment that prevents them from making a journey unaccompanied, on a bus, train or ferry in a safe and dignified manner. |
| Urban Environment | Any area of land [regardless of size, and irrespective of local authority or statistical boundaries] that is, or is intended to be, predominantly urban in character; and is, or is intended to be, part of a housing and labour market of at least 10,000 people. |
| Waka Kotahi, the NZ Transport Agency [Waka Kotahi] | The government agency with statutory functions to manage the funding of the land transport system and manage the state highway system. |

Appendix 5: Relevant sections of the Land Transport Management Act 2003

Please note that:

- these sections are excerpts rather than complete replications of the Act
- amendments may be made to the Land Transport Management Act 2003 during the course of the GPS 2021 that may affect these sections.

Relevant sections

Section 3. Purpose

The purpose of this Act is to contribute to an effective, efficient, and safe land transport system in the public interest.

Section 66. Minister must issue GPS on land transport

1. The Minister must issue a GPS on land transport —
 - a. before the start of the first financial year to which it applies; and
 - b. that covers a period of six financial years.
2. The Minister must issue a replacement GPS on land transport under subsection [1] before the current GPS on land transport expires.
3. If a GPS on land transport that is issued under subsection [1] is replaced, the GPS on land transport that is replaced expires on the date that it is replaced.

Section 67. Preparation or review of GPS on land transport

1. When preparing or reviewing a GPS on land transport, the Minister must —
 - a. be satisfied that the GPS on land transport contributes to the purpose of this Act; and
 - b. take into account —
 - i. any national energy efficiency and conservation strategy; and
 - ii. any relevant national policy statement that is in force under the Resource Management Act 1991; and
 - c. have regard to the views of Local Government New Zealand and representative groups of land transport users and providers.
2. For the purposes of subsection [1], the Minister must, at least once in every period of three financial years, review the Crown's land transport investment strategy required under section 68[1] [b].
3. To avoid doubt, nothing in subsection [2] limits section 90[1].
4. Before issuing a GPS on land transport, the Minister must consult the NZ Transport Agency about the proposed GPS on land transport.

Section 68. Content of GPS on land transport

1. The GPS on land transport must include —
 - a. the results that the Crown wishes to achieve from the allocation of funding from the Fund over a period of at least 10 consecutive financial years; and
 - b. the Crown's land transport investment strategy; and
 - c. the Crown's policy on borrowing for the purpose of managing the National Land Transport Programme.
 2. The Crown's land transport investment strategy—
 - a. must link the amount of revenue raised from road users with the planned levels of expenditure from the Fund; and
 - b. must, for the first six financial years of the GPS on land transport and any subsequent years that the Minister considers relevant, address the following matters:
 - i. the short-term to medium-term results that the Crown wishes to achieve through the allocation of funding from the Fund:
 - ii. the activity classes to be funded from the Fund:
 - iii. likely revenue, including changes to the duties, fees, and charges paid into the Fund:
 - iv. the identification of an expenditure target for the National Land Transport Programme for each year:
 - v. a maximum and a minimum level of expenditure for the National Land Transport Programme for each year [subject to the ability to carry forward funds from the closing balance of the Fund for a financial year to a future financial year]:
 - vi. an allowable variation between expenses and capital expenditure incurred under the National Land Transport Programme and the inflows received by the national land transport fund:
 - vii. funding ranges for each activity class:
 - viii. the allowable reasons for varying the expenditure target identified under subparagraph (ii) when making funding allocation decisions:
 - ix. a statement of the Minister's expectations of how the NZ Transport Agency gives effect to the GPS on land transport; and
 - c. must specify the forecast funding ranges for each activity class for the period of four financial years following the first six financial years of the GPS on land transport; and
 - d. must state the overall investment likely to be made in the land transport sector over a period of 10 financial years and the likely or proposed funding sources.
3. The GPS on land transport -
 - a. may set out national land transport objectives, policies, and measures for a period of at least 10 financial years beginning on the date that the GPS on land transport is issued; and
 - b. must, subject to the Public Finance Act 1989, specify any additional expected funding for land transport activities, including [but not limited to] any money that Parliament may appropriate for the purpose.

Section 69. Status of GPS on land transport

To avoid doubt, a GPS on land transport is not—

- a. a direction for the purposes of Part 3 of the Crown Entities Act 2004; or
- b. a legislative instrument for the purposes of the Legislation Act 2012; or
- c. a disallowable instrument for the purposes of the Legislation Act 2012.

Section 70. Agency to give effect to GPS on land transport in respect of funding of land transport system

1. The NZ Transport Agency must give effect to the GPS on land transport when performing its functions under subpart 1 of Part 2 in respect of land transport planning and funding.
2. To avoid doubt, the GPS on land transport may not impose an obligation on the NZ Transport Agency to approve or decline funding for a particular activity or any combination of activities under section 20.

Section 71. Availability of GPS on land transport

As soon as practicable after issuing a GPS on land transport, the Minister must –

- a. present a copy of the GPS on land transport to the House of Representatives; and
- b. arrange for a copy of the GPS on land transport to be given to each of the following:
 - i. the Secretary
 - ii. the Agency
 - iii. the Commissioner
 - iv. every approved organisation
 - v. the Auckland Council; and
- c. make a copy of the GPS on land transport publicly available in accordance with section 108.

Other relevant sections

Section 11. Annual report on National Land Transport Fund

1. After the end of each financial year, the NZ Transport Agency must prepare an annual report on the Fund.
2. The annual report required under subsection (1) must be prepared in accordance with generally accepted accounting practice, and must include -
 - f. an explanation of how the funding of activities or combinations of activities under the National Land Transport Programme has contributed to the achievement of any outcomes, objectives or impacts set out in the relevant GPS on land transport.
3. The provisions of the Crown Entities Act 2004 in respect of the preparation, audit, presentation, and publication of a Crown entity's annual report (including its financial statements) apply, with all necessary modifications, to the annual report required under subsection (1).

Section 14. Core requirements of regional land transport plans

4. Before a regional transport committee submits a regional land transport plan to a regional council or Auckland Transport (as the case may be) for approval, the regional transport committee must -
 - a. be satisfied that the regional land transport plan -
 - ii. is consistent with the GPS on land transport;

Section 19E. Variation of national land transport programme.

3. If the GPS on land transport is amended under section 90(1), the NZ Transport Agency must vary the National Land Transport Programme as soon as practicable if necessary to give effect to the amendment.

Section 20. Approval of activities and combinations of activities

2. In approving a proposed activity or combination of activities, the Agency must be satisfied that -
 - c. the activity or combination of activities is -
 - i. consistent with the GPS on land transport;
5. When approving an activity or combination of activities as qualifying for payments from the Fund, the NZ Transport Agency must be satisfied that the expenditure on the National Land Transport Programme and any expenses associated with any borrowing undertaken in accordance with section 10(1)(b) in the relevant financial year will not exceed the lesser of -
 - a. the maximum level of expenditure for the National Land Transport Programme outlined in the GPS on land transport for that financial year and the actual or anticipated amount of the closing balance of the Fund at the end of the previous financial year; or
 - b. the sum of -
 - i. the anticipated inflows to the Fund in that financial year; and
 - ii. the actual or anticipated amount of the closing balance of the Fund at the end of the previous financial year; and
 - iii. the allowable variation for that financial year specified in the GPS on land transport.

JC1-0061



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JC1-0063



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Development of the Regional Land Plan Transport Plan 2021-31

For decision:

For noting:

Ngā tūtohunga / Recommendations

That the committee:

- a) Notes the requirements and timelines for the 2021-31 Regional Land Transport Plan.
- b) Notes the decision points in the RLTP process, including those of Auckland Council.

Te whakarāpopototanga matua / Executive summary

- 1) The Auckland Regional Transport Committee (RTC) is responsible for preparing and consulting on the 2021-31 Regional Land Transport Plan (RLTP). This report introduces the requirements for the RLTP and related processes, to inform the RTC as it initiates the process of developing this RLTP.

Ngā tuhinga ō mua / Previous deliberations

- 2) A report on the Development of RLTP was provided to the Finance, Capital and Risk Committee (FCRC) in February 2020, although not to the Auckland Transport (AT) board or RTC. FCRC noted the need to align the outcomes in the RLTP with those sought by Auckland Council (Council).

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Te horopaki me te tīaroaro rautaki / Context and strategic alignment

- 3) The RLTP is the primary document guiding land transport planning and investment for the Auckland region. It includes the activities of AT, Waka Kotahi New Zealand Transport Agency (Waka Kotahi) and KiwiRail. Two key strategic drivers for the programme are the Auckland Plan 2050 (Auckland Plan) and the Government Policy Statement on land transport (GPS).
- 4) The vision in the Auckland Plan is that Aucklanders will be able to get where they want to go, more easily, safely and sustainably. It sets out three directions: (i) better connecting people, places, goods and services; (ii) increase genuine travel choices for a healthy, vibrant and equitable Auckland; and (iii) maximise safety and environmental protection.
- 5) The GPS sets out the strategic direction for land transport. Under the Land Transport Management Act 2003 (the LTMA), the RLTP must be consistent with the GPS. A draft GPS was issued in May 2020, and includes the four strategic priorities of Safety, Better Travel Options, Improving Freight Connectivity, and Climate Change. The final GPS will be released imminently.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

- 6) The Auckland RTC is responsible for completing a review of the existing RLTP, consulting on the draft RLTP, and lodging the draft RLTP with the AT board. The AT board is responsible for approving the final RLTP. The requirements of an RLTP are set out in attachment one.
- 7) Under recent changes to the LTMA arising from the Future of Rail Review, a KiwiRail representative has been added as a non-voting member of the RTC. The KiwiRail representative has been invited to talk about the Rail Network Investment Programme at the RTC meeting.
- 8) The current RLTP covers the 2018-28 period. It was published soon after the GPS 2018, and the Auckland Plan, and reflects the strong emphasis on public transport, active modes and safety in those strategies. It also reflects the \$28 billion investment package agreed between the Government and Auckland Council in the 2018 Auckland Transport Alignment Project (ATAP).
- 9) A new RLTP is proposed for the period from 2021 to 2031 to incorporate any shifts in priorities, such as climate change, mode shift and spatial priorities, as well as Government decisions on the NZ Upgrade Programme and stimulus package, as well as the impacts of the COVID-19 pandemic.
- 10) This RLTP would be informed by the ATAP update process that has been initiated by Government and Council. Both processes are aimed at optimising the transport programme for Auckland for the next 10 years against the objectives of growth, climate change, safety, mode shift and better connecting people, goods and services. The ATAP process is intended to produce a report by the end of October on different transport 'packages' that reflect different weightings of the above objectives. The Governing Body and Cabinet are expected to approve the final ATAP package in December 2020.

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- 11) This ATAP is an opportunity to move beyond the transport capital programme and address strategic issues that underpin this RLTP, such as:
- Policy changes to achieve the radical shifts to meet Auckland Council's targets for a low carbon economy and management of travel demand.
 - Spatial growth priorities, such as Drury, Redhills and Whenuapai areas, and Kainga Ora's development programme.
 - Funding levels, including AT's ability to access funding from the National Land Transport Fund (NLTF) at the levels signalled in the 2018 ATAP. NLTF funding at ATAP levels is critical if AT is to be able to deliver on its current RLTP.
- 12) With these issues addressed through ATAP, the AT Board is able to focus on the specifics of the investment programme, such as public transport services, safety, and asset renewal and maintenance. These services and programmes go to the heart of AT's ability to respond to the CCO Governance Review's recommendation that it improves its engagement with local communities.
- 13) Although the RLTP will be informed by ATAP, ATAP does not replace the RLTP statutory process, nor the processes for Council's Long Term Plan (LTP) and Regional Fuel Tax (RFT) and Waka Kotahi's National Land Transport Programme (NLTP). However, ATAP is one of Government Commitments in the draft GPS, which states that the Government expects forthcoming NLTPs to meet the expectations in ATAP. NZTA has also signalled that ATAP work can act as a strategic case for projects within the ATAP package. Both of these may have NLTF funding implications for projects that are outside of ATAP.

Auckland Council and the RLTP

- 14) The Council has a crucial role in the development of the RLTP for a number of reasons:
- Council's LTP sets out the activities and community outcomes it expects to achieve. Importantly, it sets Council's funding and targets for AT. As a substantive council-controlled organisation, AT must give effect to the relevant aspects of the LTP (s.92(1) of the Local Government (Auckland Council) Act 2009). The process for the 2021 LTP includes workshops with councillors in October 2020, the Mayoral Proposal in late November 2020, consultation on the draft LTP in the first quarter of 2021, and finalisation of the LTP in June 2021.
 - The Covid-19 pandemic and associated lockdowns has had a significant impact on transport revenues, particularly PT revenue, which has led to considerable uncertainty for the overall Council budget. This will constrain the ability fund new transport initiatives.
 - Council is responsible for preparing and consulting on the RFT Proposal. The RFT Proposal specifies the projects that can be funded from the fuel tax and effectively defines most of the discretionary projects in AT's capital programme. In the 2018 RLTP, the RFT enabled \$4.4 billion of AT's \$10 billion capital programme, including the next phases of the Eastern Busway, the next tranche of Electrical Multiple Units and stabling, and the enhanced safety programme. Council will consider any changes needed to the RFT

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programme now that Mill Road and Penlink are funded from the NZ Upgrade Programme. The RFT process is expected to follow similar timelines to the LTP.

- d. The recently released CCO Governance Review recommended that “AT and the council jointly prepare the RLTP, the draft of which the council endorses before going to the AT board for approval”. The Governing Body has requested the chief executives of Auckland Council and AT work to implement this.

15) For these reasons, it will be important that Councillors are involved as the RLTP is developed. The LTP workshop in October will be a critical opportunity to canvas issues with the Council. Council’s participation in the ATAP process and a review by the Governing Body of the proposed ATAP package, provide additional opportunities for Council to be informed of and provide input to the RLTP. The formal decision points in the RLTP process are shown in attachment two, including those for Auckland Council.

Inclusion of transport programmes for Waka Kotahi and KiwiRail

- 16) The programmes for Waka Kotahi, KiwiRail and Department of Conservation need to be included in the draft RLTP and should be formally submitted to the RTC, once they are approved by their respective agencies. Draft programmes for Waka Kotahi and KiwiRail are being considered as part of the ATAP Update.
- 17) The process for inclusion of KiwiRail’s programme in this RLTP is new compared with 2018. With recent changes to the Land Transport Management Act arising from the Future of Rail Review, the RTC is no longer responsible for prioritising KiwiRail’s programme in the RLTP. The RLTP must include any significant rail activities proposed by KiwiRail, and their inclusion is for co-ordinated planning only and does not affect whether they are included in a rail network investment programme or their funding.

Submission of final RLTP to Waka Kotahi.

- 18) We are feeding into Waka Kotahi’s NLTP process from now to December, to secure funding for the continuous programmes and improvement programme over the next three years. Waka Kotahi has specified that regional councils must submit their RLTPs by 30 June 2021, to allow it to prepare the NLTP by August 2021.

Ngā tūraru matua / Key risks and mitigation

- 19) Delays in the finalisation of ATAP will pressurise the preparation of, and final decisions on, the RLTP. However, we are closely involved in the ATAP process, and will be able to provide advice to the RTC and prepare the main content of the RLTP in parallel with the ATAP process.

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

20) No financial and resource impacts are expected in the preparation of the RLTP.

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

21) Environment and climate change are being considered as part of the development of the transport strategy and investment programme.

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

22) Discussions will occur with elected members as part of the process of developing the LTP, the RLTP and ATAP.

23) Stakeholder, community and public perspectives will be sought as part of the review of the 2018 RLTP and consultation on the draft RLTP. Mana whenua will also be consulted and their views and perspectives considered as part of the consultation process for the draft RLTP. The Chair of the Independent Maori Statutory Board is a party to ATAP.

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

24) No key health, safety and wellbeing considerations are associated with the development of the RLTP.

Ā muri ake nei / Next steps

25) The next steps are developing the strategic priorities and investment programme for the RLTP, as well as involvement in the LTP and ATAP processes. The broad timelines for the RLTP and these related processes are in attachment three.

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Ngā whakapiringa / Attachments

| Attachment number | Description |
|-------------------|-----------------------------|
| Attachment One | Requirements of a RLTP |
| Attachment Two | RLTP Formal Decision Points |
| Attachment Three | Timeline for the RLTP |

Te pou whenua tuhinga / Document ownership

| | | |
|--------------------------------|--|---|
| Submitted by | Mark Fleming, Principal Policy Advisor |  |
| Recommended by | Jenny Chetwynd Exec GM Planning and Investment |  |
| Approved for submission | Shane Ellison Chief Executive | |

Entered by Board Secretary

Attachment One Requirements of a Regional Land Transport Plan

1. The requirements of an RLTP are set out in the LTMA. AT is required to prepare the RLTP at least every six years, but may do so more frequently. Given shifts in some priorities and current pressures, it is proposed to prepare a new RLTP covering the period from 1 July 2021 to 30 June 2031. Responsibility for preparing and approving the RLTP lies with AT.
2. The RLTP must contain:
 - (a) Auckland region's transport objectives, policies and measures;
 - (b) A statement of transport priorities for the region;
 - (c) A forecast of revenue and expenditure on activities;
 - (d) All regionally significant expenditure on transport to be funded from sources other than the National Land Transport Fund;
 - (e) Identification of activities of inter-regional significance.
3. The RLTP covers the activities of AT, Waka Kotahi, KiwiRail and other agencies for example the Department of Conservation. It must contain a list of any significant rail activities or combinations of rail activities proposed by KiwiRail for Auckland.
4. The Auckland RTC is responsible for completing a review of the existing RLTP during the six month period immediately before the expiry of the third year of the plan i.e. within the period January to June 2021, consulting on the draft RLTP, and lodging the draft RLTP with the regional council – in Auckland's case, the AT Board.
5. When considering the draft RLTP, the RTC must be satisfied that it contributes to the purpose of the LTMA 'to contribute to an effective, efficient, and safe land transport system in the public interest', and that it is consistent with the GPS. The RTC must take into account any national energy efficiency and conservation strategy, relevant national policy statements and regional policy statements or plans in force under the Resource Management Act 1991, and likely funding from any source.
6. When consulting on the draft RLTP, the RTC must follow consult in accordance with the consultation principles specified in the Local Government Act 2002, including receiving views presented to it with an open mind and give those views due consideration when making decisions.
7. Once lodged by the RTC, the AT Board may then decide either to approve the draft RLTP without modification, or to refer it back to the RTC for reconsideration.

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Attachment Two RLTP Formal Decision Points

Note: dates are based on current knowledge and may change

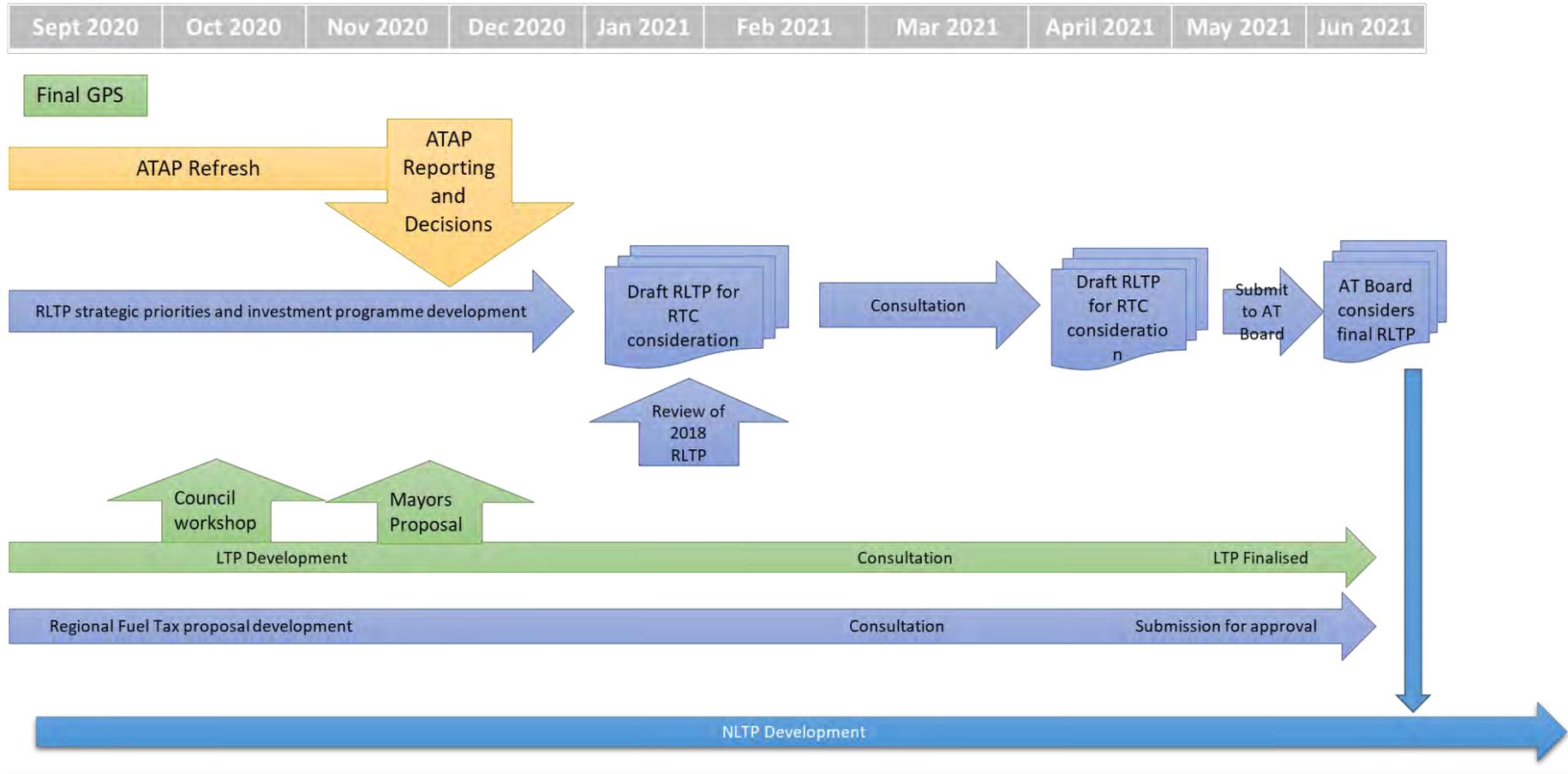
| | RLTP Development | Decisions affecting draft RLTP | | |
|----------------------|---|--------------------------------|--|--|
| | | Who | What | Decision and relationship |
| October | RLTP strategic framework and investment programme developed | Minister of Transport | Final GPS 2021 and NZ Rail Plan released | Influences strategic direction for land transport and rail |
| October/ November | | Waka Kotahi | WK investment programme | For consideration in draft RLTP |
| | | KiwiRail | KR investment programme | For inclusion in the draft RLTP |
| November | | Mayor | Mayoral Proposal | Sets priorities and planned Auckland Council funding, which sets AT's capex and opex funding envelopes |
| December | | Governing Body and Cabinet | Approval of final ATAP package | Informs draft RLTP |
| January-February | Draft RLTP prepared RTC consulted by Auckland Council on draft RFT Proposal RTC approves draft RLTP for public consultation | Auckland Council | Draft LTP Draft RFT Proposal | Confirms planned Auckland Council funding Sets RFT-enabled projects in the draft RLTP |
| February-March | Consultation on draft RLTP (timing aligned with LTP and RFT) | | | |
| April-May | RTC considers results of consultation on draft RLTP | | | |

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| | | | | |
|----------|---|------------------|---------------------------------|---|
| May-June | RTC recommends revised draft RLTP to AT Board | Auckland Council | Final LTP and RFT Proposal | Confirms funding envelopes for transport and RFT-enabled projects in the final RLTP |
| | AT Board approves final RLTP | Waka Kotahi | Advice on continuous programmes | Sets funding for continuous programmes such as PT services and Maintenance, Operations and Renewals |
| August | | Waka Kotahi | Publishes NLTP | Confirms the priority projects to be funded for next three years from the NLTF |

Entered by Board Secretary

Attachment Three Timeline for the RLTP



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

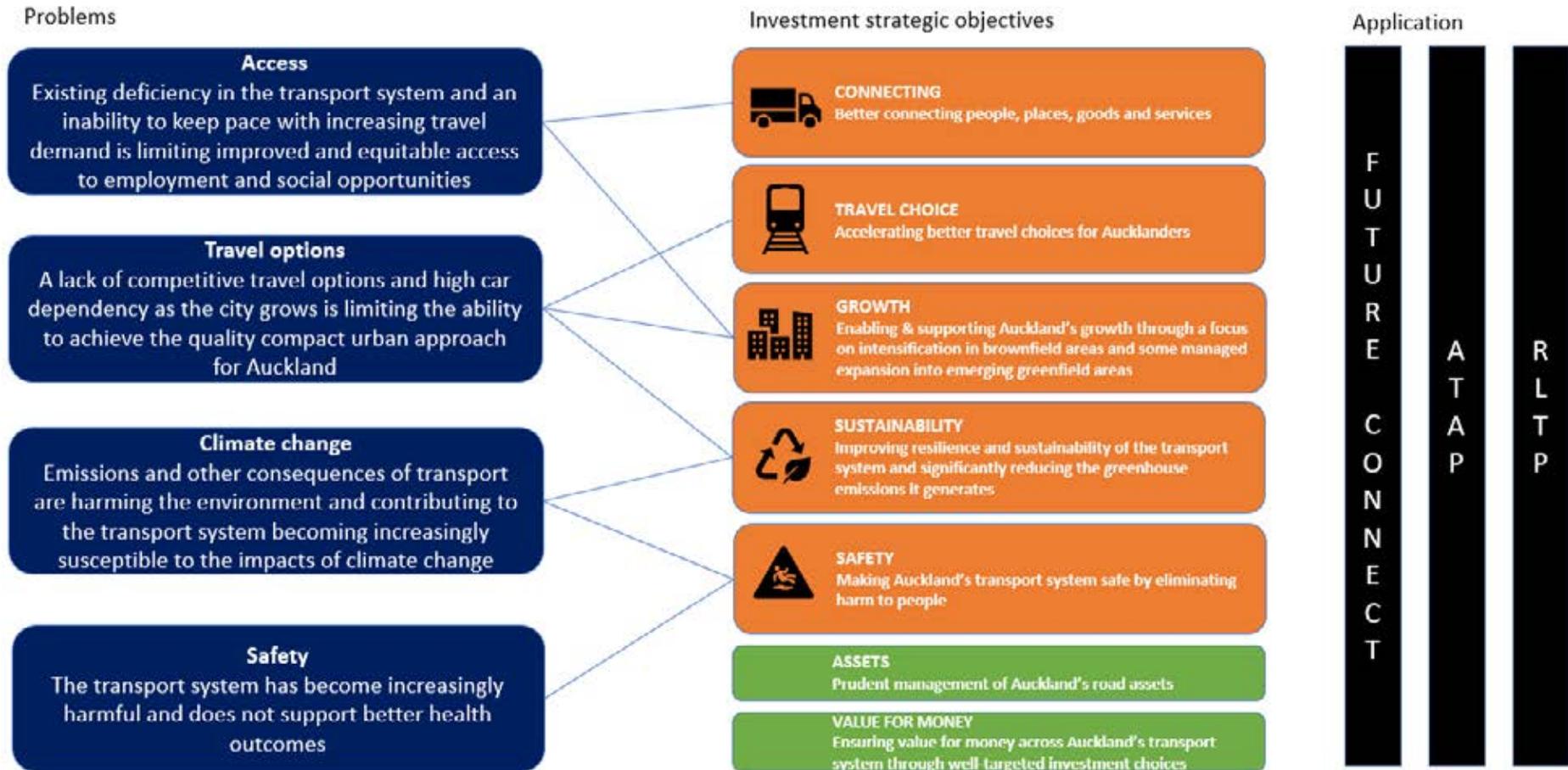
7. The RLTP is Auckland’s 10-year transport plan. It details the programmes which will be progressed over the coming decade. The RLTP is a statutory plan and incorporates the Auckland work programme for AT, KiwiRail, Waka Kotahi, City Rail Link Limited, Department of Conservation, Kāinga Ora and the 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 |  |
| Recommended by | Jenny Chetwynd Executive General Manager, Planning and Investment |  |
| Approved for submission | Shane Ellison Chief Executive |  |

Minutes of Meeting of the Regional Transport Committee

Date: 29 October 2020
Time: 3:00pm – 3:30pm
Venue: 20 Viaduct Harbour Avenue, Auckland – room 1.04 and via MS Teams

Present: COMMITTEE
Wayne Donnelly – Deputy Chair
Mary-Jane Daly
Kylie Clegg
Darren Linton
Dr. Jim Mather

CCO LIAISON COUNCILLORS
Councillor Bill Cashmore
Councillor Chris Darby

EXECUTIVE | PRESENTERS
Shane Ellison – Chief Executive
Jenny Chetwynd – Executive General Manager Planning & Investment
Mark Laing – Executive General Manager Finance
Andrew Downie – Governance Lead
Cyrielle Vantornout – Acting Board Secretary
Mark Fleming – Principal Policy Advisor
Geoff Haines – Principal Transport Planner

Apologies: Adrienne Young-Cooper/Chair
Dame Paula Rebstock
Perry Fon Sing (KiwiRail representative)
Nicole Rosie (Waka Kotahi New Zealand Transport Agency)

representative)

| Item | Topic | Responsible |
|------|--|---|
| 1. | <p>Welcome / Acknowledgements</p> <p>The Chair welcomed all present and declared the meeting open.</p> | |
| 2. | <p>Apologies</p> <p>Adrienne Young-Cooper – Chair Dame Paula Rebstock Perry Fon Sing (KiwiRail representative) Nicole Rosie (Waka Kotahi New Zealand Transport Agency representative)</p> | |
| 3. | <p>Interest Register – Declarations Conflict</p> <p>No additional interests were registered.</p> <p>No conflicts of interest were declared.</p> | |
| 4. | <p>Regional Transport Committee Minutes – 15 September 2020</p> <p>The committee approved the RTC minutes of 15 September 2020 as a true and accurate record.</p> | |
| 5. | <p>Items for Discussion</p> | |
| 5.1 | <p>Agreement to Strategic Objectives for the Regional Land Transport Plan (RLTP) and pre-engagement via deliberate qualitative research</p> <p>The EGM, Planning & Investment provided context on the RLTP and how the strategic objectives align with the Auckland Transport Alignment Project (ATAP).</p> <p>Mr Haines explained how the Future Connect project (integrated network plan) provided inputs for the RLTP.</p> <p>The EGM, Planning & Investment and the Chief Executive explained the proposed new approach of qualitative customer research and customer surveys to improve community engagement. This research would be conducted before Christmas.</p> | <p>Jenny Chetwynd Executive General Manager, Planning & Investment</p> |

| | | |
|----------------------------------|--|--|
| | <p>Ms Daly was supportive of this approach, encouraging management to find new ways to connect with communities, and building a framework that can be reused and built on for future consultations.</p> <p>The committee:</p> <ul style="list-style-type: none"> a) Approved the strategic objectives developed to guide the 2021 Regional Land Transport Plan (RLTP): <ul style="list-style-type: none"> 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) Approved the investment objective: ensuring value for money across Auckland's transport system through well-targeted investment choices. c) Approved the asset related objective: sound management of Auckland's transport assets. d) Agreed to canvass community expectations for the RLTP through a deliberate qualitative research process. | |
| <p>6.</p> | <p>General Business</p> <p>There were no items for general business.</p> <p>The meeting ended at 3:21 PM.</p> | |
| <p>Next Meeting – TBC</p> | | |

29 October 2020 – Regional Transport Committee Minutes

Signed as a true and correct record

Adrienne Young-Cooper
Chair

Date

Entered by Board Secretary

Approval of the Draft Regional Land Transport Plan for Public Consultation

For decision:

For noting:

Ngā tūtohunga / Recommendations

Choose an item.

That the Regional Transport Committee (RTC):

- a) approve the attached Draft Auckland Regional Land Transport Plan 2021-31 (RLTP) for public consultation, noting minor changes will continue to be made to it prior to public release to reflect RTC feedback, and for clarity and consistency purposes.
- b) endorse the proposed approach to public consultation on the draft –RLTP, planned to take place between 29 March and 2 May 2021;
- c) delegates to the Chair and Deputy Chair of the Auckland Transport (AT) Board the approval of the final draft RLTP for release, and approval of the Statement of Proposal required under Section 83 of the Local Government Act for consultation purposes.
- d) notes that following consultation, the draft final RLTP will be presented back to the RTC at a meeting planned for 27 May 2021 where the committee will consider any amendments to the document and recommend it to Council for endorsement and the AT Board for formal approval.

Te whakarāpopototanga matua / Executive summary

1. The draft RLTP 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 capex and opex activities, a programme of policy advocacy, and monitoring measures.
2. As it reflects the Auckland Transport Alignment Project (ATAP) agreements between Council and Central Government, this RLTP represents the best possible transport package to move towards ATAP/RLTP objectives within the funding available. This package reflects a significant

Entered by Board Secretary

reallocation of funding, including Waka Kotahi funding, to support mode shift, reductions in greenhouse gas and community outcomes – while ensuring an appropriate level of renewals.

- The Planning Committee of Auckland Council has unanimously endorsed the draft RLTP to the committee. The committee now needs to consider the draft RLTP as amended to address feedback from the Council, for public consultation.

Ngā tuinga ō mua / Previous deliberations

| Date | Report Title | Key Outcomes |
|-----------------------------|--|---|
| Workshop – 25 February 2021 | Draft Regional Land Transport Plan 2021 – 31 | The workshop discussed key issues surrounding the ATAP, RLTP and Regional Fuel Tax (RFT) processes. The RTC signalled their comfort in the general direction and form of the RLTP, sufficient for it to be provided to the Auckland Council Planning Committee in a draft form for their endorsement. |

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

- The draft RLTP attached 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 capex and opex activities, a programme of policy advocacy, and monitoring measures. It is prepared every three to six years in accordance with the Land Transport Management Act 2003 (LTMA).
- The LTMA bestows responsibility for preparing and consulting on and finalising this programme to the RTC, which has members from AT, Waka Kotahi and KiwiRail. Legislation requires the RTC to consult with Council in the preparation of the RLTP.
- However, a recent recommendation from the Review of Auckland's Council Controlled Organisations added a new expectation this time around, recommending that the RLTP is prepared jointly between Council and AT. Auckland Council and AT staff have collaborated to develop the ATAP package over the last 12 months, and to align the draft RLTP both to ATAP and Council's draft Long Term Plan (LTP). The collaboration will continue as we consult publicly and consider how our community's feedback can be incorporated into the RLTP. AT staff have also worked closely with Waka Kotahi and KiwiRail to bring together an integrated draft RLTP.

Entered by Board Secretary

7. The ATAP agreement between Council and Government is the basis for development of the 2021 RLTP, and the draft RLTP is aligned to its objectives, funding assumptions and investment programme. The draft RLTP also needs to be consistent with the funding made available in Council's LTP, and with the RFT Scheme.
8. ATAP has been approved by Cabinet. The Auckland Council Planning Committee unanimously endorsed ATAP and the draft RLTP for consultation on 11 March 2021 (refer to Attachment 3), and requested that: AT commits to work with Auckland Council and Central Government to investigate complementary levers to improve climate change outcomes; within the available budgets, AT will ensure more rapid and flexible delivery of cycle infrastructure; AT pursues representation on the Waka Kotahi governance group overseeing delivery of the New Zealand Upgrade Programme in Auckland; and AT works with Council and central government to progress the next stage of 'The Congestion Question'.
9. This set of recommendations sought to address views from some Councillors that the current ATAP and RLTP did not do enough to address climate change and provide for cycling. In addition, Councillors wanted to encourage efficient use of renewals funding by aligning new capital projects and renewal activities so that improvements were made at the same time as asset reconstruction. There is more work to do to try and improve these outcomes within the available funding constraints and timing of renewals in the Asset Management Plan relative to the Cycling Programme Business Case.
10. The RTC has reviewed previous drafts of the RLTP and has reviewed the content at a workshop on 25 February 2021. The Planning Committee has now endorsed the draft to you. The RTC now needs to consider the draft RLTP as amended to address feedback from the Council, for public consultation.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

11. The draft RLTP document is attached as Attachment 1 and Attachment 2 (Appendices). It will continue to be updated following this RTC meeting as AT incorporates feedback and finalises the document ready for public consultation.
12. Attachment 2 contains a draft "*Tāmaki Makaurau, Projects planned for delivery 2021-2031*" graphic as part of the RLTP document.

Draft RLTP Package

13. The draft RLTP is aligned with the ATAP programme with one major exception. Funding for public transport services and maintenance is lower in the RLTP than ATAP. This is a result of the Auckland Council allocation to transport operational expenditure being lower in the draft 2021 LTP than assumed in ATAP. 2021 LTP funding for public transport services and maintenance has, however, been increased in comparison to the 2018 LTP.

Entered by Board Secretary

14. As it reflects the ATAP, this RLTP represents the best possible transport package to progress the achievement of the ATAP/RLTP objectives within the funding available. This package reflects a significant reallocation of funding, including Waka Kotahi funding, to support mode shift, greenhouse gas and community outcomes – while ensuring an appropriate level of renewals. Key highlights of the package include:
- A step-change in the coverage and performance of the rapid transit network over the next 10 years. Projects such as Airport to Botany, City Centre to Māngere (CC2M), Eastern Busway, Northwest Busway and Northern Busway extension which are all progressed by this RLTP extension will significantly extend the coverage of the Rapid Transit Network. At the same time, City Rail Link (CRL), rail network improvements and the Northern Busway capacity enhancements will address capacity constraints into the future.
 - Up to two hundred kilometres of cycleways and shared path delivery, with 100 to 125 coming from AT's programme (including conversion of existing cycle lanes through 'pop-up protection').
 - An increased investment in renewals to ensure Auckland's transport assets are maintained to an appropriate level.
 - Continued support for a major reduction in deaths and serious injuries in line with the Vision Zero approach.

RLTP Outcomes

15. The draft RLTP documents the outcomes it will deliver against the agreed ATAP / RLTP objectives. These outcomes are aligned with the Future Connect measurement framework and have been well canvassed with the RTC in recent workshops.
16. Overall, the outcomes significantly contribute towards the objectives. In particular, there are improvements against all key measures other than congestion, despite large forecast growth.

Prioritisation of projects in the RLTP

Projects within the RLTP have been grouped into three categories reflecting the ATAP funding scenarios. The categories are:

- Category One – which is the committed and essential projects that are expected to be fundable under a business as usual scenario
- Category Two – includes the highest priority discretionary projects, which are generally a combination of active modes, public transport and corridor projects or programmes. Funding for these projects depends on all of AT's eligible projects receiving the full 51% financial assistance rate from Waka Kotahi.
- Category Three – includes the lower priority, but still important, discretionary projects. This category includes new allocations for supporting growth in the brownfields, northwest and Drury/Paerata spatial priority areas. This depends on Waka Kotahi using its discretion to provide additional financial assistance across a number of key projects within the AT's programme, for example through a higher financial assistance rate for rapid transit projects such as the Eastern Busway.

Entered by Board Secretary

Sequencing of projects in the RTLP

17. The RLTP determines the timing of the projects included in the ATAP package. Projects prioritised within the first three years generally reflect committed construction currently underway or in contract, completion of existing programmes, projects that get best value out of current/planned infrastructure, and ensuring that there is an appropriate level of investment in core programmes. Examples of these are the Urban Cycleway programme, the Eastern Busway, new electric trains for CRL and the safety programme.
18. Nevertheless, AT has also been able to bring forward some small new elements in the programme, including:
 - the minor cycling and micro mobility programme – which will allow early progress on the previously unfunded ‘pop-up protection’ proposal;
 - funding to support EV take-up; and
 - small scale early components of the Access for Everyone project.
19. Category Three projects that are dependent on Waka Kotahi reaching the full allocation of funding as assumed in ATAP generally have the bulk of their funding sequenced into the last three years of the programme. This reflects uncertainty over the funding for these projects and their lower priority within the programme. This means that the bulk of new funding to support spatial priority areas occurs after 2028.
20. A key factor influencing the timing of the programme is the need to progress the Eastern Busway and purchase of electric trains to support CRL, while maintaining other key programmes such as safety and renewals. This is manageable within the first three years. However, there are significant challenges accommodating the programme within allocated funding during years four and five of the programme. This is an area that will need further attention and ideally some resequencing of Council funding.

Further Policy Initiatives

21. 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 draft RLTP proposes a number of policy responses are required, many of which would require significant advocacy from Auckland to central government to progress including the following areas:
 - Climate Change (refer to the Climate Impact Statement section below).
 - Access equity (implementing a 50% discount on public transport fares for Community Services Card holders).
 - Safety (penalties, enforcement, speed limit reviews).
 - Congestion pricing (through The Congestion Question).

Entered by Board Secretary

Statement of Proposal

22. Section 83 of the Local Government Act requires the preparation of Statement of Proposal as part of the Special Consultative Procedure. This statement is intended to be a summary of the information contained in the draft RLTP to aid and assist public understanding and should be made available publicly. This statement will be finalised following the RTC’s consideration of the draft RLTP, and approval of it for release will be delegated to the Chair and Deputy Chair of the AT Board.

Ngā tūraru matua / Key risks and mitigations

| Key risk | Actions to Mitigate this risk |
|--|---|
| <p>Scale of change requested through consultation: Though consultation, Aucklanders may seek the inclusion in the RLTP of projects that are not included within ATAP, and therefore have uncertainty as to their funding.</p> | <p>Clear communication about the ATAP process and decision making rights of parties to that agreement, the role of the RTC, and its relationship with the RLTP process, including the RLTP itself.</p> <p>Consideration by the RTC and AT Board of any deviations with an open mind.</p> |
| <p>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.</p> | <p>Engage actively with the Ministry of Transport (MoT), with the support of Auckland Council, to advocate for policy changes required.</p> |
| <p>Funding availability: Changes to available funding, or inability by AT to access National Land Transport Fund (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.</p> | <p>Continue to advocate to MoT and Waka Kotahi to progress work to enable the full funding allocation in the Government Policy Statement.</p> <p>Communicate clearly during consultation that there are risks in the funding environment and how those risks would play out in the delivery of the programme.</p> |

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

23. The Auckland Council draft LTP budget being consulted on provides for \$7.4 billion of opex funding (including Waka Kotahi financial assistance, but net of direct revenue) from AC and an \$11.0 billion capex programme.

Entered by Board Secretary

24. The AT programme in the draft RLTP is generally aligned to the LTP funding. However, it does include a higher capital programme of \$11.4 billion which reflects inclusion of an additional \$418 million worth of projects within AT's programme that are assumed to be fully funded by Waka Kotahi. AT is proposing to submit an adjusted capital bid to Auckland Council to reflect this change.
25. Importantly, the operational funding of \$7.4 billion (net of PT fares and other direct revenue) already included in the draft RLTP does not provide for the full \$7.9 billion sought by AT to fully implement its recommended PT services, or even the \$7.7 billion recommended for public transport services and maintenance included in ATAP. ATAP's figure assumed that a higher subsidy from Waka Kotahi would enable the higher operational funding within the overall \$31bn. However, while further work on funding assumptions is needed, realising this additional funding subsidy from Waka Kotahi is likely to be difficult to achieve in practice.
26. Ultimately, to achieve the desired outcomes, AT would require a total of \$500 million additional funding from Council and Waka Kotahi (and has submitted a bid to the final LTP). Without additional funding, AT will find it difficult to materially increase public transport services above current levels.

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

27. Without action, Auckland's transport emissions are expected to increase significantly as a result of additional vehicle travel associated with population growth. The RLTP's key contribution to climate change is the extensive investment in network infrastructure and services designed to encourage mode shift away from private vehicles and towards lower emission public and active transport options – lowering transport Greenhouse Gas (GHG) emissions. Additionally, the RLTP makes significant progress towards reducing emissions from public transport by electrifying Auckland's public bus fleet, running electric trains on more of the rail network, and trialling an electric public ferry.
28. Mode shift and public transport 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 depend upon Central Government decision making - 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.
29. The MoT estimates that implementing a vehicle fuel efficiency standard, a biofuels requirement, and decarbonising the public transport bus fleet could reduce Auckland's transport GHG emissions by 1-2 megatons cumulatively between 2022 and 2031. The Climate Change Commission, meanwhile, has estimated a significant increase in EV take-up as a result of its proposed initiatives.
30. Projecting transport emissions is challenging and requires integration of a number of information sources. Nevertheless, the initial estimate is that the combination of the RLTP package and government's announced changes should yield a slight decrease in transport emissions between 2016 to 2031 - despite a 22 percent increase in Auckland's population over the same period. Beyond this, rapid reductions in emissions are predicted after 2031 as more and more of the vehicle fleet becomes electrified. If the Climate Change Commission's proposals

Entered by Board Secretary

for improved vehicle fleet are realised, the Commission's figures indicate a further emissions reduction in the order of 12 percent is possible in 2031.

31. AT will continue to work with Council and Central Government under the umbrella of ATAP to progress policy changes to reduce greenhouse gas emissions of the whole transport system in Auckland including improvements to the vehicle fleet by incentivising electric vehicle purchases, setting vehicle fuel efficiency standards, and setting a biofuel requirement in fuels.

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

32. The added emphasis of the RLTP investment package on climate change, mode shift and transport integration with emerging spatial priorities will benefit Māori in several ways. However, the uneven distribution of transport investment benefits across the region means southern and western parts of the region may not experience these benefits to the same extent. These areas coincide with higher concentrations of Māori. There will be additional work undertaken looking to address inequities from the impacts of decarbonisation.
33. The Community Connect pilot which provides a 50% discount on public transport fares will benefit those on the Community Services Card. Further information is being sought to determine the demographic make-up of Community Services Card holders to allow us to understand whether access to employment and education for Māori will be improved as a result of the draft RLTP programme of activities.
34. As part of the RLTP process we are engaging with Mana Whenua as partners and consulting with Mataawaka on this draft RLTP document.
35. It is envisaged that more work will be undertaken by ATAP partner agencies in collaboration with appropriate Mana Whenua and Mataawaka forums to refine the assessment framework as part of the upcoming development of the ATAP 2031-51 investment package.
36. Council has been involved throughout the development of ATAP and the RLTP and the Planning Committee has unanimously endorsed the draft RLTP for public consultation. As a regional programme it is appropriate that the primary engagement focus sits with the Governing Body through the Planning Committee. However, as the RLTP has important local impacts, it's important to seek local board views to ensure these are included in the information given to the RTC and Governing Body to inform their decision making. To this end, AT has planned key engagement with Local Boards including Local Board workshops in parallel with the public consultation. Local Boards will be encouraged to pass resolutions to officially record their feedback on the RLTP. This feedback will inform any changes to the draft RLTP post consultation.

Entered by Board Secretary

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

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

Ā muri ake nei / Next steps

38. Legislation requires the RTC to consult with the public on the draft RLTP and AT will be using the Special Consultative Procedure and the principles of consultation outlined in section 83 of the Local Government Act 2002.

39. Public consultation will take place from 29 March to 2 May 2021. AT will be seeking feedback on the following questions:

- Have we accurately identified the issues and challenges facing Auckland?
- Have we allocated available funding to the highest priorities? \
- Of the projects proposed to be delivered in the draft RLTP, which projects would people remove and what would they replace them with.
- How important road safety, congestion, environment and climate change policy changes are to deliver an effective and efficient transport system.

40. People will be able to provide feedback via the AT website, at public drop-in sessions or by requesting to be heard in person or via an audio-visual link at hearings.

41. A region-wide advertising campaign is in place to ensure as many Aucklanders as possible are made aware of the opportunity to provide feedback.

42. To promote the consultation AT will:

- Send flyers to more than 500,000 properties around the region (refer to Attachment 4).
- Advertise in the NZ Herald and community newspapers (refer to Attachment 5).
- Run a social media advertising campaign.
- Post on AT's social media platforms.
- Issue a media release.

Entered by Board Secretary

- Engage with Mana Whenua and Mataawaka, partners and stakeholders.
 - Have a dedicated project/consultation page on our website.
 - Contact everyone on our databases – AT HOP, People’s Panel etc.
 - Put up posters in libraries and service centres. Flyers and copies of the RLTP will also be available.
 - Hold 11 public drop-in sessions and two webinars.
43. Auckland Council will also be seeking feedback on the draft RFT scheme proposal at the same time as the RLTP consultation and we will be using a combined online feedback form to seek feedback on both the RLTP and the RFT Scheme.
44. Following consultation, the RTC will consider the feedback received and any recommend changes to RLTP at a meeting planned for 27 May 2021. At that time, the RTC will consider an assurance framework which will set out how statutory and legislative responsibilities have been addressed through the RLTP’s development and in the document itself.
45. The draft final RLTP will then be presented to the Planning Committee for endorsement in a meeting planned for 3 June 2021. Following endorsement, the AT Board will approve the RLTP and it will become operational on 1 July 2021.

Ngā whakapiringa / Attachments

| Attachment number | Description |
|-------------------|--|
| 1 | Draft Regional Land Transport Plan 2021 - 31 |
| 2 | Draft Regional Land Transport Plan 2021 - 31 Appendices |
| 3 | Auckland Council Planning Committee Resolution number PLA/2021/16: Endorsement of the draft 2021 Regional Land Transport Plan for consultation |
| 4 | RLTP Consultation Flyer to be delivered to households |
| 5 | RLTP Herald Advertisement |

Entered by Board Secretary

Te pou whenua tuhinga / Document ownership

| | | |
|-------------------------|---|---|
| Submitted by | Hamish Bunn Group Manager Integrated Network Planning & Policy Planning and Investment Group |  |
| Recommended by | Jenny Chetwynd Executive General Manager Planning & Investment Planning & Investment Division |  |
| Approved for submission | Shane Ellison Chief Executive | |

Minutes

Regional Transport Committee (RTC)

Date: 23 March 2021
 Time: 3.00 - 4.05pm
 Venue: 20 Viaduct Harbour Avenue, Auckland and via Microsoft Teams
 Committee: Adrienne Young-Cooper, Chair
 Attendees: Wayne Donnelly
 Tommy Parker
 Abbie Reynolds
 Kylie Clegg
 Mary-Jane Daly
 Dr Jim Mather
 Steve Mutton (as delegate for Nicole Rosie)

Attendees: Shane Ellison – Chief Executive Officer
 Andrew Downie – Governance Lead
 Wally Thomas – EGM Stakeholder, Communities and Communication
 Jenny Chetwynd – EGM Planning and Investment
 Hamish Bunn – Group Manager Investment, Planning and Policy
 Mark Fleming – Principal Advisor
 Andrew Bell – Consultant
 Tamarisk Sutherland – Governance Specialist

 Todd Niall – Senior Auckland Affairs Journalist, Stuff

| Item | Topic | Update / Actions | Responsible |
|------|----------------------------|------------------|-------------|
| 1 | Welcome / Acknowledgements | | |



Minutes

| | | |
|----------|--|--|
| | The Chair opened the meeting and welcomed everyone present. Dr Jim Mather led the karakia. | |
| 2 | Apologies | |
| | Darren Linton Gwyneth MacLeod Nicole Rosie | |
| 3 | Interest Register – Declarations/Conflicts | |
| | None to report. | |
| 4 | Matters Arising | |
| | None to report. | |
| 5 | Approval of Draft Regional Transport Committee Minutes – 25 February 2021 | |
| | The minutes of the meeting of 25 February 2021 were approved as a true and accurate record. (Dr Mather Ms Reynolds): Carried. | |
| 6 | Address from Councillor Darby | |
| | <p>The Chair welcomed Councillor Chris Darby (Chair, Auckland Council Planning Committee) and invited him to address the committee. Councillor Darby was joined by Councillor Josephine Bartley (Deputy Chair, Planning Committee).</p> <p>Councillor Darby addressed the RTC on the draft Regional Land Transport Plan (RLTP). Key elements of Councillor Darby’s address included:</p> <ul style="list-style-type: none"> • That he and Councillor Bartley were representing the Planning Committee and their comments on the draft RLTP. • That the Planning Committee’s decision to provide an indicative approval for the Auckland Transport Alignment Project (ATAP) had been a difficult one. • That the RTC has a unique statutory responsibility regarding the RLTP. • The Planning Committee’s concerns that whilst committing significant expenditure, the draft RLTP will not address the impacts of climate change from the transport system • That equitable access to transport is of high importance. • Appealed to the RTC to be open to making changes to the draft RLTP once the public has been consulted. • The relationship between Auckland Council and Auckland Transport is critical - not just in terms of transportation but how Auckland is shaped. | |



Minutes

| | | |
|---------------------------|--|--|
| | <ul style="list-style-type: none"> The Planning Committee realises that the RLTP is not the sole lever to effect transformational change in addressing climate change but ask the RTC to carefully consider the feedback it receives during consultation on these issues, and to find other pathways and levers to reduce emissions and recommend these to council. Auckland Council wishes to work with the Board of Auckland Transport to set up a group focussed on reducing transport emissions. <p>Councillor Bartley also briefly addressed the committee on the draft RLTP, with her comments focussed on the importance of transport equity and delivering to climate change commitments.</p> <p>The Chair thanked Councillor Darby and Councillor Bartley for their attendance and contribution.</p> | |
| Items for Approval | | |
| 7 | Approval of the Draft 2021-2031 RLTP for Public Consultation | |
| | <p>The Chair explained the recommendations to be considered.</p> <p>The EGM Planning and Investment then presented the draft RLTP and explained the process behind the document's creation. Key highlights included:</p> <ul style="list-style-type: none"> Drafting the RLTP has been completed over an 18 month period, working collaboratively with Auckland Council (as recommended by the report of the independent panel in the Council Controlled Organisation review), Waka Kotahi New Zealand Transport Agency and KiwiRail. Unlike ATAP, the RLTP is a statutory document which needs the endorsement of the RTC followed by approval by the Auckland Transport Board. It has been drafted as a response to the transport challenges faced and is a programme of activities and for the first time, also a programme of policy shifts. Whilst the Auckland Transport Board is not a party to ATAP, both the RTC and the Board have provided policy direction to the ATAP process. The draft RLTP must be and is aligned with council's Long Term Plan and the Regional Fuel Tax. Significant time has been invested with the RTC and Auckland Council's Planning Committee over recent months as the draft RLTP has been prepared. The RTC will consider public submissions on the draft RLTP, which is an important part of the process. | |



Minutes

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| | <p>The EGM Planning and Investment passed to Mr Bunn, who provided further detail:</p> <ul style="list-style-type: none"> • The programme has been well canvassed and is a \$36 billion investment by Government and the people of Auckland and provides a number of positive outcomes. The RLTP will: <ul style="list-style-type: none"> ○ offer a step change in the Rapid Transit Network; ○ support delivery of the City Rail Link, including purchase of rolling stock; ○ complete the Eastern Busway; ○ deliver Connected Communities; ○ deliver 200km of safe cycling infrastructure over 10 years; ○ execute on safety initiatives saving 1,700 deaths and serious injuries over a 10 year period; ○ provide funding for renewals and allocations for growth; and ○ support delivery of spatial priorities and community projects (including the Community Connect discount offering to improve access to public transport). • There are limitations to what is proposed, including the impacts of a projected 22% increase in Auckland's population during the 10 year period covered by the draft RLTP and the associated impacts this has on congestion. The benefits on mitigating the impacts of climate change are also not as strong as hoped. • Risks include public concerns around the scale of change proposed. There is also a clear need to advocate and influence stakeholders where they can assist with effecting change. • Some projects may not be able to proceed due to funding uncertainties. • \$1.8 billion of proposed seed funding for the Auckland Light Rail project is not included in the RLTP. • The statutory date for the RLTP to be finalised is 30 June 2021. <p>Discussion ensued with the following questions/comments made:</p> <ul style="list-style-type: none"> • The committee was pleased to see the continued focus on equitable access to transport. • Feedback from the consultation process will be reported back to the committee via a substantial report. This will be categorised by theme and geographic segment and include specifics around public comment and a recommended response. | |
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Minutes

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| | <ul style="list-style-type: none"> • The Committee asked that consideration be given to how the consultation can reach as broad a representation of the community as possible to ensure feedback is balanced and representative. • The EGM, Stakeholder, Communities and Communication confirmed a multiple channel community engagement process had been developed. This will include significant engagement with mana whenua and the Independent Māori Statutory Board on transport outcomes for Māori. • The Chief Executive advised that Auckland Transport is seeking advice from the Minister for Climate Change to ascertain how the RLTP will align with the targets set by the Climate Commission. • In response to a query from the Chair on what power the committee has to delete, amend, increase or reduce anything in the draft RLTP (particularly anything that will follow through to the National Land Transport Fund), the EGM Planning and Investment advised that legal advice would be sought and provided to the committee at the next meeting. Advice will also be sought on whether the plan could be reviewed by the committee in a period shorter than the standard three year horizon. • Answers to the above questions will be provided in a public forum. <p>The RTC:</p> <ol style="list-style-type: none"> i. approved the attached Draft Auckland RLTP 2021-31 for public consultation, noting minor changes will continue to be made to it prior to public release to reflect RTC feedback, and for clarity and consistency purposes. ii. endorsed the proposed approach to public consultation on the draft –RLTP, planned to take place between 29 March and 2 May 2021; iii. delegated to the Chair and Deputy Chair of the AT Board the approval of the final draft RLTP for release, and approval of the Statement of Proposal required under Section 83 of the Local Government Act for consultation purposes. iv. noted that following consultation, the draft final RLTP will be presented back to the RTC at a meeting planned for 27 May 2021 where the committee will consider any amendments to the document and recommend it to Council for endorsement and the AT Board for formal approval. <p>Mr Donnelly Mrs Young-Cooper: Carried.</p> | |
| 8 | General Business | |
| | No items for general business were noted. | |



Minutes

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|------------------------------|----------------------------------|--|
| | The meeting concluded at 4.05pm. | |
| Next Meeting - 29 April 2021 | | |





Condensed Public Feedback Report:

Draft Auckland Regional Land Transport Plan





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1. Summary

Overview

From 29 March – 2 May 2021 the public were invited to provide feedback on the Draft Regional Land Transport Plan 2021-2031 (RLTP) and a proposal to vary the Regional Fuel Tax Scheme. In total **5,814 submissions** were received.

About this report

This report outlines the public feedback received on the RLTP and the proposed variation to the Regional Fuel Tax Scheme. This report and the feedback analysis that informed it were completed independently by Viewpoints NZ.

The public provided feedback through a mix of 'tick-box' and open-ended questions:

- The open-ended feedback received on the **RLTP** has been grouped into **149 Themes**. The themes have then been clustered together under **20 Topics**. For example, one topic is 'Growth', and feedback themes related to 'Growth' have been grouped under that topic.
- The open-ended feedback received on the proposal to vary the **Regional Fuel Tax Scheme** has been grouped into **91 Themes**. The themes have then been clustered together under **10 Topics**.
- The tick-box and open-ended feedback results (including the topics and themes) are outlined in the **Feedback received** section of this report.

Please note: this is a 'condensed' public feedback report, the full public feedback report is still being prepared. The full report will contain additional analysis and information, such as:

- More information about the public consultation process and activities.
- Feedback themes by local board area.
- Themes from key interest groups.
- Auckland Transport's (AT) responses to feedback themes
- Changes made to the RLTP in response to public feedback.

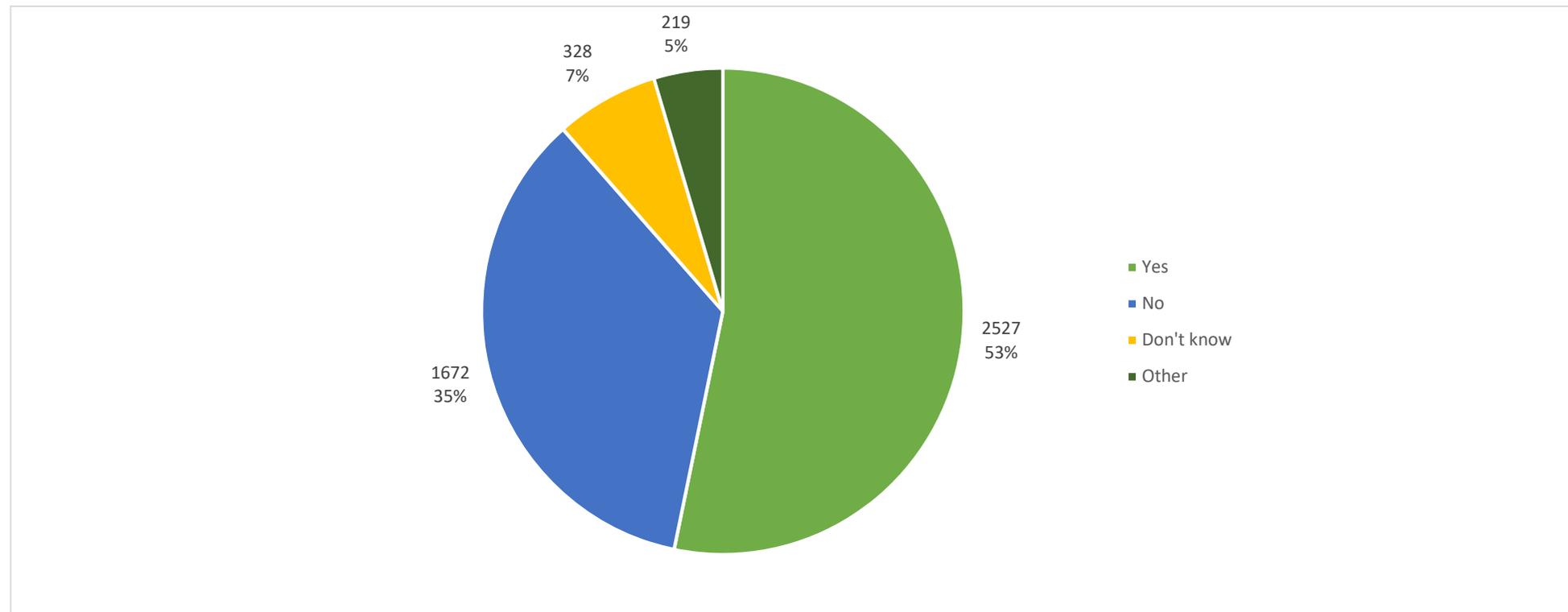


2. Feedback received

RLTP – results of tick box questions

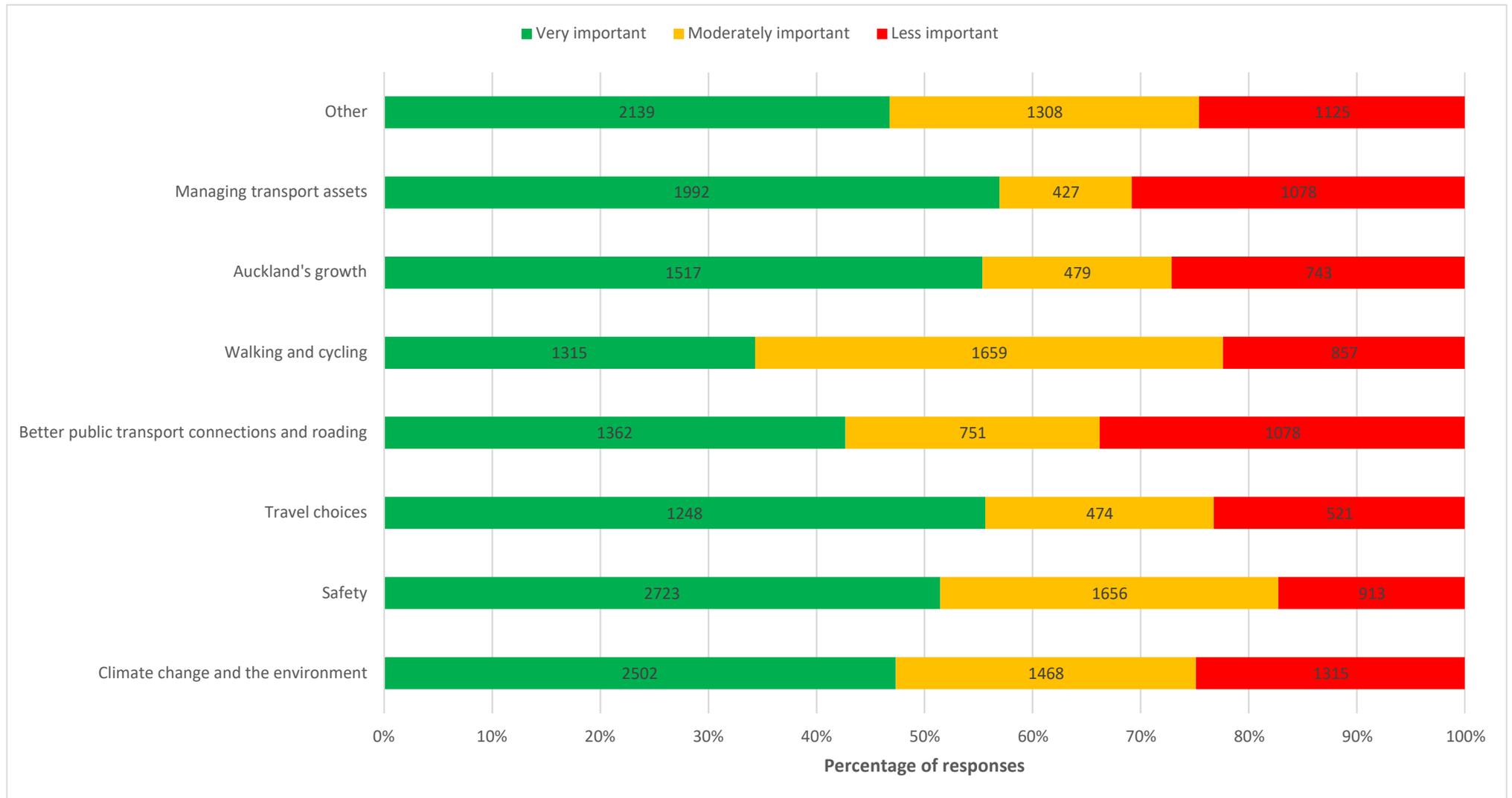
We received public feedback on the RLTP from 5,814 submitters, we asked a series of tick box questions as well as some open-ended questions. The responses to the tick box questions are outlined below, and the themes resulting from the open-ended questions are outlined in the [RLTP – key feedback topics and themes](#) section below.

Q1: Do you think we have correctly identified the most important transport challenges facing Auckland?



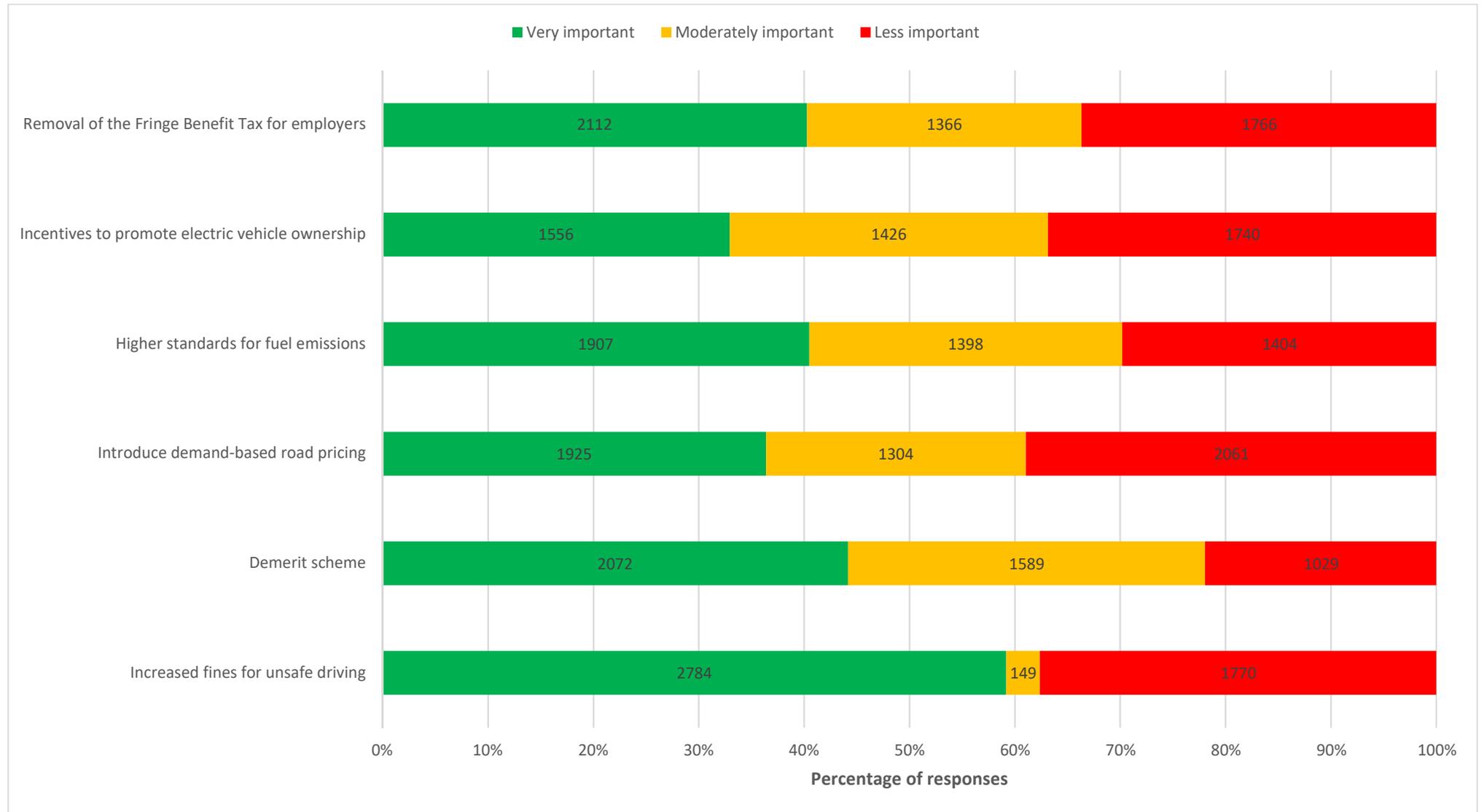


Q3: To help us understand whether we have correctly allocated funding, please indicate how important the following focus areas are to you.





Q7: How important do you think the following policy changes are to deliver an effective and efficient transport system?

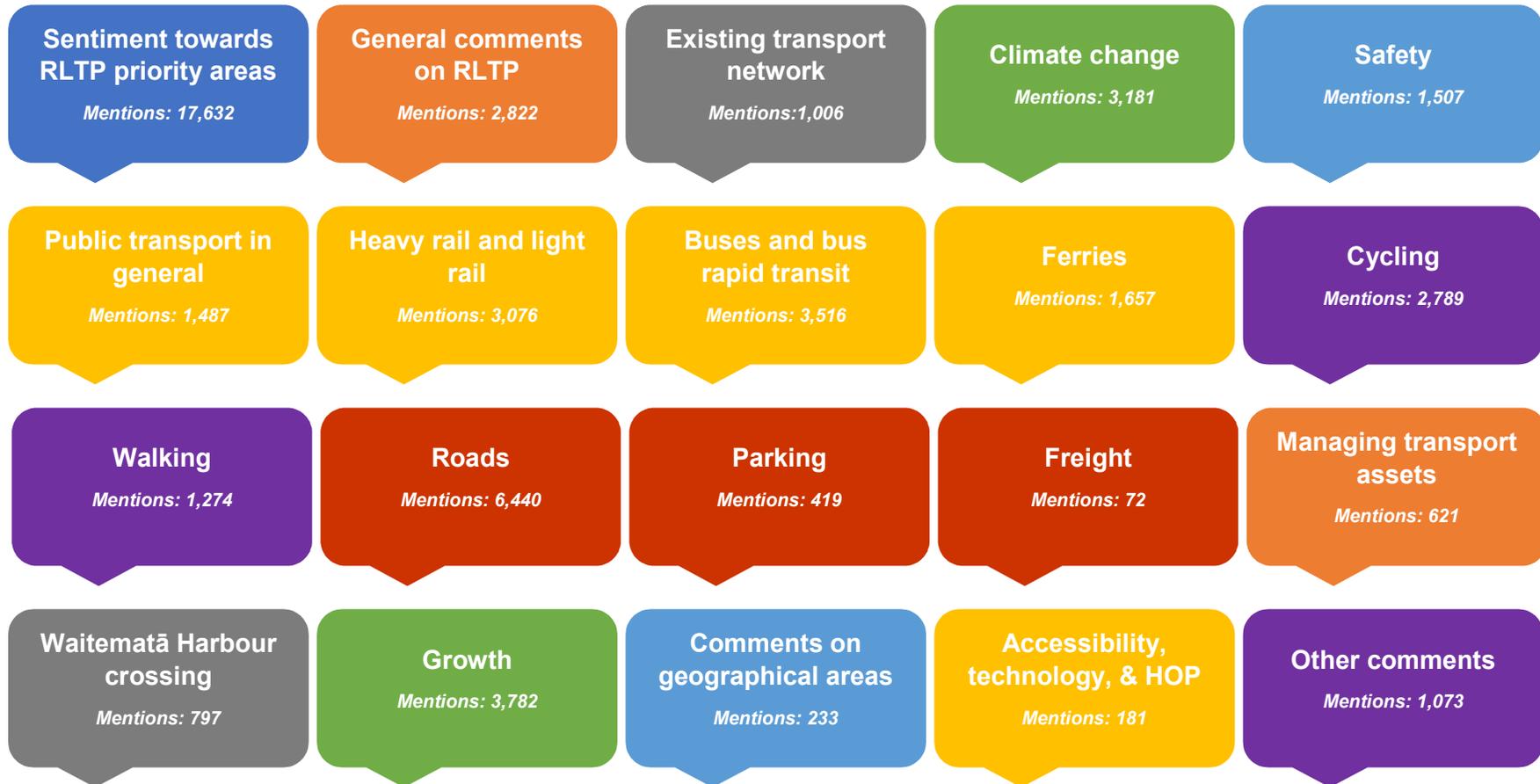




RLTP – key feedback topics and themes

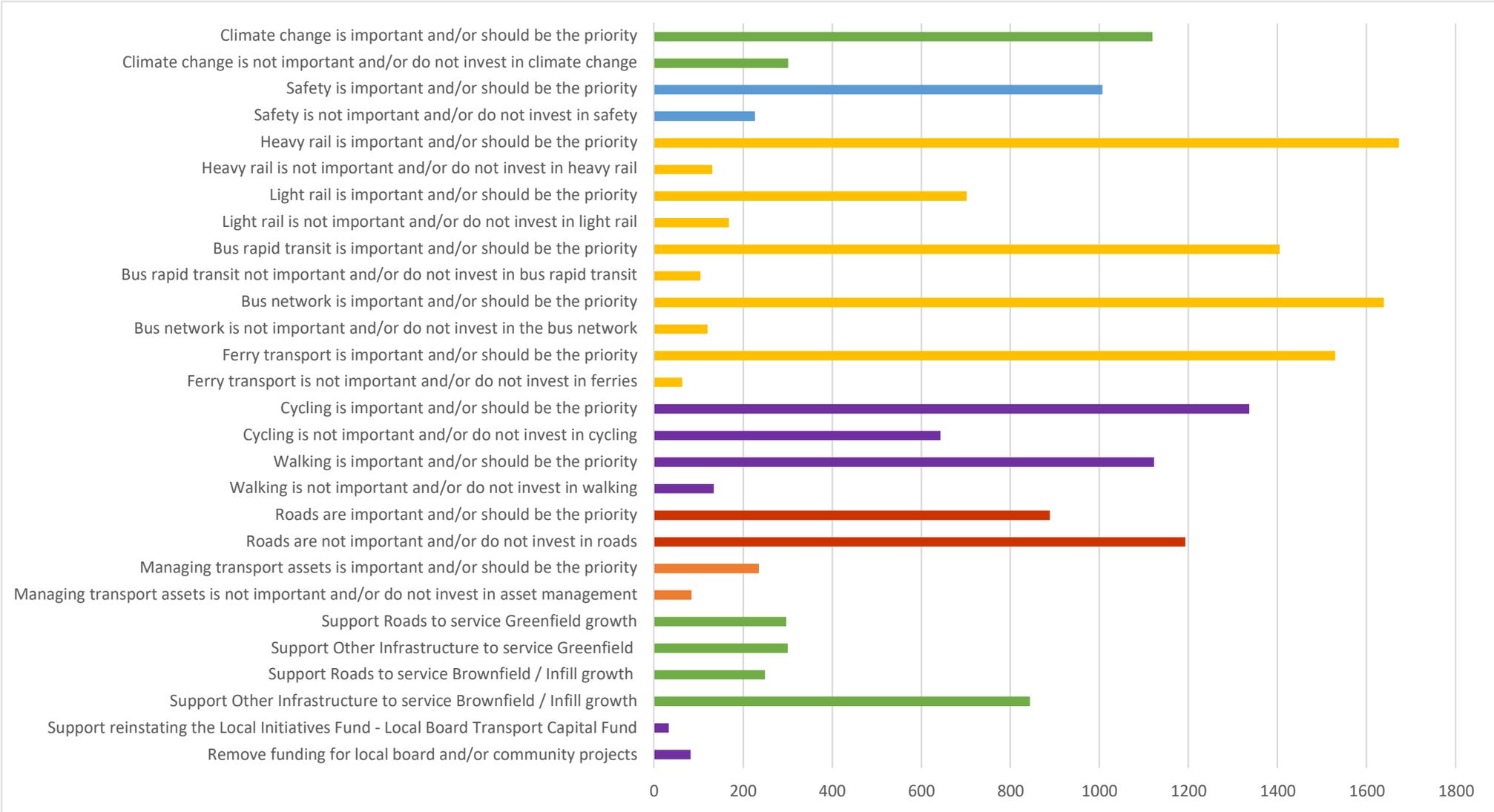
This section outlines the feedback topics and related themes from all submitters, as well as AT’s responses to the feedback themes. Response to all the open-ended questions have informed these topics and themes. One person’s or organisation’s feedback can count towards multiple topics and themes.

Feedback topics



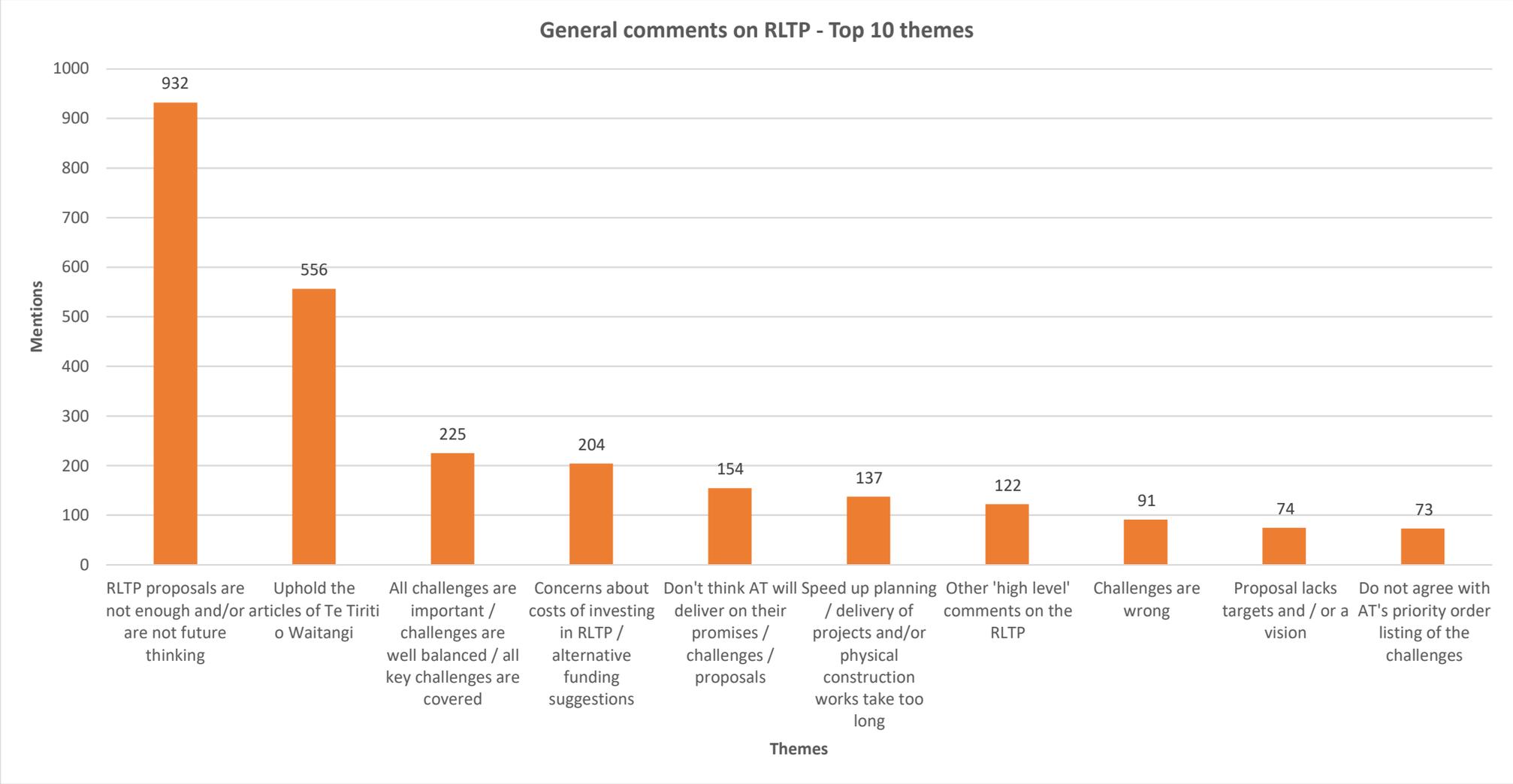


Sentiment towards RLTP priority areas





General comments on RLTP





| Feedback Theme | Main points | Auckland Transport's Responses |
|---|--|--------------------------------|
| Uphold the articles of Te Tiriti o Waitangi <i>Mentions: 556</i> | <ul style="list-style-type: none"> Abide by the laws of New Zealand. Honour and uphold the articles of Te Tiriti o Waitangi. Provide tino rangatiratanga to Māori as tangata whenua. Support enhanced commitment to Te Tiriti o Waitangi. Projects should be based on best practise evidence, with a focus on reducing inequalities that exist for Māori and Pasifika communities. | |
| Do not agree with AT's priority order listing of the challenges <i>Mentions: 73</i> | <ul style="list-style-type: none"> If challenges are listed in priority order, then disagree with the order. List does not prioritise the challenges. Every possible challenge has been identified without effectively prioritising. The draft RLTP also appears to miss the obvious opportunity to factor the costs to Auckland and NZ of future emissions growth into determining how to prioritise the RLTP. Need to prioritise the challenges based on the perspective of small and medium sized businesses. | |
| All challenges are important / challenges are well balanced / all key challenges are covered <i>Mention: 225</i> | <ul style="list-style-type: none"> List covers challenges people talk about. All transport challenges are important for the transport system. Challenges seem balanced. Challenges make sense for Auckland. Key issues appear to have been addressed. RLTP looks comprehensive. | |
| Challenges are wrong <i>Mentions: 91</i> | <ul style="list-style-type: none"> Generally disagree with challenges presented. Too focussed on the nice to have and feel-good things rather than the real challenge of congestion. Too focused on the central city. Regional and rural priorities are equally as important as Auckland City's transport challenges. The options haven't changed from previous years which were unsuccessful. Misses a key reason for current issues, which is high levels of immigration. AT's focus and actions deliberately create congestion. Last kilometre of a public transport journey is not identified as a real challenge. | |



| Feedback Theme | Main points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Challenges presented are too broad. <i>Mentions: 30</i></p> | <ul style="list-style-type: none"> Challenges are so broad that each challenge could have multiple options under it, and some options could fit under multiple challenges. Need to understand trade-offs between challenges/priorities to provide informed feedback. Challenges suggested would be generic challenges anywhere in the world. | |
| <p>Too many competing challenges and priorities <i>Mentions: 54</i></p> | <ul style="list-style-type: none"> There are too many competing priorities. There are too many challenges, with varying importance to select one answer as to whether they are correct (i.e. yes or no) Proposals are haphazard and piecemeal. Focus should be on a smaller number of priorities to create a bigger impact in those priorities. Not all can be delivered so challenges must be prioritised. Information in the RLTP is a lot to process for members of the public. The priorities are interconnected and need to be managed as such, collaboratively with Council and other agencies. RLTP is too long with no executive summary and unread by some. Too much focus on non-core elements. Roading and climate change are opposing goals. | |
| <p>Simplify the RLTP / focus on less projects <i>Mentions: 50</i></p> | <ul style="list-style-type: none"> The RLTP tries to focus on a wide variety of challenges and/or initiatives, rather than identify the most important ones and doing them properly and quickly. Focus on less and do it really well. Prioritise the projects that will have the biggest impact. Focussing on too many projects reduces AT's productivity. Concerned budget may not allow completion of all projects. Simplify to save costs in wake of COVID-19. Prioritise the projects that encourage modal changes first. Prioritise climate change management. Focus on the core issues of getting traffic flowing. Focus on essential services that won't need rates increases to fund. Local boards should focus on minor projects, AT to focus on major projects. Finish current projects first e.g. Penlink. | |



| Feedback Theme | Main points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>RLTP proposals are not enough and/or are not future thinking Mentions: 932</p> | <ul style="list-style-type: none"> • RLTP is based on what was required 10 years ago or is required now. Need to develop transport programmes that provide what will be needed in the future (e.g. 10, 20, or 50 years time). • By the time you implement these projects they will be out of date. • RLTP is mainly 'business as usual'. • RLTP needs to be bolder. • RLTP doesn't do nearly enough to address climate change and is inconsistent with strategic national and Auckland documents on climate change. • RLTP does not do enough for public transport. • RLTP does not do enough for cycling. • RLTP does not address the core issue of traffic flow in Auckland. • The main (most expensive) projects in RLTP are mainly roading projects, which is contrary to the stated vision of the RLTP. • RLTP needs to be redrafted. • Proposal looks the same as last plan and nothing has changed since then. • Start using more realistic growth predictions (historically always under estimate growth). • Correct challenges identified but not how they will be solved. • AT takes way too long to deliver anything, other countries such as China are much faster. • Plan lacks innovation. • Sick of AT completing a project then ripping it up again due to poor future planning. • Currently all networks focus on getting people to Central Auckland, but this is not where MOST people work, more focus on interconnection of suburbs outside of Central Auckland are necessary. • Challenges don't address the underlying reasons why Aucklanders choose cars over public transport. • Post COVID more people are working from home and less are travelling to Central Auckland. • RLTP does not consider future technologies, driverless mini buses, importance of regional airports for EVTOL aircraft as taxi alternatives. | |
| <p>Proposal lacks targets and / or a vision</p> | <ul style="list-style-type: none"> • There are no targets or goals outlined. • There is no vision for what great looks like. | |



| Feedback Theme | Main points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p><i>Mentions: 74</i></p> | <ul style="list-style-type: none"> Proposals are vague. Proposals are piecemeal. RLTP should provide a visual depiction of how Auckland would look once RLTP plans are implemented. AT has not shown a proper understanding of the challenges, or how to solve them. RLTP focuses on short term problems. Draft RLTP fails to deliver transformational change. Too many presumptions made. Challenges are vaguely defined. The bus network and interconnectivity to trains and transport hubs is lacking in understanding and direction. | |
| <p>Concerns with the way the RLTP is presented <i>Mentions: 65</i></p> | <ul style="list-style-type: none"> Too many different focus areas. Too many overlaps between focus areas. Groups under focus areas are wrong / don't agree with everything within a group. Groups show a lack of comprehension of what you are proposing. Split up some of the items and prioritise. Lacks a coherent vision and/or long-term vision. | |
| <p>AT has missed challenge: interrelationship of transport and health <i>Mentions: 26</i></p> | <ul style="list-style-type: none"> AT has missed the challenge of the interrelationship of transport and health. Transport safety and emissions affect human health. Active transport improves the health of the population. | |
| <p>Don't think AT will deliver on their promises / challenges / proposals <i>Mentions: 154</i></p> | <ul style="list-style-type: none"> AT has been unsuccessful in managing/developing the transport network. AT has not delivered on promises. AT spends too much time/money on planning and marketing and not enough on delivering. AT internal culture needs a big change. AT's culture and bureaucracy makes it hard for projects to get started. Don't think AT will deliver on what they say they will do. AT has not shown a proper understanding of the challenges, or how to solve them. Don't think AT have done a good job identifying solutions to challenges identified. Current project deadlines have been missed. | |



| Feedback Theme | Main points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Finish existing projects (various examples given of existing projects that haven't been finished). • Don't think AT understand why people choose cars over public transport, so will not come up with the right solutions. • Congestion is caused by AT ineptitude/lack of common sense. • Various criticisms and name calling of AT and AT staff. • AT should stop being influenced by narrow minded lobby groups. | |
| <p>Speed up planning / delivery of projects and/or physical construction works take too long</p> <p><i>Mentions: 137</i></p> | <ul style="list-style-type: none"> • Too much talk and then nothing happens, get on and do it. • Someone needs to finally step up and make the bold decisions to get on and do the big projects. • Implementation timeframes in the RLTP are too slow. • Costs may increase and then projects are stopped because of lack of money. • Stop consulting and get on and do it. • There should be greater urgency in delivering projects that will affect climate change. • Already way behind on what needs to be delivered (e.g. CRL). • Speed up 10–30-year roading plan for northwest. • Finish existing projects - Tamaki Dr, Quay St, Whau path, CRL, Light Rail, sky path, planned cycleways have all not been started/completed. • Various examples of projects that should of but have not been started e.g. Mill Road. • Once construction works start, they take too long. • Change road works contractors, current company takes too long. • There are too many physical works projects going on at the same time, it's creating a mess / congestion | |
| <p>AT and/or RLTP needs to be more transparent</p> <p><i>Mentions: 29</i></p> | <ul style="list-style-type: none"> • AT needs better transparency in its decision making. • AT needs better transparency in RLTP budget split within focus areas. • Publicise actual spend vs budget on current roading projects e.g. City Rail Link, AMETI. • Regularly publicise progress against RLTP implementation plans (including upcoming projects). • Publicise impartial cost benefit analysis on RLTP projects | |



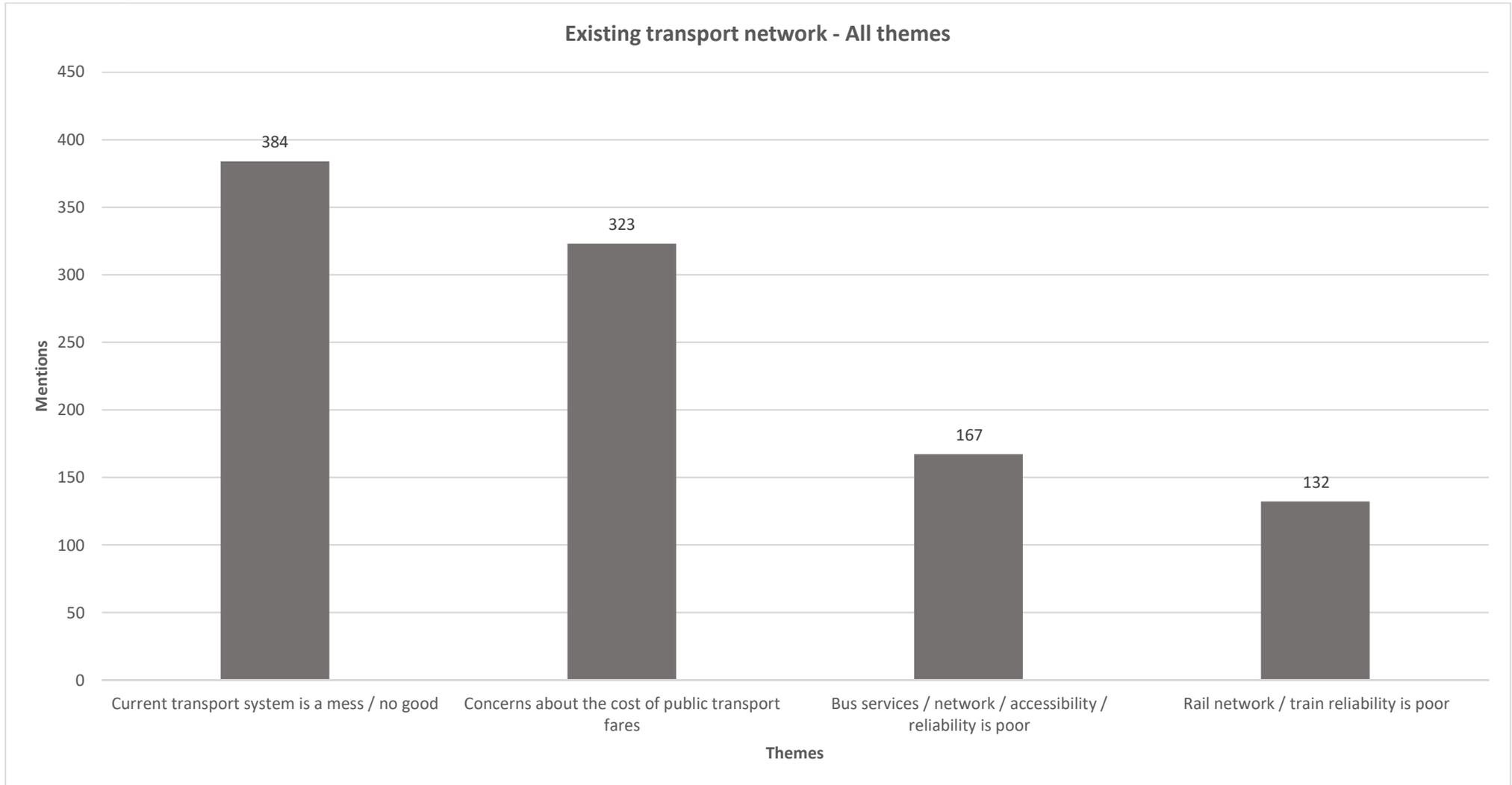
| Feedback Theme | Main points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> Publicise time lines for projects within the RLTP. Publicise budgets for projects within the RLTP. Publicise where the RFT is being spent. Publicise climate change goals. Publicise outcomes of feedback on RLTP. Publicise AT's CO2 emissions. AT representatives do not attend community meetings. | |
| <p>Concerns about costs of investing in RLTP / alternative funding suggestions</p> <p><i>Mentions: 204</i></p> | <ul style="list-style-type: none"> Auckland does not have enough money to be investing in transport. RLTP implementation costs too much. Concerns that AT will waste money. Addressing all challenges will cause budget overruns. Plan doesn't work to utilize existing resources and modes of transport. Council funding should not be used to support the uptake of EV's. Concerns public transport is at a cost to private car users who have no other alternative. Concerns with the amount of funding directed to roading projects. The costs charged by local construction companies to do public works are too high. More funding is required. Limit spending to essentials only until the immigration changes in the wake of COVID are known. Spend money on safety and practical things not aesthetics, e.g. signwriting buses and trains. Frustration at wasted money, when projects are completed only to be demolished shortly after e.g. Outdoor bus stop at Constellation Dr, SH16 bus lane changes, concern this will happen with new projects. Auckland rates should be reducing not increasing in this difficult financial climate. Alternative ways to fund the RLTP are needed. Central government funding is required not just rates. Developers and their developer contributions should pay for new infrastructure. Private/public partnerships to pay for infrastructure. Needs focus on future revenue streams as EV's are introduced there will be less revenue from RFT and fuel excise duty. | |



| Feedback Theme | Main points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Other 'high level' comments on the RLTP <i>Mentions: 122</i></p> | <ul style="list-style-type: none"> • AT's previous priorities have destroyed the CBD retail sector. • Better transport connections and roading are not one group. • General population lack experience to know if all challenges have been identified. • Challenges neglect rural and island communities of Auckland. • With people working from home post COVID expensive transport solutions are no longer required. • Concern that transport investment / RLTP decisions and projects are political decisions changing with different governments. • Transport investment / RLTP decisions should be made by transport experts not politicians. • The real reason for Auckland transport challenges is due to open immigration policies. • Better to create jobs near people instead of everyone having to travel to the city. • Some areas of Auckland are poorly served by public transport, but the RLTP doesn't acknowledge that, nor does it prioritise balancing out those inequities. • Auckland Transport does not collaborate enough with Auckland Council. • RLTP needs to emphasize/include better transport connectivity between North, South, East, and West. • RLTP needs to consider transport equity e.g. those in poorer areas often have few transport choices and/or longer travel times. • RLTP is unclear how priority areas relate to investment groupings presented on page 36. • The RLTP does not, but needs to, acknowledge the transport aspirations of place based / community plans across Auckland. | |



Existing transport network





| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Concerns about the cost of public transport fares <i>Mentions: 323</i></p> | <ul style="list-style-type: none"> • Reduce public transport fares. • Using public transport is too expensive, which discourages people from using it. • Stop increasing fare prices - AT should not continuously put up the price of public transport if they are actually serious about getting people to use it. • Reducing the price of public transport will encourage more people to use it. • Affordability to users of public transport should be a key focus area in the RLTP. • Affordability of public transport should be considered as part of accessibility in the RLTP. • It is more cost effective to drive and pay for parking than take public transport. • Cost of ferries is prohibitive. • Bus fares are too expensive in outer suburbs. • Families pay more than cost of a car trip on public transport. • Cost is too high for the elderly. • Cost of peak hour rides shouldn't subsidise interpeak discount, people on buses at peak reduce traffic at peak. • Make public transport free. • Introduce a flat bus fare e.g. \$2. • Give people a certain number of free rides over a set time period. • Lower the costs for frequent use. • Introduce daily fare cap. • Provide more family fare options. • Provide discounted or free fares for children and students. • Provide discounted or free travel for beneficiaries. • Subsidise Waiheke commute. • Need more ferry operators to make fares more competitive. | |
| <p>Current transport system is a mess / no good <i>Mentions: 384</i></p> | <ul style="list-style-type: none"> • Generally, think transport system in Auckland is a mess or no good. • Don't think that improvements are actually improving the transport network. • Need to improve reliability of all elements of the transport network. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Too many connections required by public transport / connections to/between public transport is poor. • Unreliable buses. • Children left at bus stops. • Trains not running. • Too much traffic. • Currently all networks focus on getting people to Central Auckland but this is not where MOST people work, more focus on interconnection of suburbs outside of Central Auckland are necessary. • Auckland challenging topography requires a variety of transport options. • Various areas noted as having a poor transport system e.g. West Auckland, Kumeu/Huapai, North Auckland/Rodney, South Auckland. • Rural transport, particularly public transport is poor. • Need to focus on building a public transport friendly city. • Important to consider economic impact congestion has on the economy. • Transport network is poorly maintained. | |
| <p>Rail network / train reliability is poor <i>Mentions: 106</i></p> | <ul style="list-style-type: none"> • Trains are unreliable. • Travelling by trains (and buses) requires waiting, transfers, more cost than personal vehicles, and timetable management. • Train network does not extend to all parts of Auckland. • Auckland trains are bad compared to other developed cities. • Need more train lines out west (Kumeu, Riverhead, Huapai). • Trains from Papakura to Britomart have increased from 50mins to up to 1hr 30mins. | |
| <p>Bus services / network / accessibility / reliability is poor <i>Mentions: 167</i></p> | <ul style="list-style-type: none"> • Bus network requires too many interchanges (often 2 to 3) to get to many destinations, which puts people off using it. • Bus network is unreliable. • Need better across town connections, not just to the central city. • Travelling by bus requires waiting, transfers, more cost than personal vehicles and timetable management. • Bus network does not extend to all parts of Auckland. | |

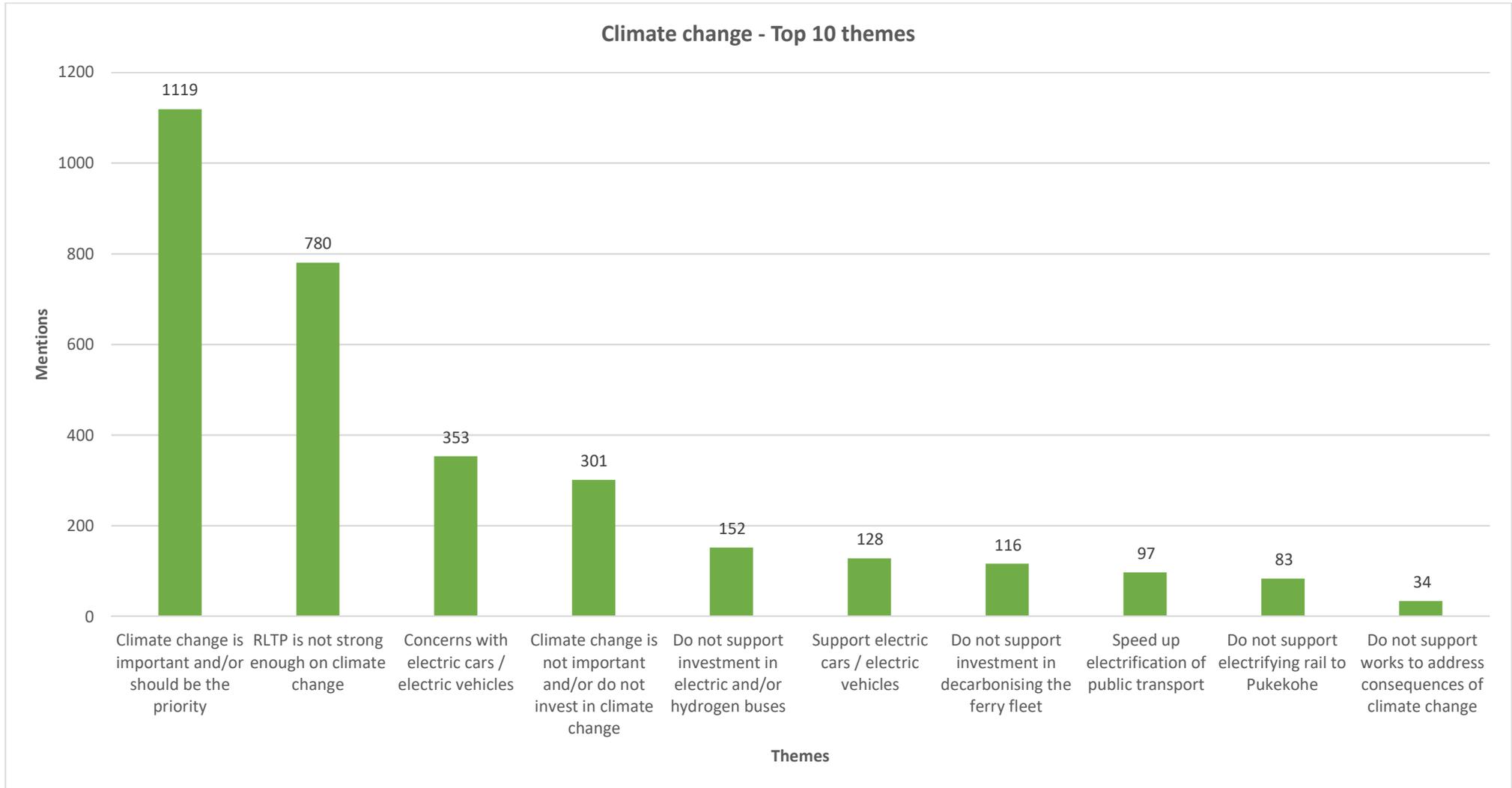


| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|--|--------------------------------|
| | <ul style="list-style-type: none"> • Currently not practical to go anywhere conveniently using public transport. • Unsafe to be on buses at night due to lack of lighting. • Need more bus lines out west (Kumeu, Riverhead, Huapai). | |



Climate change

Climate change - Top 10 themes





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Climate change is important and/or should be the priority <i>Mentions: 1119</i></p> | <ul style="list-style-type: none"> • Need to act fast or the required changes in CO2 levels will not be achieved in time. • If it's a climate emergency, then act like it's an emergency. • All changes should be based around climate change. • RLTP is not strong enough on climate change. • Significant emission reductions are needed. • Decarbonisation of ferries is important. • There should be no diesel use on public transport. • Auckland needs an energy efficient bus service. • Support hydrogen-based fuel. • Encouraging active transport modes should be part of the response to Climate Change. • The environmental impacts of travel are a major problem that needs to be addressed. | |
| <p>Climate change is <u>not</u> important and/or do <u>not</u> invest in climate change <i>Mentions: 301</i></p> | <ul style="list-style-type: none"> • Generally do not support investment in climate change. • Do not believe climate change is real e.g. is actually due to natural cycles. • Climate change is unsettled science. • Funding climate change initiatives does not help people move around the city. • Climate change should be a government priority not AT's. • Climate change is secondary in the current economic climate. • Too much focus on decarbonisation. • New Zealand is too small to influence global climate. • Climate change is political rather than a necessity. • Stop investing money into climate change prevention initiatives. • We hardly emit any CO2 compared to some other countries. | |
| <p>RLTP is not strong enough on climate change <i>Mentions: 780</i></p> | <ul style="list-style-type: none"> • RLTP is not strong enough on climate change. • The RLTP as it stands doesn't meet the targets set out in Auckland's Climate Plan or national targets. • RLTP needs to reduce overall carbon emissions from transport – not just on a per user basis. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Why set carbon reduction targets, then develop a transport plan that increases overall carbon emissions by 2030? • If it's a climate emergency, then act like it's an emergency. • Need to act fast or the required changes in CO2 levels will not be achieved in time. • The RLTP is way too focused on roads to be serious about climate change. • RLTP does not meet its legal obligations regarding climate change. • RLTP needs to do more to support electric vehicles (e.g. more electric vehicle charging stations), it's not ok to rely on central government. • The impact on the transport network's resilience and capacity due to further uncontrolled climate change is not discussed. | |
| <p>Concerns with electric cars / electric vehicles</p> <p>Mentions: 353</p> <p><i>(Note: 32 of these mentions said they opposed all the climate change initiatives listed, rather than specifically mentioning electric vehicles)</i></p> | <ul style="list-style-type: none"> • Stop investing money into electric vehicles. • Ecological (non-source pollution) costs of production have not been factored into the impacts of electric vehicles. • Social costs of production have not been factored into the impacts of electric vehicles (e.g. people mining materials in Africa). • Electric vehicle batteries are not recyclable. • Other parts of the car still pollute e.g. tyres, car bodies, car parts. • We haven't consider the electricity generation capacity required (and time to develop it) to provide electricity for all the electric cars. • Electric vehicles are not AT's responsibility (should be central governments priority). • Electric vehicles are still cars, still require roads, still require parking, still require space, still create congestion. • Should be focusing on public transport instead. • Should focus more on bikes and other mini mobility devices instead. • Don't support electric cars. • Focus should be on getting old vehicles off the road first, then EV's. • EV's cannot replace trucks and vans as yet. • Too much emphasis on electric/hydrogen projects. • Don't support council forcing people into electric cars by stealth. • Electric vehicles pose equity issues (e.g. only wealthy people can afford them). | |



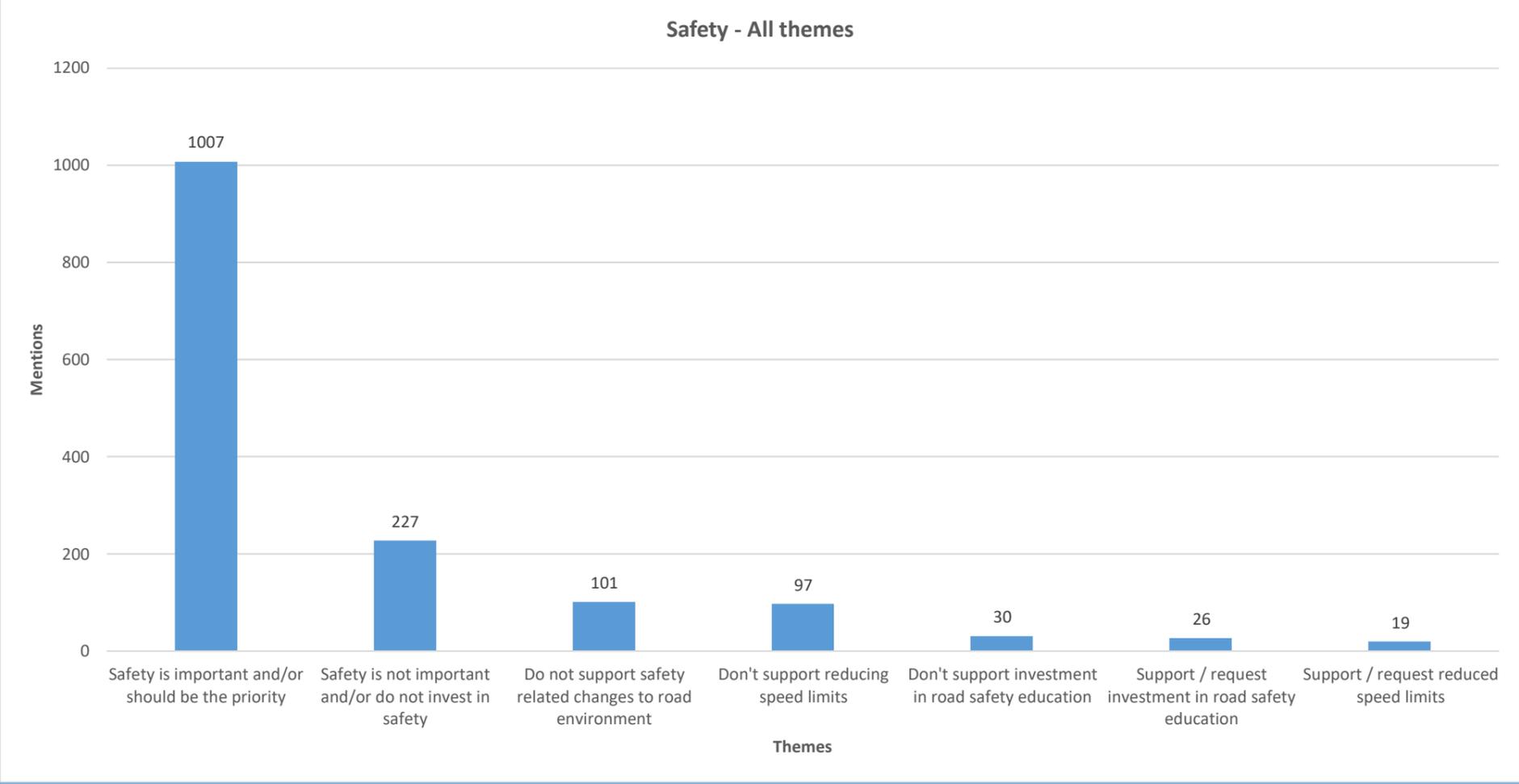
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • EVs will be mandatory soon anyway. • Hydrogen may be the better alternative. • Don't support because it is a climate change initiative. | |
| <p>Support electric cars / electric vehicles</p> <p>Mentions: 128</p> <p><i>(Note: it is likely that many more of the 1119 submitters that supported Climate Change as a challenge/focus area, would support this theme, even though only 128 specifically mentioned it)</i></p> | <ul style="list-style-type: none"> • Support electric vehicles. • Support subsidy of electric vehicles. • Improve EV infrastructure / add more EV charging stations. • Allow EVs to use bus lanes, and our T2/T3 lanes. • Provide more EV parks. • Provide more EV charging points. • Provide business grants for importers of EVs and hybrids. • If personal vehicles transition to electric vehicles, then we don't need to encourage/force people to catch public transport or ride bikes to reduce CO2 emissions. • RLTP needs to do more to support electric vehicles, it's not ok to rely on central government. | |
| <p>Speed up electrification of public transport</p> <p>Mentions: 97</p> <p><i>(Note: it is likely that many more of the 1119 submitters that supported Climate Change as a challenge/focus area, would support this theme, even though only 97 specifically mentioned it)</i></p> | <ul style="list-style-type: none"> • Speed up electrification of trains, buses, and ferries. • Will make buses more desirable to ride. • Will reduce air pollution and GHG emissions. • Will reduce noise pollution. • Provide electric rail between Henderson and Massey. • Cargo trains should be electrified. • Electric ferries should be explored, NZ could aim to be a world leader in e-ferries. | |
| <p>Support electrifying rail line to Pukekohe</p> <p>Mentions: 18</p> <p><i>(Note: it is likely that many more of the 1119 submitters that supported Climate Change as a challenge/focus</i></p> | <ul style="list-style-type: none"> • Electrify rail line to Pukekohe. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p>area, would support this theme, even though only 18 specifically mentioned it)</p> | | |
| <p>Do not support electrifying rail to Pukekohe</p> <p><i>Mentions: 83</i></p> <p><i>(note: 32 of these mentions said they opposed all the climate change initiatives listed, rather than specifically mentioning electrifying the rail line to Pukekohe)</i></p> | <ul style="list-style-type: none"> • Stop electrification of rail to Pukekohe. • Don't support because it is a climate change initiative. | |
| <p>Do not support investment in electric and/or hydrogen buses</p> <p><i>Mentions: 152</i></p> <p><i>(note: 32 of these mentions said they opposed all the climate change initiatives listed, rather than specifically mentioning electrifying buses)</i></p> | <ul style="list-style-type: none"> • Stop electrification of the bus network. • Focus on electric buses rather than hydrogen buses. • Electric buses are costly, including replacing and disposal of batteries. • Don't support because it is a climate change initiative. | |
| <p>Do not support investment in decarbonising the ferry fleet</p> <p><i>Mentions: 97</i></p> <p><i>(note: 32 of these mentions said they opposed all the climate change initiatives listed, rather than specifically mentioning electrifying ferries)</i></p> | <ul style="list-style-type: none"> • Stop investing in decarbonising the ferry fleet. • This is a private commercial matter. • Don't support because it is a climate change initiative. | |
| <p>Do not support works to address consequences of climate change</p> <p><i>Mentions: 34</i></p> | <ul style="list-style-type: none"> • Stop works to address climate change risks, e.g. flooding, earthquake and slip prevention requirements. | |



Safety





| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| <p>Safety is important and/or should be the priority Mentions: 1007</p> | <ul style="list-style-type: none"> • Safety of all transport system users should be a priority. • RLTP should reduce Vehicle Kilometres travelled year on year as a measure of a safe and sustainable transport system • Support safer speeds programme. • Road safety education and improving driver skills is important. • Mixing pedestrians and cyclists with vehicles is against safety objectives of AT. • Support Vision Zero for pedestrians injured and killed by cars and other vehicles. • Support Vision Zero for cyclists injured and killed • More street lights / road lighting. • More speed cameras. • Introduce speed limits and clearer signage on cycleways and shared paths. • Do not allow cyclists on footpaths. • More traffic lights. • More safety barriers. • Improve design and safety at dangerous intersections. • Improve road markings/lines. • Improve safety of those not in cars at night. • Improve safety on public transport for the elderly. • Reduce / eliminate use of phone use by people driving vehicles. • Invest in Low Traffic Neighbourhoods (LTN) / charge a travel fee to reduce vehicle access in some areas. • Implement a safety program and/or regulations to improve safety of, and behaviour of, people using electric micro transport e.g. scooters, ebikes etc.). • Design for safe cycling according to science and best practice. • Build bus stops off the main roads so it is safer for cars to go past stopped buses. • More road / rail safety programs for schools / community groups. • Better driver education. • Improve road / safety on Peach Hill Rd in Ramarama. • Improve road safety in Titirangi. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Improve cyclist safety by filling in "holes" in the cycling network e.g. from Karangahape Rd towards Ellerslie. • Improve safety with speed bumps in front of schools on busy roads. e.g. Torbay School. • Improve safety outside rural schools. • Improve safety on rural roads with new development. • Improve pedestrian and cyclist safety on rural roads with new development. • Improve safety on rural roads by sealing dangerous unsealed roads. • Pedestrian safety from scooters using footpaths should be addressed. • Address speeding on Whangaparoa Rd. • Lights required at intersection of SH16 and Riverhead Highway. • The two roads surrounding Brookby School need urgent Safety Engineering Improvements including safety barriers. | |
| <p>Safety is <u>not</u> important and/or do <u>not</u> invest in safety <i>Mentions: 227</i></p> | <ul style="list-style-type: none"> • Money spent on safety is not getting the return. • Vision Zero won't work and/or be achieved. • Vision Zero is absurd. • Do not support Vision Zero. • Stop investing in all safety projects. • Safety on roads should be led by the government, not AT. • Safety on roads isn't an issue in Auckland. • Auckland's roads are not dangerous. • Seems too expensive. • Remove speed bumps, except for in high foot traffic areas like schools. • Spending on safety initiatives takes funding away from core infrastructure spending. • Safety should have considered in road design in the first instance. • Safety can be achieved through provision of separated infrastructure. • Road users should be responsible for their own safety. • Safety is only an issue for old cars, most cars are new. • If cars are reduced through low traffic neighbourhoods roads will be safer. | |



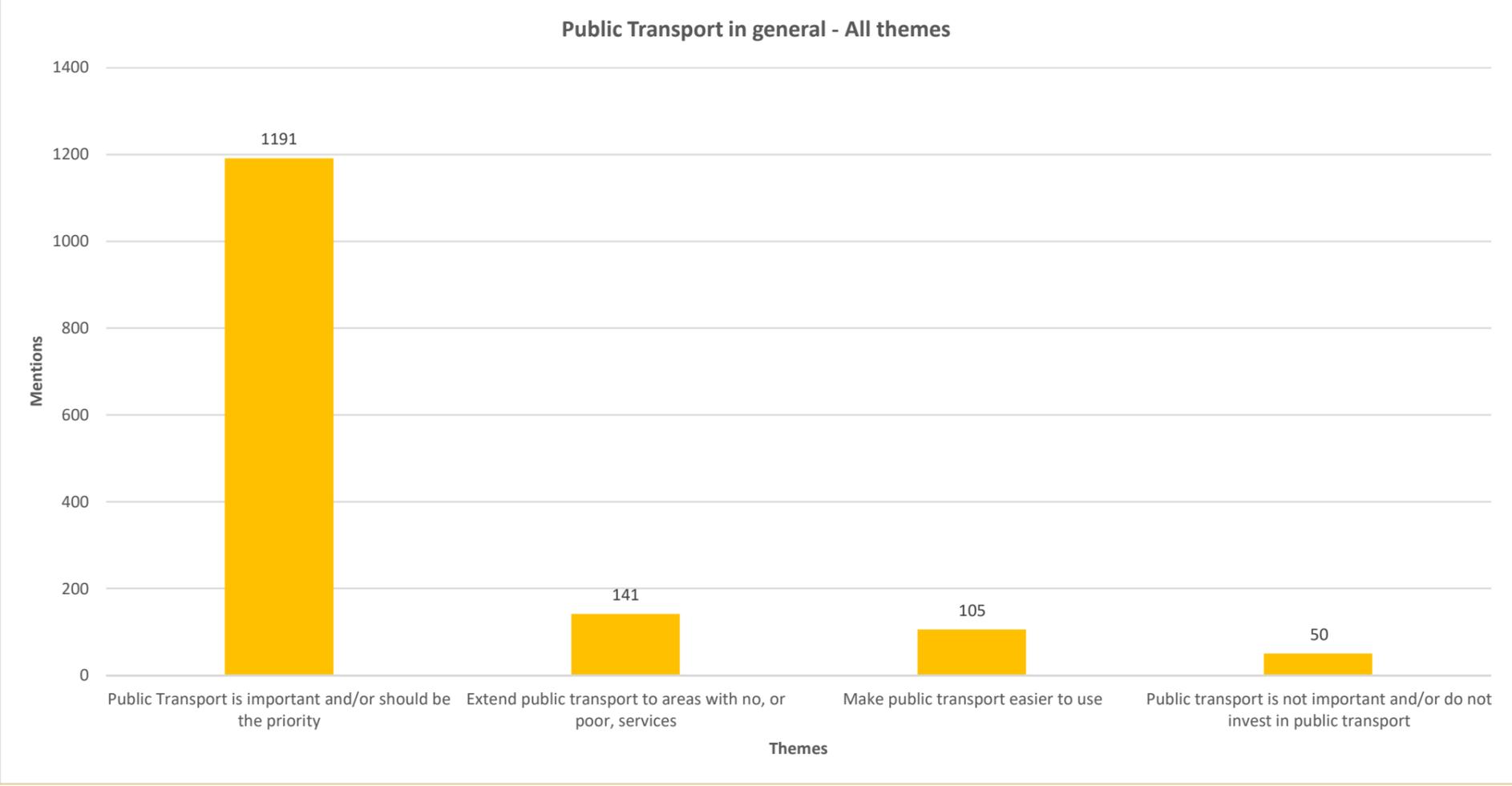
| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Do not fund safety engineering projects, e.g. red-light cameras, speed tables, safety barriers. • Do not fund speed limit reviews/ reduce speeds. • Do not invest in road safety education. • Do not invest in safety near schools. | |
| <p>Do not support safety related changes to road environment <i>Mentions: 101</i></p> | <ul style="list-style-type: none"> • Do not support safety related changes to road e.g. safety barriers, speed tables, speed cameras. • Safety initiatives should be completed at a national level. • Speed tables slow traffic flow and make journey uncomfortable. • Reduce all road painting, it is distracting. • Excessive signage confuses drivers. • 13 cameras on Onewa Road is ridiculous. • Speed calming through Glen Eden has ruined traffic flow. | |
| <p>Don't support reducing speed limits <i>Mentions: 97</i></p> | <ul style="list-style-type: none"> • Stop investing in reducing speed limits. • Increase speed limits. and/or increase speed limits back to where they were before AT reduced them. • Lower speed limits increases congestion. • Lower speed limits increases driver frustration. • Lowering speed limits is an excuse for lack of investment in roading. • Should be completed at a national level. • Ridiculous, expensive, and unnecessary project. • Auckland's roads are already slow. • Traffic moves slowly through congestion. • Do not set speed limits lower than 50km/h. • Spend funding on driver education to improve safety. • Speed is not necessarily the reason the roads and cars are unsafe. • Lowering speed limits will not result in less speeding, those that will speed, speed anyway regardless of limit. • Lowering speed limits does not decrease crash rates, would like information made public of before and after. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Drunk and drugged driving is the main cause of accidents on roads. • Road maintenance/condition is the problem. • Changing speed limits along a route is difficult for drivers. | |
| Support / request reduced speed limits <i>Mentions: 19</i> | <ul style="list-style-type: none"> • Reduce speed limits on suburban roads. • Reduce speed limits around schools. | |
| Don't support investment in road safety education <i>Mentions: 30</i> | <ul style="list-style-type: none"> • Stop investing in road safety education. • Should be completed at a national level. • Teachers can teach road safety. • Road safety education doesn't reach adults. | |
| Support / request investment in road safety education <i>Mentions: 26</i> | <ul style="list-style-type: none"> • Safety campaigns are needed. • Education on using roundabouts and running red lights is needed. • Education about awareness of motorcycles is needed. | |



Public transport in general





| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Public Transport is important and/or should be the priority Mentions: 1191</p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned public transport, it does <u>not</u> capture people that only mentioned a particular mode of public transport e.g. just rail. • Invest more in public transport. • Public transport should be prioritised over roading projects. • Expand the public transport network. • Likes RLTP focus on public transport. • Public transport a better way of reducing emissions than EV's. • Ensure growth areas are well served by public transport. • Upgrade public transport in areas with high density housing. • Deliver public transport improvements sooner / quicker. • More investment in rapid transport. • Replace busways with rail. • Public transport needs to be accessible, fast, frequent, efficient, and reliable. • Improve accessibility of public transport to elderly and less able. • Electrify public transport. • Make more direct public transport routes. • Improve feeder services to transport hubs and rapid transit routes. • Better integration between transport modes is required e.g. bus and ferry • Accessibility improvements to trains, buses, ferries. • Buses and trains should have bike racks / allow cyclists. • Improve PT connections from suburbs to airport. • Many urban areas of Auckland have poor access to public transport. • More PT connections to local town centres instead of to the CBD. • Rural areas have poor access to public transport (improve public transport services). • Make public transport fares cheaper/affordable. • Run public transport 24/7, seven days a week. • More park and rides, discourages cars in congested areas and encourages public transport. • Upgrade train stations and bus stations. | |



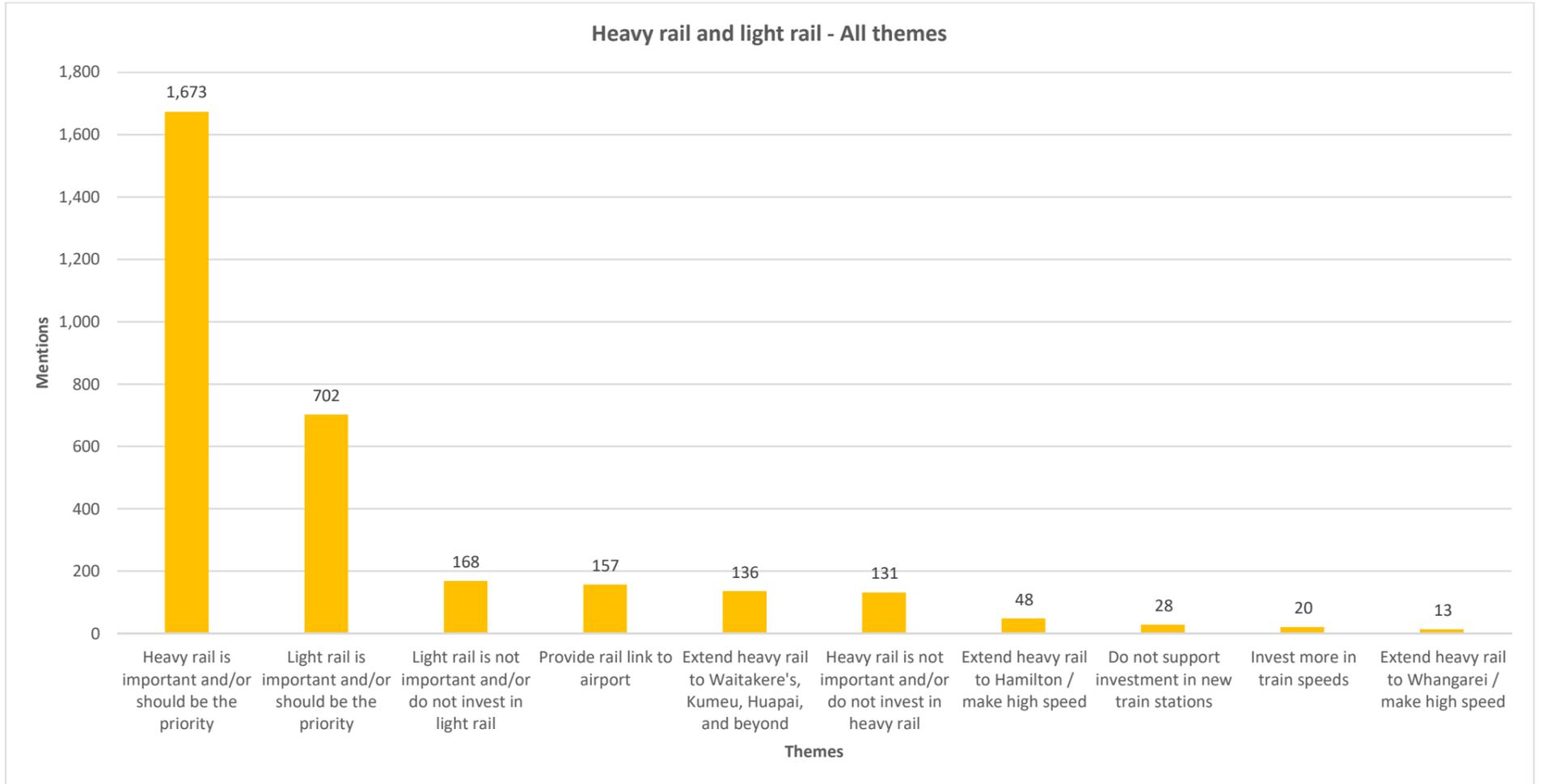
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Improve toilet facilities at PT stops / stations. • More security / better lighting needed at public transport facilities. • Improve usability of the AT App and a media campaign showing Aucklanders how easy it is for them to find a public transport ride to their destination. • Ensure AT App has up to date info in real time. • Provide public transport connections to Wenderholm Regional Park. | |
| <p>Public transport is <u>not</u> important and/or do <u>not</u> invest in public transport <i>Mentions: 50</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned public transport, it does not capture people that only mentioned a particular mode of public transport e.g. just rail. • Public transport is not important. • Do not invest any more in public transport. • Public transport is a waste of money. • Hardly anyone uses public transport. • Users of public transport should pay the full cost of fares. • Invest in roading projects instead. | |
| <p>Extend public transport to areas with no, or poor, services <i>Mentions: 141</i></p> | <ul style="list-style-type: none"> • Better connections to local areas within Auckland's main urban areas. • Improve public transport to rural areas. • Invest long-term in high-speed rail from CBD to underdeveloped areas. • Add light or heavy rail links to airport, west, southeast, north and/or northwest. • Provide PT infrastructure to new growth areas like Warkworth, Henderson, Kumeu, and Westgate. • Provide public transport connections as far as Leigh. • Provide bus services to Milldale. • Improve public transport options to Wellsford and Warkworth. • More frequent and later buses from Warkworth to Albany. • Better public transport options in Albany village. | |
| <p>Make public transport easier to use <i>Mentions: 105</i></p> | <ul style="list-style-type: none"> • Make public transport easier to use, with clear instructions on how to use it. • Invest more in accessible travel options e.g. for elderly, disabled and wheelchair users. • Improve real-time travel information. • Improve public transport feeder / connection services. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • Allow payWave payments to ride public transport (as an alternative to HOP card). • Reinstate ability for cash fares. | |



Heavy rail and light rail





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p>Heavy rail is important and/or should be the priority</p> <p>Mentions: 1,673</p> <p><i>(note: 552 of these mentions said they support investment in public transport, rather than specifically mentioning they support investment in rail)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned rail or public transport in general. The breakdown of the specific rail mentions, and public transport mentions is shown in the "No. of mentions" column. • Support investment in rail. • Increase investment in rail. • Prioritise investment in rail over roading projects. • Heavy rail is preferred over buses and light rail as it doesn't use road space. • AT has done a poor job at improving the rail network. • Expand the rail network. • Increase train frequencies. • Increase train speeds. • Additional rail lines needed so that express services can be introduced able to overtake stopping services. • Improve reliability of trains. • Decrease train fares. • Better public transport connection points for easier transfers. • Improve safety for customers on trains, and stations. • Rail hubs like Britomart are needed in other suburbs around Auckland. • Create a subway system. • Remove level rail crossings and/or underground key sections of rail to improve safety, congestion, and/or quality of urban/pedestrian/shopping areas. • Better maintenance of rail lines including graffiti and rubbish. • Fix/improve the rail network before extending it. • Trains should accommodate cyclists / bikes. • Support a rail-based connection to the airport. • Don't link all services via Britomart, connect the system to bypass CBD. • Extend rail network to the north. • Extend rail network out west (as far as Helensville). • Create a northern train loop connecting Helensville and Orewa (and beyond). • Rapid transport link from North Shore to Airport without journey interruptions. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Provide underground rail link under the harbour from Devonport - Takapuna - Long Bay. • Extend rail to Waiuku. • Extend rail to Warkworth. • Fast train to airport from Puhinui Station only 6km over farmland. • Second rail line needed on Onehunga branch. • Link rail line from Onehunga to Manukau to make a loop. • Provide timely rail connections and park and rides at Mill Rd. • Develop a train line connecting Onehunga to New Lynn. • Provide an eastern rail line extension (Panmure to Botany Down to Manukau). • Rail link from Howick to central hub. • Provide electric rail to Hamilton, Whangarei, and/or Tauranga. • Need new rail stations, including Pokeno, Kumeu, Takanini. • Stations needs free luggage storage lockers or personal effects. | |
| <p>Heavy rail is <u>not</u> important and/or do <u>not</u> invest in heavy rail</p> <p>Mentions: 131</p> <p>(note: 45 of these mentions said they do NOT support investment in public transport, rather than specifically mentioning they do NOT support investment in rail)</p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned rail or public transport in general. The breakdown of the specific rail mentions, and public transport mentions is shown in the "No. of mentions" column. • Rail is a waste of money. • Not flexible enough for people's travel habits. • Auckland is to spread out for public transport. • Trains are not viable options for many commuters. • Trams are more necessary than rail as people are reluctant to walk from their house to the train station. • Don't support rail to the airport. • Use existing rail infrastructure. • Stop all rail projects, concentrate on roads instead. • Don't invest in managing transport assets / rail capacity upgrades. • Rail is outdated technology and expensive to maintain. • Don't invest in rapid transit. | |
| | <ul style="list-style-type: none"> • Invest in faster train speeds. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| Invest more in train speeds <i>Mentions: 20</i> | <ul style="list-style-type: none"> • Ensure trains can travel at maximum speeds more often e.g. by removing curve in track north of Newmarket. • Invest long-term in high-speed rail from CBDs to underdeveloped areas. • Provide additional tracks for high-speed rail. | |
| Do not support investment in new train stations <i>Mentions: 28</i> | <ul style="list-style-type: none"> • Stop investing in new train stations. | |
| Provide rail link to airport <i>Mentions: 157</i> | <ul style="list-style-type: none"> • Provide rail link to airport (generally). • Provide light rail to airport. • Heavy rail instead of light rail to the airport. • Heavy rail to airport via Puhinui or Penrose. • Light rail loop between Onehunga-Airport-Manukau. • Light rail from Eastern suburbs to airport. • Rapid transport link from North Shore to Airport without journey interruptions. | |
| Extend heavy rail to Waitakere's, Kumeu, Huapai, and beyond <i>Mentions: 136</i> | <ul style="list-style-type: none"> • Extend rail to Waitakere, Kumeu, Huapai, Waimauku, and/or Helensville. • Ensure service is electric trains. • Bus service that replaced previous train service is inadequate. | |
| Extend heavy rail to Whangarei / make high speed <i>Mentions: 48</i> | <ul style="list-style-type: none"> • Provide passenger rail to Whangarei. • Make this a high-speed network. | |
| Extend heavy rail to Hamilton / make high speed <i>Mentions: 48</i> | <ul style="list-style-type: none"> • Extend passenger rail to Hamilton, much easier than catching multiple buses. • Make this a high-speed network. | |

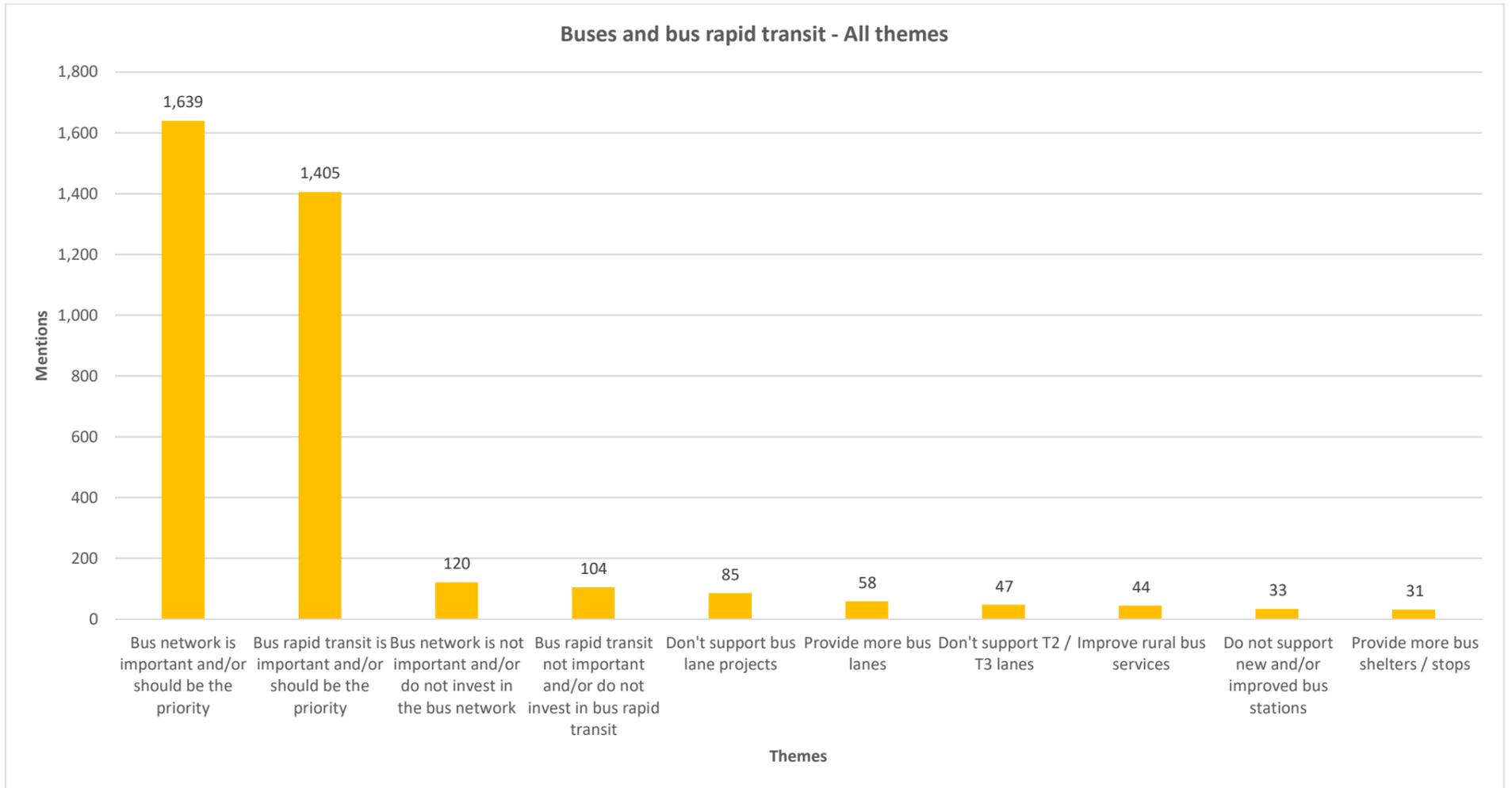


| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Light rail is important and/or should be the priority Mentions: 702</p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned light rail, it does <u>not</u> include public transport mentions in general, because it is an emerging contentious project. • Support investment in light rail. • There is proven public support for light rail.] • Speed up implementation of light rail. • Provide light rail to airport. • Provide light rail along North Western motorway. • Provide light rail down Dominion Rd. • Provide light rail down Sandringham Rd. • Provide light rail to the North Shore. • Convert northern busway to light rail . • Provide light rail to eastern suburbs. • Provide light rail from Manukau to Botany. • provide light rail to Mt Roskill and Mangere. | |
| <p>Light rail is <u>not</u> important and/or do <u>not</u> invest in light rail Mentions: 168</p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned light rail, it does <u>not</u> include public transport mentions in general, because it is an emerging contentious project. • Light Rail is a waste of time/money. • Investment in Light Rail is not best use of resources. • Light Rail will be too late by the time it is completed. • Buses are more flexible than light rail. • Light rail to airport is a lower priority than second harbour crossing. • Invest in heavy rail instead. • Heavy rail is much faster than light rail. • Build underground rail / subway system instead of light rail. • Don't invest in light rail to the airport / postpone. • Don't support light rail to Mangere. • Don't support light rail down Dominion Rd, will cause more traffic. | |





Buses and bus rapid transit





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Bus rapid transit is important and/or should be the priority</p> <p>Mentions: 1,405</p> <p><i>(note: 594 of these mentions said they support investment in public transport, rather than specifically mentioning they support investment in bus rapid transit)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned bus rapid transit or public transport in general. The breakdown of the specific bus rapid transit mentions, and public transport mentions is shown in the 'No. of mentions" column. • Support bus rapid transport. • Preferred over on-road bus lanes. • Bus ways are better than rail and buses can go on and off busway. • Mass rapid transport must be top of the agenda. • Need a busway on North Western motorway. • Extend Northern Busway model to cover East, West and South. • Need a dedicated busway to Silverdale. • Extend the Northern Busway over the harbour on its own parallel harbour bridge crossing. • Create a busway to Devonport along Lake Road. | |
| <p>Bus rapid transit <u>not</u> important and/or do <u>not</u> invest in bus rapid transit</p> <p>Mentions: 104</p> <p><i>(note: 50 of these mentions said they do NOT support investment in public transport, rather than specifically mentioning they do NOT support investment in bus rapid transit)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned bus rapid transit or public transport in general. The breakdown of the specific bus rapid transit mentions, and public transport mentions is shown in the 'No. of mentions" column. • Bus transport lanes and any buses on them are frequently empty. • Don't invest in busways (i.e. like the northern busway). • Stop investing in rapid transit. • Stop funding the Northern busway / no more investment for this (some of these submitters want this money spent on busways in other areas first). • Don't invest money in the eastern busway. • Rail options are more important/desirable. | |
| <p>Bus network is important and/or should be the priority</p> <p>Mentions: 1,639</p> <p><i>(note: 608 of these mentions said they support investment in public transport, rather than specifically mentioning they support investment in buses)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned buses or public transport in general. The breakdown of the specific buses mentions, and public transport mentions is shown in the 'No. of mentions" column. • Invest in buses. • Invest more in buses. • Invest in buses not roading projects. • AT has done a poor job at improving the bus network. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • Improve frequency, reliability, journey times, ease of access, and/or safety of bus journeys • Reduce bus fares / make bus fares more affordable. • Need to improve current issues, such as buses not running. • Need to better serve rural areas with bus services (consider smaller shuttle buses for rural areas). • Need better bus connections to train and bus stations (e.g. rapid transport network). • Ensure bus connections to bus stations, train stations, and ferry terminals align with the connecting services timetable. • Need better across town bus connections, not just the city centre. • Provide smaller buses for routes / times with low occupancy. • Provide more express bus services. • Buses should receive traffic light priority. • More electric buses. • Buses should offer bicycle carriers. • Increase number of bus shelters. • Introduce real time signage at bus stops. • AT real time bus information is frequently wrong and buses disappear from service. • Buses should be kept as clean as trains are. • Improve bus drivers service towards customers. • Need more express bus services • Buses need to go down residential roads, not only arterial routes. • Provide smaller, loop route buses on 20min cycles to all destinations. • Introduce night services on key routes between West Auckland and North Shore and CBD and transport hubs for shift workers. • Introduce public transport options to Auckland's regional parks, beaches, forests etc. • Express bus service from Warkworth to Albany / city. • Start NX2 services before 6 AM. • Bus services to Milldale. • More and better bus connections in Rodney. | |



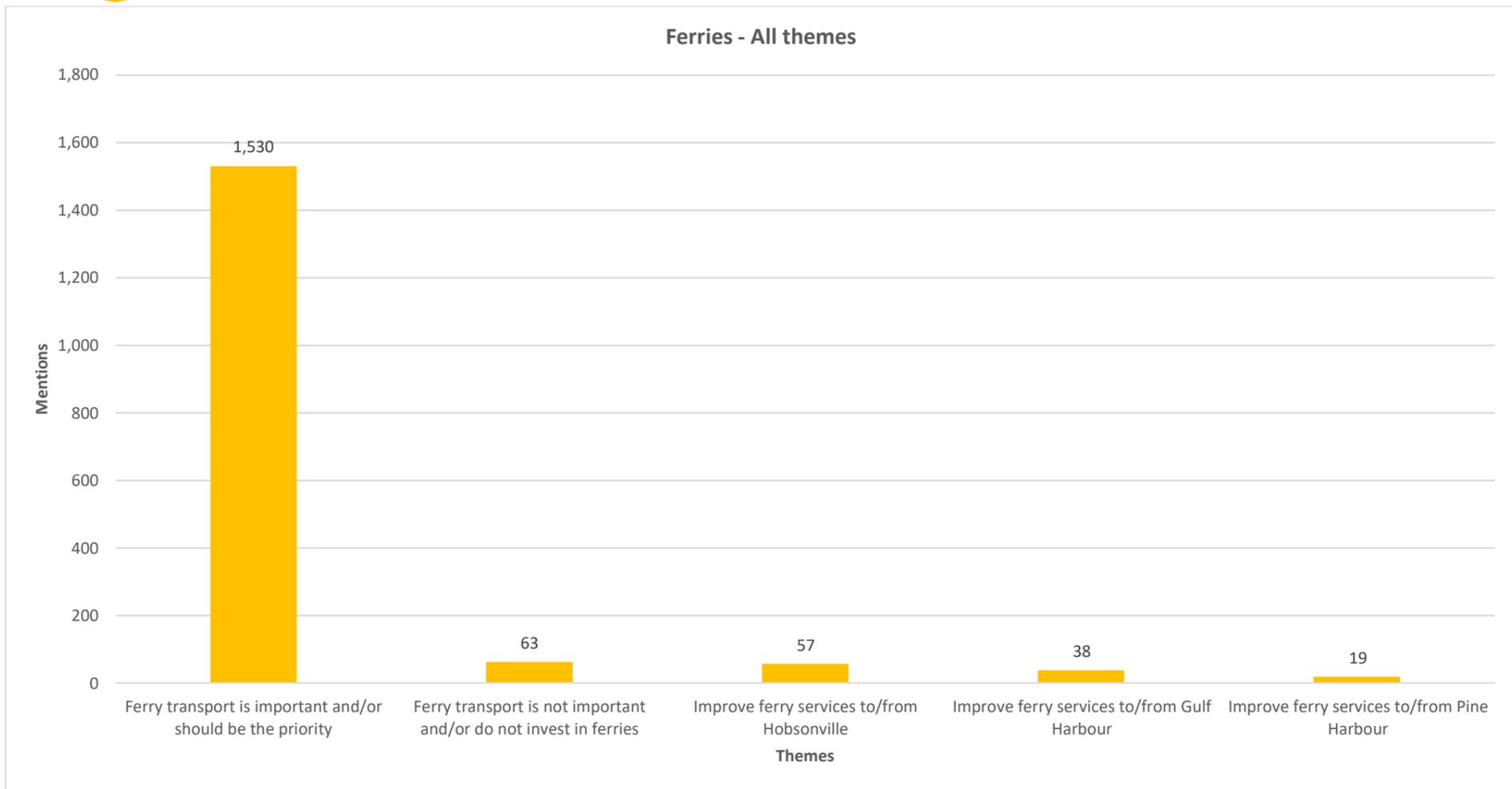
| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Dedicated bus lane over the harbour bridge, Kepa Rd, Mill Rd, NW motorway, New North Road. • Bus service connecting Papakura-Clevedon-Beachlands-Botany. • Bus connecting Beachlands and Pine Harbour ferry. • Direct and frequent Westgate - City bus connection. • Improve buses from Huia to New Lynn Station • Bus stop at Titirangi Beach Rd. • Invest in a bus service that goes through Paremoremo. | |
| <p>Bus network is <u>not</u> important and/or do <u>not</u> invest in the bus network</p> <p>Mentions: 120</p> <p><i>(note: 39 of these mentions said they do NOT support investment in public transport, rather than specifically mentioning they do NOT support investment in buses)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned buses or public transport in general. The breakdown of the specific buses mentions, and public transport mentions is shown in the "No. of mentions" column. • Don't invest anymore in buses / bus stations / bus infrastructure. • Buses are underused. • Bus lanes are underused. • Eastern bus route is underused. • Extend rail network instead of bus network. • Auckland is too spread out for public transport. • Road capacity is more important. • Stop taking away road capacity to create bus lanes. • Bus and train are not viable options for many commuters. • Buses and bus lanes do not belong in industrial areas where there is heavy traffic. • Dedicated bus lanes increase car traffic jams. • Running buses creates lots of emissions and extra traffic. • Existing buses need to be swapped for smaller ones. | |
| <p>Improve rural bus services</p> <p>Mentions: 44</p> | <ul style="list-style-type: none"> • Need more investment in rural bus services. • Need more smaller buses on rural roads. • More bus stops on rural bus routes. • Better bus services to Kumeu, Huapai, and Whenuapai. • Bus shuttle services to communities on the West Coast and Manukau harbour. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| Provide more bus <u>lanes</u> <i>Mentions: 58</i> | <ul style="list-style-type: none"> • Provide more bus lanes throughout Auckland. • Upgrade / add more bus lanes to Silverdale. • Dedicated bus lane over the harbour bridge, Kepa Rd, Mill Rd, NW motorway, New North Road. | |
| Don't support bus <u>lane</u> projects <i>Mentions: 85</i> | <ul style="list-style-type: none"> • Stop implementing bus lanes (i.e. bus lanes that are part of the general roading corridor, like Fanshaw Street bus lane). • Bus lanes are a waste of money and space. • Do not support all day bus lanes. • Bus project on Lake Road won't work. | |
| Don't support T2 / T3 lanes <i>Mentions: 47</i> | <ul style="list-style-type: none"> • Stop implementing T/2T3 lanes. | |
| Provide more bus shelters / stops <i>Mentions: 31</i> | <ul style="list-style-type: none"> • Provide more bus shelters. • Provide more bus stops where there are not enough / where they aren't accessible. • More bus stops on rural bus routes. • Bus stop at Titirangi Beach Rd. | |
| Do not support new and/or improved bus stations <i>Mentions: 33</i> | <ul style="list-style-type: none"> • Stop investing in new bus stations. • Don't invest in new and improved bus stations. | |



Ferries



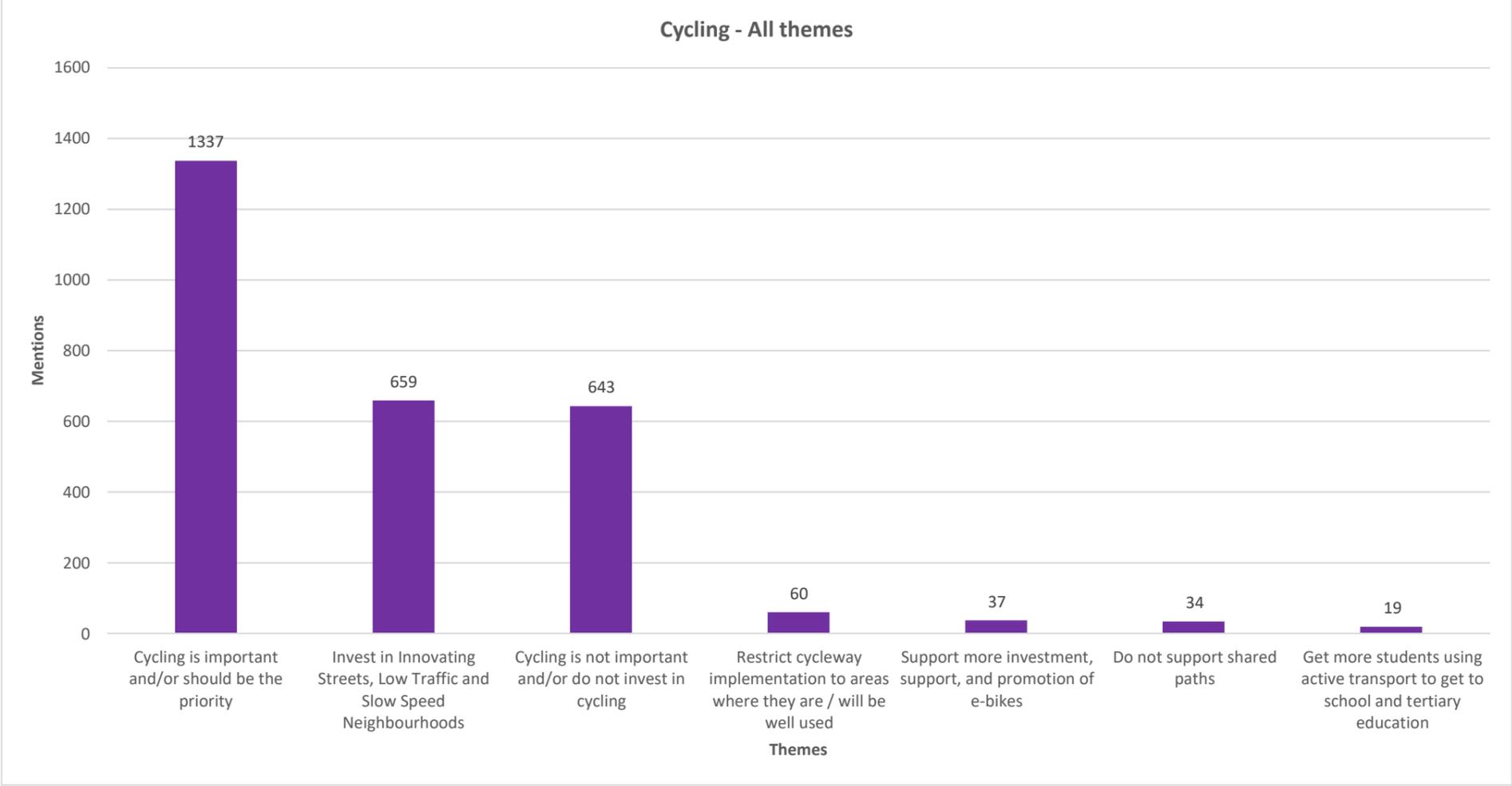
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Ferry transport is important and/or should be the priority</p> <p>Mentions: 1,530</p> <p><i>(note: 588 of these mentions said they support investment in public transport, rather than specifically mentioning they support investment in ferries)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned ferries or public transport in general. The breakdown of the specific ferries mentions, and public transport mentions is shown in the "No. of mentions" column. • Support funding for ferries. • Increase funding for ferries. • Ferries are good as they don't take up space along road corridors. • Increase the number of ferries. • Increase the speed of ferries. • Improve ferry service reliability and punctuality. • Ferry travel should be more affordable. • Electrify ferries. • Use ferries that are bike friendly and allow cyclists on. • Need to upgrade/replace the ferry fleet. • There should be more car park capacity at ferry terminals. • Run ferries 7 days a week. • Widen the ferry service to include more parts of Auckland e.g. Riverhead, Greenhithe, Torbay. • Devonport ferry connections should be improved. • Improve Waiheke ferry service. • improve Gulf Harbour ferry service. • Improve Hobsonville Point ferry service, • Improve ferry connections from Pine Harbour, including evening and weekend ferry services. • Improve connections between buses and ferries in Devonport and Pine Harbour. • Introduce bike ferry from Westhaven to Northcote. • Make the ferries more frequent in the weekends from Birkenhead/Northcote. • Beachlands needs weekend and public holiday ferry services. • Reconsideration of East West marine transport route from Tamaki River to Manukau Harbour. • Provide ferries to Te Atatu. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> Improved ferry services in the Manukau Harbour - Waiuku/Clarks Beach/Awhitu/Cornwallis Onehunga and development of the wharf at Onehunga . | |
| <p>Ferry transport is <u>not</u> important and/or do <u>not</u> invest in ferries</p> <p><i>Mentions: 63</i> <i>(note: 50 of these mentions said they do NOT support investment in public transport, rather than specifically mentioning they do NOT support investment in ferries)</i></p> | <ul style="list-style-type: none"> This theme captures anyone who mentioned ferries or public transport in general. The breakdown of the specific ferries mentions, and public transport mentions is shown in the "No. of mentions" column. Don't support investment in ferries. Ferries are owned by private companies, so AT should not be investing in them. | |
| <p>Improve ferry services to/from Hobsonville</p> <p><i>Mentions: 57</i></p> | <ul style="list-style-type: none"> Increase investment in ferry services to Hobsonville to support the growing population. Travel options are limited from Hobsonville as there is limited buses and limited carparking (for car ownership). The Hobsonville service needs more inter-peak sailings . The existing ferry fleet serving Hobsonville needs replacing. | |
| <p>Improve ferry services to/from Gulf Harbour</p> <p><i>Mentions: 38</i></p> | <ul style="list-style-type: none"> Improve frequency and reliability of Gulf Harbour ferry. Need a ferry system that runs from Gulf Harbour to all small towns then CBD every 30 minutes. Provide Gulf Harbour ferry on weekends. | |
| <p>Improve ferry services to/from Pine Harbour</p> <p><i>Mentions: 19</i></p> | <ul style="list-style-type: none"> Improve ferry connections from Pine Harbour, including evening and weekend ferry services. Improve connections between buses and ferries in Devonport and Pine Harbour. | |



Cycling





| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Cycling is important and/or should be the priority Mentions: 1,337</p> | <ul style="list-style-type: none"> • Invest, or invest more, in cycling. • Invest in cycling, not roading. • Cycling should be included as part of the Climate Change Challenge. • Invest in completing the cycling network (fill in gaps in cycleways and expand current network of cycleways). • AT has done a poor job at improving the cycle network, it is disconnected and unsafe. • Stop cancelling cycling projects that remove parking. • Cycling should be included in the transport challenges. • Provide more cycleways. • Auckland needs more physically protected cycleways. • Invest in dedicated cycleways, not shared paths. • Ensure cycle improvements are in accordance with best practice. • Provide safe and monitored bike parking, including at train and bus stations. • Buses, trains, and ferries should accommodate cyclists / bikes. • Invest in shared/public/e-bike options. • Do more to encourage e-bike use. • Allow e-scooters on cycleways to get them off the footpath. • Cycleways shouldn't be exclusively for cyclists but also for pedestrians, mobility scooters etc. • Improve signage of cycle routes. • Various requests for cycleways. • Provide safe cycleways to schools. • Provide more greenway cycleways. • Provide better cycleway connections to train and bus stations. • More "connected communities" routes for safe cycling. • Auckland needs an additional harbour crossing option for cyclists. • Provide a shuttle bus service for cyclists and pedestrians to cross the harbour bridge. • East Auckland requires significant cycling accessibility upgrades. | |



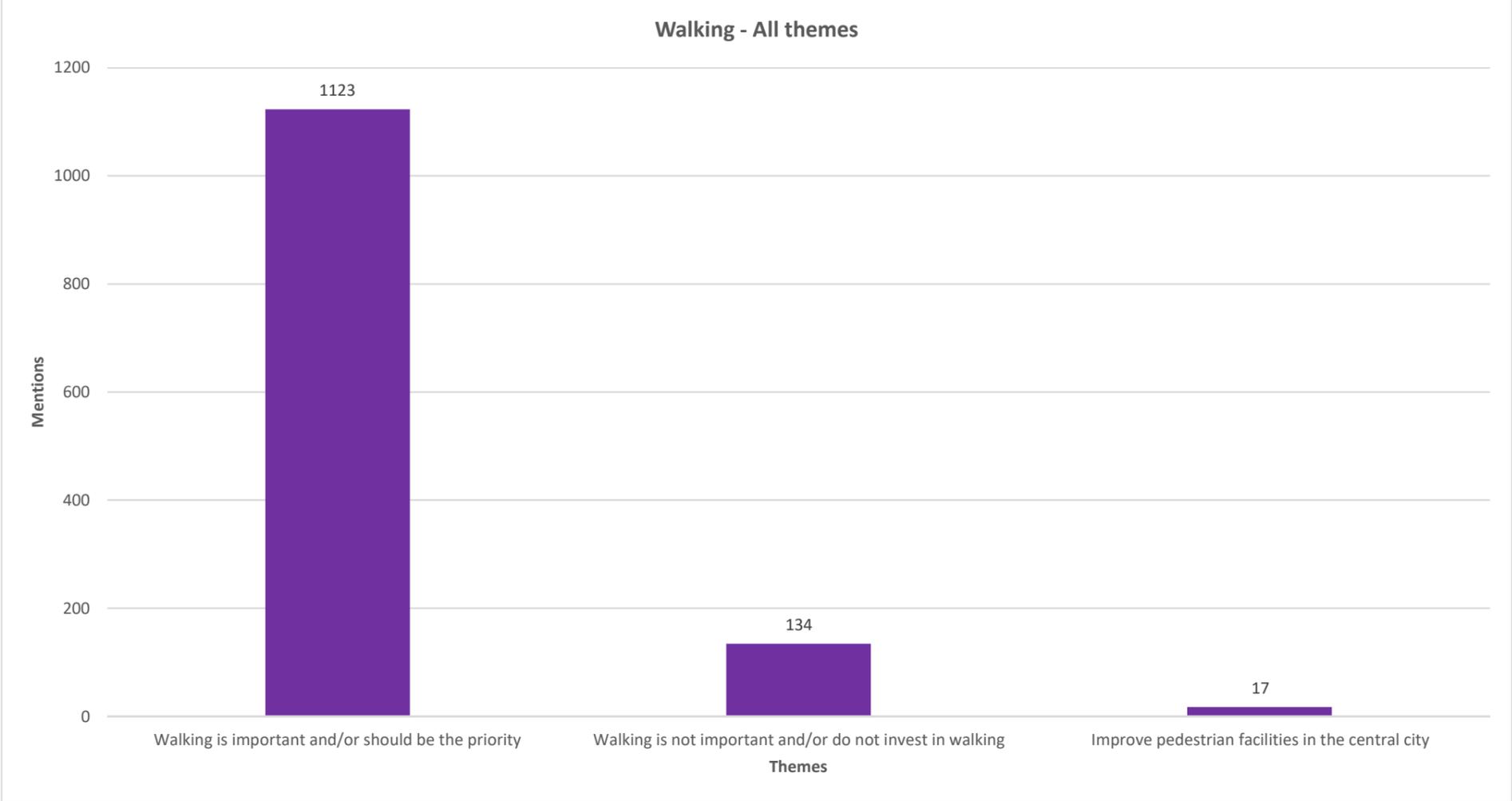
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Various requests for cycleway routes (e.g. Lake Rd, Dominion Rd, Orakei-Meadowbank, Kepa Rd - Glen Innes, Te Whau, Matakana Coastal Trail). | |
| <p>Cycling is <u>not</u> important and/or do <u>not</u> invest in cycling <i>Mentions: 643</i></p> | <ul style="list-style-type: none"> • Cycleways are a waste of money. • Stop building cycleways including shared paths. • Cycling incurs large costs while generating no income. • Too much focus on cycleways. • Cycleways are political rather than necessity. • Cycleways are not well used. • Cycleways are unsafe. • Cycling is not a practical option for lots of trips. • Auckland is too wet and hilly for main stream cycling to take off. • Cyclists use roads anyway. • Wait until existing cycling infrastructure use increases before investing further. • Cycling upgrades should not be at the expense of roading upgrades. • Cycling should not be encouraged in industrial areas with heavy traffic. (Particularly about Neilson St and Church St). • Cycleways narrow streets, which choke traffic. • Cycleways remove car parking. | |
| <p>Invest in Innovating Streets, Low Traffic and Slow Speed Neighbourhoods <i>Mentions: 659</i></p> | <ul style="list-style-type: none"> • Introduce low speed/traffic neighbourhoods. • Reallocate road space to accommodate vulnerable road users. • More funding for nimble and low-key infrastructure projects like Innovating Streets, Low Traffic, and/or Slow Speed Neighbourhoods and 'pop-up protection' that provide both value for money and speedy implementation. | |
| <p>Support more investment, support, and promotion of e-bikes <i>Mentions: 37</i></p> | <ul style="list-style-type: none"> • More investment, support, and promotion of e-bikes. • Subsidise cost of e-bikes and provide infrastructure to support this. | |
| <p>Get more students using active transport to get to</p> | <ul style="list-style-type: none"> • Provide incentives for students to walk / cycle / scoot to school. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| school and tertiary education <i>Mentions: 19</i> | <ul style="list-style-type: none"> • Provide road safety education to facilitate safe active transport. | |
| Restrict cycleway implementation to areas where they are / will be well used <i>Mentions: 60</i> | <ul style="list-style-type: none"> • Only invest in cycleways in the areas that they will be well used. • Remove existing cycleways that aren't well used. • Takanini section cycleway is barely used. | |
| Do not support shared paths <i>Mentions: 34</i> | <ul style="list-style-type: none"> • Do not invest in shared paths. • Shared paths are not safe for pedestrians. | |



Walking

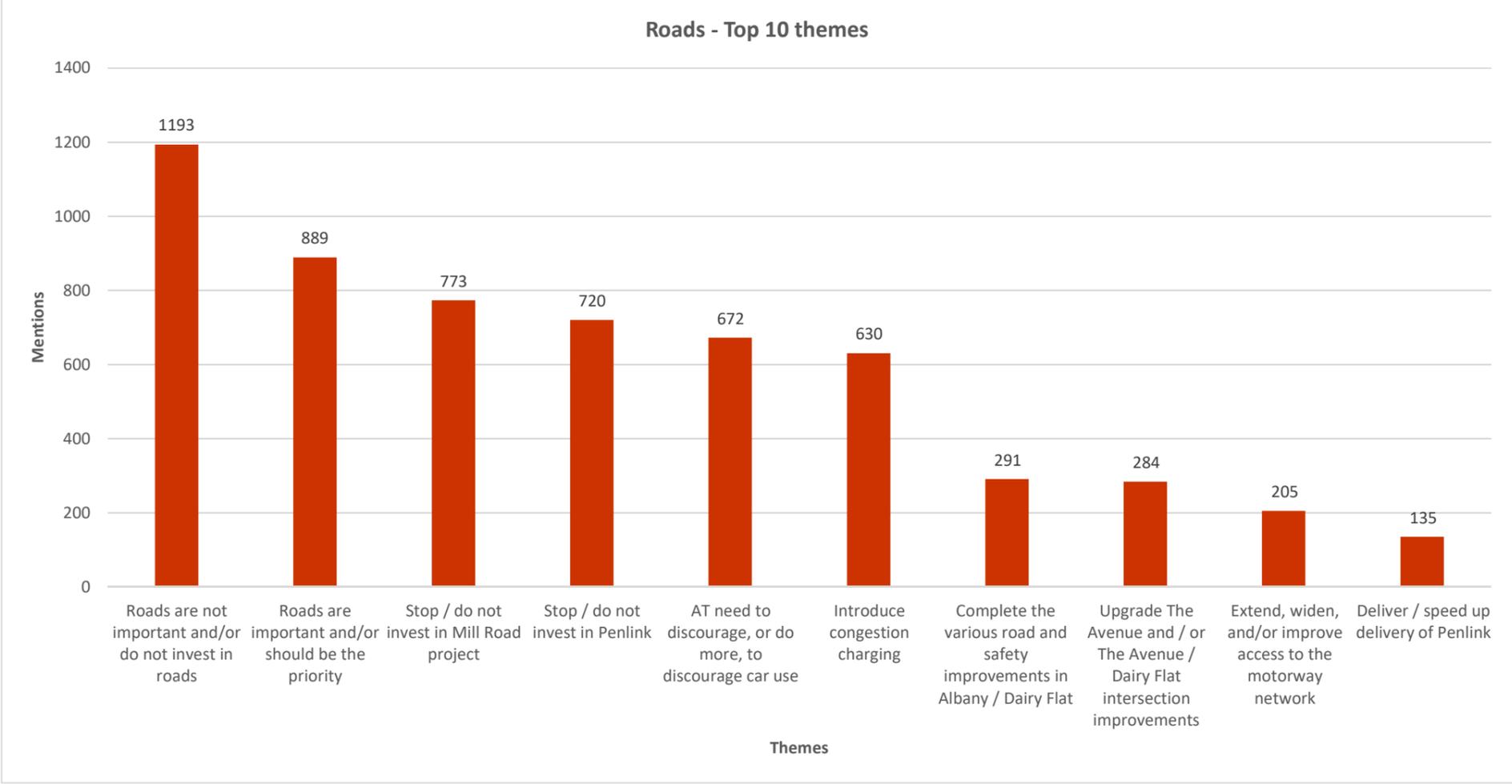




| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| Walking is important and/or should be the priority <i>Mentions: 1,123</i> | <ul style="list-style-type: none"> • Invest in walking. • Invest more in walking. • Footpaths need to be wider and safer. • Walking should be included in the transport challenges. • Walking should be included as part of the Climate Change Challenge. • Encourage more active modes of transport. • Provide pedestrian only paths, not shared paths. • Improve lighting along pedestrian paths. • Convert roads into active transport zones. • Provide more safe and accessible road / pedestrian crossings. • Flexible road use options, such as pedestrian only zones at certain times. • Pedestrian safety from scooters / cyclists using footpaths / shared paths should be addressed. • Auckland needs an additional harbour crossing option for pedestrians. • Connect Orakei and Meadowbank via pedestrian / cycle bridge. • Suggest new pedestrian crossings at Gowing Dr, Temple St, King St, Paerata Rd. • Add student crossing (underground or bridge) at Rangitoto College entry. • Fix pedestrian crossing near Pakuranga Plaza / make it safe. • Build Parnell Station underpass. • Invest in the Matakana Coastal trail. • Improve / provide pedestrian facilities to and in Huia. | |
| Walking is <u>not</u> important and/or do <u>not</u> invest in walking <i>Mentions 134</i> | <ul style="list-style-type: none"> • Do not invest in new or improved footpaths. • Improving and creating new footpaths is a waste of money. • Wait until existing pedestrian infrastructure use increases before investing further. | |
| Improve pedestrian facilities in the central city <i>Mentions: 17</i> | <ul style="list-style-type: none"> • Provide more space for pedestrians in the central city (it's too car dominated). • More walking trails in the city. | |



Roads





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p>Roads are important and/or should be the priority Mentions: 889</p> | <ul style="list-style-type: none"> • Roads should be the number one priority. • Cars are what people want to use; they are the most flexible mode of transport. • Invest in roads not public transport, walking, or cycling. • More road capacity is required to accommodate increasing cars on the network. • Improving roads is important for freight. • Provide more roundabouts and/or replace traffic lights with roundabouts. • Use existing roads better rather than creating more roads. • Don't stop building roads due to climate change, instead transition (quickly) to electric vehicles. • Roads need to be wider and safer. • Auckland needs more 6-10 lane motorways. • Current practice of blocking local roads to force traffic to arterial routes is increasing congestion. • Use AI / other innovative ways to manage traffic flow, such as smarter traffic signals. • Need better technology for on-ramp flow controls. • More investment required in rural roading infrastructure. • Roothing improvements are required on the North Shore. • Rodney District requires significant roading infrastructure upgrades, including sealing and maintenance of roads. • Concern at population increase levels in North and South of Auckland with only one motorway. • Road capacity is required to support growth in west/northwest Auckland. • Extend SH16 beyond Huapai. • Complete Kumeu bypass. • Complete link from SH16 to SH18. • Link Helensville to Albany. • Improve and increase traffic flow in Titirangi. • Complete Matakana bypass. • Complete the Glenvar Road roundabout. • Complete Penlink ASAP. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Penlink to be 4 lanes to future proof. • Complete the Northside Drive overbridge project. • Lake Road improvements are critical. • Improve and increase traffic flow on Onewa Road. • Improve and increase traffic flow in Ellerslie. • Improve and increase traffic flow at Great South Rd Takanini. • Improve turning options at Hill Rd / Grandview Rd, and Claude Rd / Alfriston Rd intersection. • Support for Mill Road corridor making the area safer and more efficient. • Address traffic issues between Drury, Pukekohe, and Waiuku. • Build a bridge connecting Weymouth to Karaka. • Complete Pukekohe Bypass. • Complete previously abandoned plan for the east/west connection between the South Western motorway. • Upgrade East Cost Rd - increase lanes to address congestion at intersections. • Improve Market Rd interchange. • Widen Pakuranga Rd between Howick and Pakuranga. • Increase the capacity of the Whitford-Maraetai Road. • Improve roading connectivity to Flatbush. • Increase lanes / add passing lanes on Whitford to Beachlands road. • Coatesville-Riverhead Highway is damaged by heavy machinery close to round about in Dairy Flat, dangerous for cyclists. | |
| <p>Roads are <u>not</u> important and/or do <u>not</u> invest in roads</p> <p><i>Mentions: 1,193</i></p> | <ul style="list-style-type: none"> • RLTP has too much focus on roads. • AT has been investing too much on roads. • Do not invest in new, improved or wider roads. • Invest in public transport, walking, and/or cycling instead of roads. • We already have enough roads. • Roads are not a modern transport solution. • Road capacity fills up quickly. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Reduce the number of car lanes. • Rail is cheaper than roads. • Various roading projects should not proceed e.g. Mill Road, Penlink. • Projects such as Penlink are described as 'multimodal, but they are predominantly projects to increase road capacity for general vehicles. • Stop building new developments that are reliant/mainly/best served by roads. • Make it difficult and costly to drive and/or park to incentivise people to use other modes of transport. • Remove private vehicles from CBD. • The only roads that should be being built should be T3. • Focus on reducing VKT with less roads. • All new roading / road expansion projects should be re-costed taking into account their impact on emissions. Only those will enable public transport and road freight improvements over 30 years + relative to today should be funded. | |
| <p>AT need to discourage, or do more, to discourage car use Mentions: 672</p> | <ul style="list-style-type: none"> • RLTP should discourage, or do more to discourage, single occupant motor vehicles e.g. cars. • Auckland's city design should not encourage urban sprawl that makes cars necessary. • Tax/disincentivise single use vehicles. • Introduce congestion charging in Auckland. • Raise fuel tax until it has an effect on the number of cars in Auckland (like the tobacco tax). • New cars are too affordable, more GST on new petrol cars. • Raise car running costs and lower alternatives costs. • Remove parking buildings in the CBD to discourage private vehicle use. • Remove on street parking. • No more resource consent for multistorey carparks. • Residential parking zones in inner suburbs. • Higher parking charges. • Higher fines for illegal car parking. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Provide incentives so employers encourage employees to commute by means other than private vehicle, particularly in CBD. • Cars take up too much space. • Cars create pollution. • Private cars should come third after active transport and public transport. • Don't encourage personal EV's either, shift should be to mass transport not private. • Stop building new roads. • Various roading projects should not proceed e.g. Mill Road, Penlink. • Projects such as Penlink are described as 'multimodal, but they are predominantly projects to increase road capacity for general vehicles. • Improving safety and transport connections means upholding Vision Zero. It cannot be used as an excuse to fund roading projects and increase roading capacity. • Reduce imports of cars. • Car free days/streets. • Encourage working from home. • Publicise a goal for car trips that the public can follow, like Watercare's water saving boards. • Reduce car usage by visitors to Waiheke Island. | |
| <p>Stop penalising cars <i>Mentions: 44</i></p> | <ul style="list-style-type: none"> • RLTP should not be implemented on the assumption that people will stop using private cars. • Cars are currently a necessity in Auckland. • Rather than penalise cars, encourage public transport. • Stop dictating to people and let them make their own travel choices. • Don't penalise people who have no choice to use public transport nor when they start and finish work. • Don't penalise people who may be required to use their car for work during the day. • Lots of areas in Auckland have poor access to public transport. • Public transport fares are too expensive. • Remove RFT, it is general revenue gathering. • RTF and a congestion charge is double dipping. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Do not toll Warkworth state highway extension. • Tolls for people who live in outer suburbs further disadvantage people who are already priced out of living central. • Auckland already has measures to reduce cars in the City, parking removal, bus lane enforcement, lower speed limits, RFT. • Stop removing carparking. • Elderly or parents with young children need cars. | |
| <p>Introduce congestion charging <i>Mentions: 630</i></p> | <ul style="list-style-type: none"> • Introduce congestion charging in Auckland. • Congestion charging will encourage public transport use. • Support congestion charging in theory, if public transport is convenient. • Public transport is not convenient on all routes, therefore charge on roads where public transport is an option. • Congestion charging will change culture of believing that roads should be "free". • When considering if it is fair to charge, also consider is it fair to currently "give" free roading to car owners only . • Concession could be given to low-income drivers. • Congestion charging should be introduced for freight traffic in peak hours. • Pilot any congestion charge project first. • Introduce congestion charge to enter the CBD. • Put toll back on The Auckland Harbour Bridge. • Congestion charge on northern motorway. | |
| <p>Do not support a congestion charge <i>Mentions: 27</i></p> | <ul style="list-style-type: none"> • Do not support investigation or implementation of a congestion charge. • A congestion charge is not fair. • There should be no congestion charge on bridges where there is no alternative to using it. • There should be no charges for peninsulas, where there is no alternative to using it. • Those in lower socioeconomic communities will be restricted from congestion areas. • There should be no charge for people from lower socioeconomic areas. • There should be no congestion charge until a viable public transport alternative exists. • RTF and a congestion charge is double dipping. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Penalises people who do not have a viable/practical option of using public transport, nor when they start and finish work. • Penalises people who may be required to use their car for work during the day. • Auckland already has measures to reduce cars in the City, parking removal, bus lane enforcement, lower speed limits, RFT. • Congestion charges, if introduced, should only apply to motorways. • Congestion charging on motorways could drive people onto local roads. | |
| <p>Stop / do not invest in Mill Road project <i>Mentions: 773</i></p> | <ul style="list-style-type: none"> • Don't invest in / stop Mill Road project. • Redesign Mill Rd to cater to public transport. | |
| <p>Stop / do not invest in Penlink <i>Mentions: 720</i></p> | <ul style="list-style-type: none"> • Don't invest in / stop Penlink project. • Redesign Penlink to be a public transport project. | |
| <p>Deliver / speed up delivery of Penlink <i>Mentions: 135</i></p> | <ul style="list-style-type: none"> • Speed up delivery of Penlink • Make modifications, add a busway (or light rail) and biking/walking. • Penlink to be 4 lanes to future proof. • Make Penlink T2 or T3. | |
| <p>Complete the various road and safety improvements in Albany / Dairy Flat <i>Mentions: 291</i></p> | <ul style="list-style-type: none"> • Major traffic congestion on Albany Hill. • Major traffic congestion on the Avenue joining Dairy Flat Highway. • Major traffic congestion on Albany Highway road traffic from Dairy Flat Highway into Albany. • Provide a 4-lane highway on Albany Hill. • Too many accidents / very unsafe roads. • Albany's roads need widened / additional roads needed. • Infrastructure needs to keep up with the growth in housing around Albany. • Traffic going through Albany Village needs to be diverted | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Bus service, footpaths and cycle lanes are poor. • Albany Highway cycle way needs to be connected to Upper Harbour Drive cycle way. • Dairy Flat needs new motorways for new growth in area. • Albany requires a bus service up Gills Road to Albany Heights. • Albany heights area needs better infrastructure. • Gills Road needs safety improvements as cars come off road over the bank. • Pedestrian crossings needed on The Avenue and Dairy Flat Highway. • Widen the Bush Road, Albany Highway, Schnapper Rock Road intersection on the western side to allow traffic exiting the motorway to turn left into Albany highway with is currently held up by the right turning traffic into Bush road. • Motorway needs an off ramp to Dairy Flat between Oteha and Silverdale to reduce traffic through Albany towards Dairy Flat and Paremoremo. • Congestion is putting people off driving to the Albany park and ride. • Stop Albany Expressway T2 lane at 9am not 10am. | |
| <p>Complete the plans for "Albany Developments" proposed for construction in 2019 <i>Mentions: 55</i></p> | <ul style="list-style-type: none"> • Disappointed plans are not included in RLTP. • Want an explanation why funding has been revoked. • Construction should have already in 2019. • Plan included Dairy Flat Highway upgrade, Gills Road link to Oteha Valley Road, Medallion Drive link to Fairview Avenue. • Was planned in last 10-year plan. • Was part of North Shore Council 10-year plan for 2013. • Reinstate funding and begin immediately. • Upgrades are needed to cope with growth in the areas of Albany Heights, Dairy Flat and Milldale. • Upgrades are needed to fix safety issues. | |
| <p>Complete Gills Road upgrades and /Oteha Valley Rd link project. <i>Mentions: 53</i></p> | <ul style="list-style-type: none"> • Disappointed plans are not included in RLTP. • Want an explanation why funding has been revoked. • New developments have given rise to need for Gills Road upgrade. • Road is slipping away adjacent to Gold Street. • Gills Road needs a missing section of footpath filled in. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Link to Oteha Valley Road required for bus services and pedestrian access. • Provides alternative link to reduce congestion at intersection with Dairy Flat Highway. | |
| <p>Upgrade/widen Lucas Creek Bridge <i>Mentions: 131</i></p> | <ul style="list-style-type: none"> • Disappointed plans are not included in RLTP. • Want an explanation why funding has been revoked. • Bridge needs to be widened to 4 lanes. • Bridge needs repairs. • Stops emergency services in rush hour. • Is a pinch point that causes congestion on this road. • Needs provisions for safe walking and cycling. | |
| <p>Complete the Dairy Flat Highway widening <i>Mentions: 80</i></p> | <ul style="list-style-type: none"> • Disappointed plans are not included in RLTP. • Want an explanation why funding has been revoked. • Dairy Flat Highway needs to be 4 laned from Stevesons Cres to Gills Ave. • Improve Albany thoroughfare. | |
| <p>Upgrade The Avenue and / or The Avenue / Dairy Flat intersection improvements <i>Mentions: 284</i></p> | <ul style="list-style-type: none"> • Disappointed plans are not included in RLTP. • Want an explanation why funding has been revoked. • The Avenue / Dairy Flat intersection needs urgent attention/upgrades because of congestion and safety concerns. • Major traffic congestion due to The Avenue bridge. • Should be upgraded to lights. • Needs a roundabout. • Pave intersection. • Cars make left turns then U turns to avoid waiting to turn right off The Avenue. | |
| <p>Upgrade Lake Road - Devonport to Takapuna <i>Mentions: 57</i></p> | <ul style="list-style-type: none"> • Upgrade lake Road in Northcote. • Provide more traffic lanes. • Provide a cycleway parallel to Lake Rd. • No room for bus, transit or bike lanes on Lake Rd. • Provide bus or T3 lanes in both directions. | |



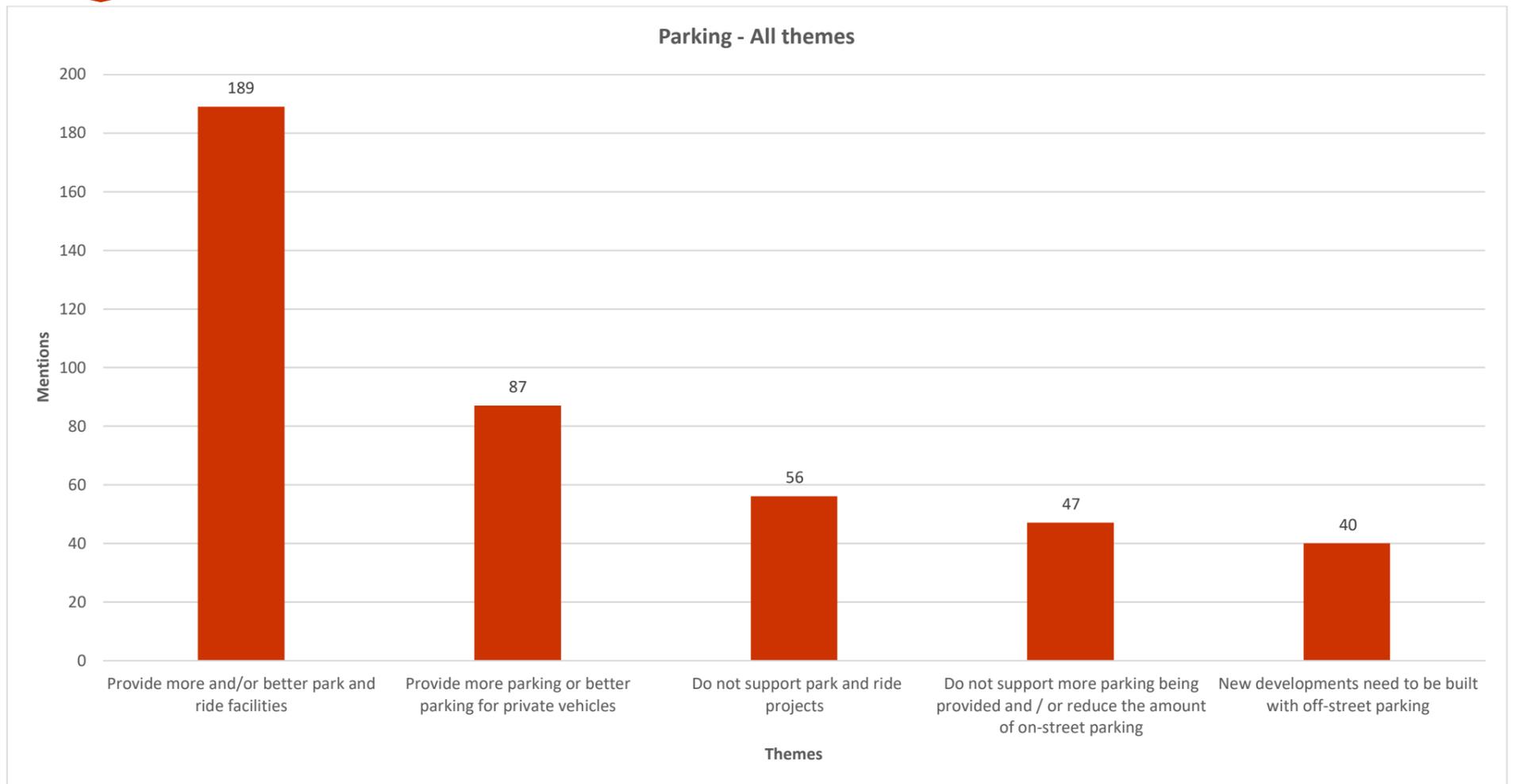
| Feedback Theme | Main Points | Auckland Transport's Responses |
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| Upgrade The Squadron Drive interchange <i>Mentions: 45</i> | <ul style="list-style-type: none"> • The Squadron Drive interchange upgrade is vital to support growth in Hobsonville. • As it stands, Squadron Drive is a half-finished interchange - there are no west bound on/off ramps. • A shared walking and cycling path between Squadron Drive and Fred Taylor Drive should be provided as part of this upgrade. | |
| Fix Hill St intersection <i>Mentions: 34</i> | <ul style="list-style-type: none"> • Fix Hill Street intersection. • Too many homes being built on arterial road causing congestion. | |
| Extend, widen, and/or improve access to the motorway network <i>Mentions: 205</i> | <ul style="list-style-type: none"> • Extend the motorway network generally. • Extend the motorway network out North. • Extend / widen SH16 motorway. • Improve south-western and southern motorway connection via road (e.g. Penrose). • Implement the East-West motorway link. • Motorway from East Auckland to CBD. • Install a bypass around Matakana to reduce congestion. • State Highway 16 needs addressing urgently. • Install a roundabout at the intersection of SH16 and Coatesville-Riverhead Highway • Extend/widen the motorway out north. • Extend/widen the motorway out west. • Widen southern motorway. • The motorway north from Oteha Valley needs 3 lanes traffic. • 4 lanes required from Whenuapai to Kumeu. • Motorway between Penlink and Albany will need widening. • Complete offramp to Dairy Flat. • Upgrade SH8, Upper Harbour Highway. • Widen the bridge next to Sylvia Park. • Remove on ramp lights. • New motorway from Howick towards the South. • Enable better traffic flow from Albany Hill onto motorway. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Enable better traffic flow from Ti Rakau Drive onto motorway. • SH1 needs at least 2 lanes that are dedicated to through traffic not stopping in Auckland. | |
| <p>Extend the motorway network out north <i>Mentions: 34</i></p> | <ul style="list-style-type: none"> • Extend the motorway network out north. • Finish the highway extension from Warkworth to Wellsford. • Widen motorway from Warkworth through to the bridge. • Install a bypass around Matakana to reduce congestion. • Complete motorway network to Whangarei. • Southern Off Ramp/ On Ramp at Warkworth on the Puhoi to Warkworth Motorway to support future population growth. • Bypasses for Warkworth and Wellsford. • Northern Motorway needs to be at least 4 lanes from start to finish. | |
| <p>Extend motorway further out west (SH16) <i>Mentions: 63</i></p> | <ul style="list-style-type: none"> • Generally improve/widen SH16. • Extend to Kumeu, Huapai, Waimauku, and/or Helensville. • Bypass Kumeu, Huapai, and/or Waimauku. • Reduce congestion on the western motorway. • Connecting SH16 to SH20 so you don't have to go through Whenuapai. • Connecting SH16 link with SH1 through Kumeu/Helensville and Kaukapakapa. • Increase to 4 lanes North of Brigham Creek. | |
| <p>Improve traffic flow / reduce congestion on the southern motorway <i>Mentions: 25</i></p> | <ul style="list-style-type: none"> • Improve traffic flow on the southern motorway. • Add more lanes to the southern motorway. • Improve south-western and southern motorway connection via road (various connections suggested). • Address traffic issues between Drury, Pukekohe, and Waiuku. • Build the Pukekohe expressway. • Grand Vue intersection (Hill Park) onto motorway needs lights or a separate dedicated lane to access motorway from Grand vue side. • Introduce a fourth lane required between Westfield and Wiri | |



Parking





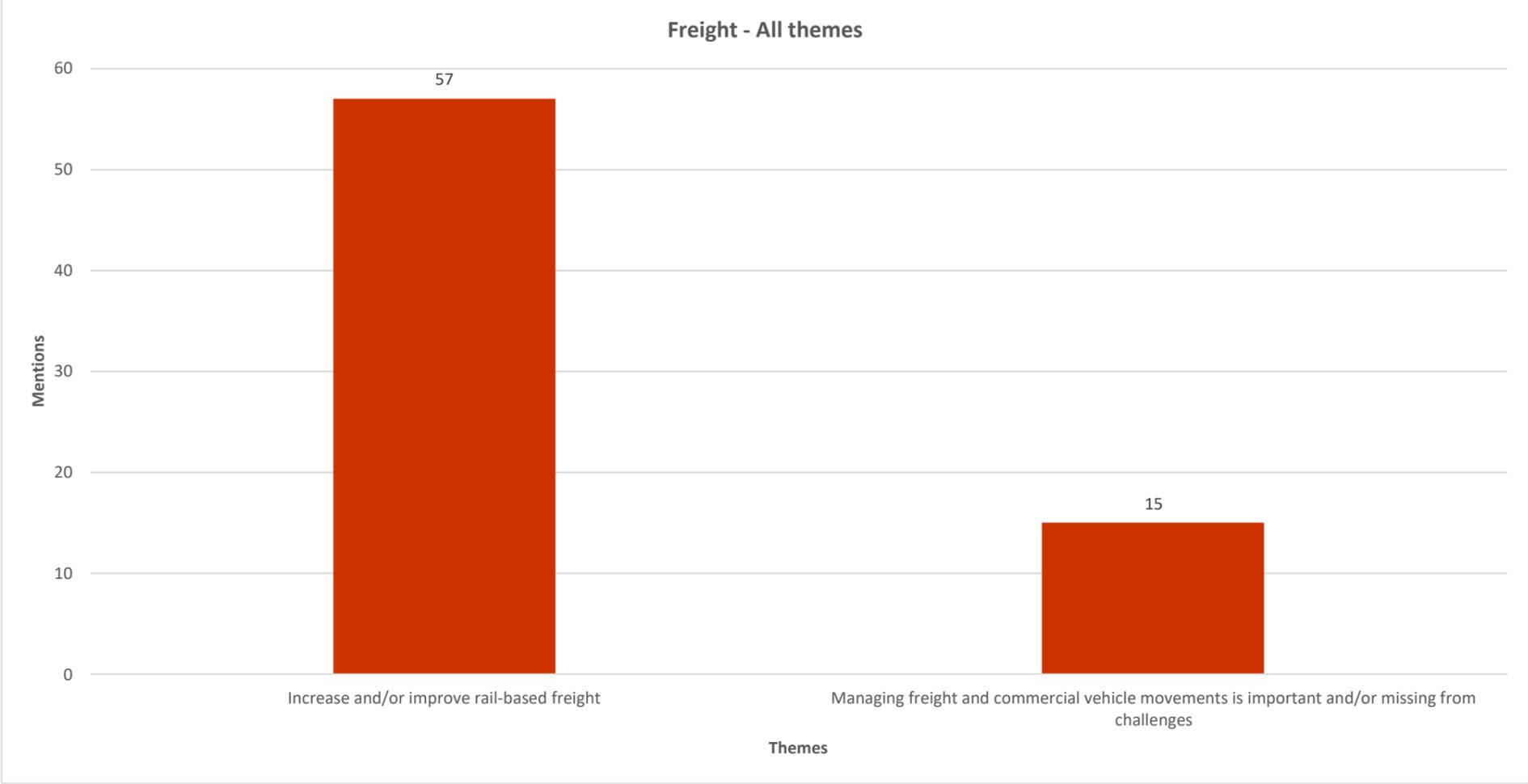
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p>Provide more and/or better park and ride facilities <i>Mentions: 189</i></p> | <ul style="list-style-type: none"> • Generally provide more parking around rail stations. • Generally provide more parking around bus stations. • Provide more parking at ferry terminals such as Half Moon Bay. • Otherwise people have to park in the city, where providing parking costs more. • Do not use Wilsons for park and ride, should be council owned. • Park n Ride car parks are currently too small. • Provide multi-storied parking facilities at park and rides. • Parking should be free at park and ride facilities. • Will improve traffic / PT patronage. • New park and ride facilities needed where rail lines and state highways intersect e.g. Kumeu and Drury. • Various requests for new or larger park and ride facilities, Drury, Runciman, Papakura, Paereta, Warkworth, entry points to Mill Rd, Pukekohe train station, West Park Marina, Avondale train station. | |
| <p>Do not support park and ride projects <i>Mentions: 56</i></p> | <ul style="list-style-type: none"> • Don't invest in new or extended park and ride facilities. • Park and Ride facilities are a huge cost for very little benefit. • Better to improve public transport, walking, and cycling links to train and bus stations. • Don't support the temporary park and ride in Warkworth. • Don't support the new park and ride proposal at New Lynn. | |
| <p>Provide more parking or better parking for private vehicles <i>Mentions: 87</i></p> | <ul style="list-style-type: none"> • Generally provide more parking throughout Auckland. • Provide more on-street parking. • Provide cheaper parking. • The removal of parking is unfairly targeting the elderly and those with disabilities. • Provide more time limited parking . • Provide more disability parking. • On-street parking is required for larger Trade vehicles that can't fit in car park buildings. • Enlarge the size of parking spaces. • Provide more free parking in certain areas. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Provide more motorbike parking. • Provide more parking for EV's. • Improve parking accessibility and provision for elderly people. • Reduce footpaths where they are extra wide to make room for more parking. | |
| <p>Do not support more parking being provided and / or reduce the amount of on-street parking <i>Mentions: 47</i></p> | <ul style="list-style-type: none"> • Disincentivise parking and driving. • Disincentivise and/or remove on-street parking. • Do not support the provisions of more parking. • On narrow streets remove parking or use grass berms for parking. • Sell car park buildings. • Reduce parking in CBD. • Limit street parking on local roads especially on roads surrounding bus stations or schools. • Increase parking prices to discourage car use. • Do not issue resource consent for multistorey carparks. • Introduce paid residential parking zones in inner suburbs. • Removal of parking will reduce congestion, make cycling safer, and make space for cycleways. | |
| <p>New developments need to be built with off-street parking <i>Mentions: 40</i></p> | <ul style="list-style-type: none"> • Provide more off-street parking as part of new housing developments. • If no parking is provided then residents/occupiers take up all the on-street parking. • Roads are too narrow to park on the street. | |



Freight

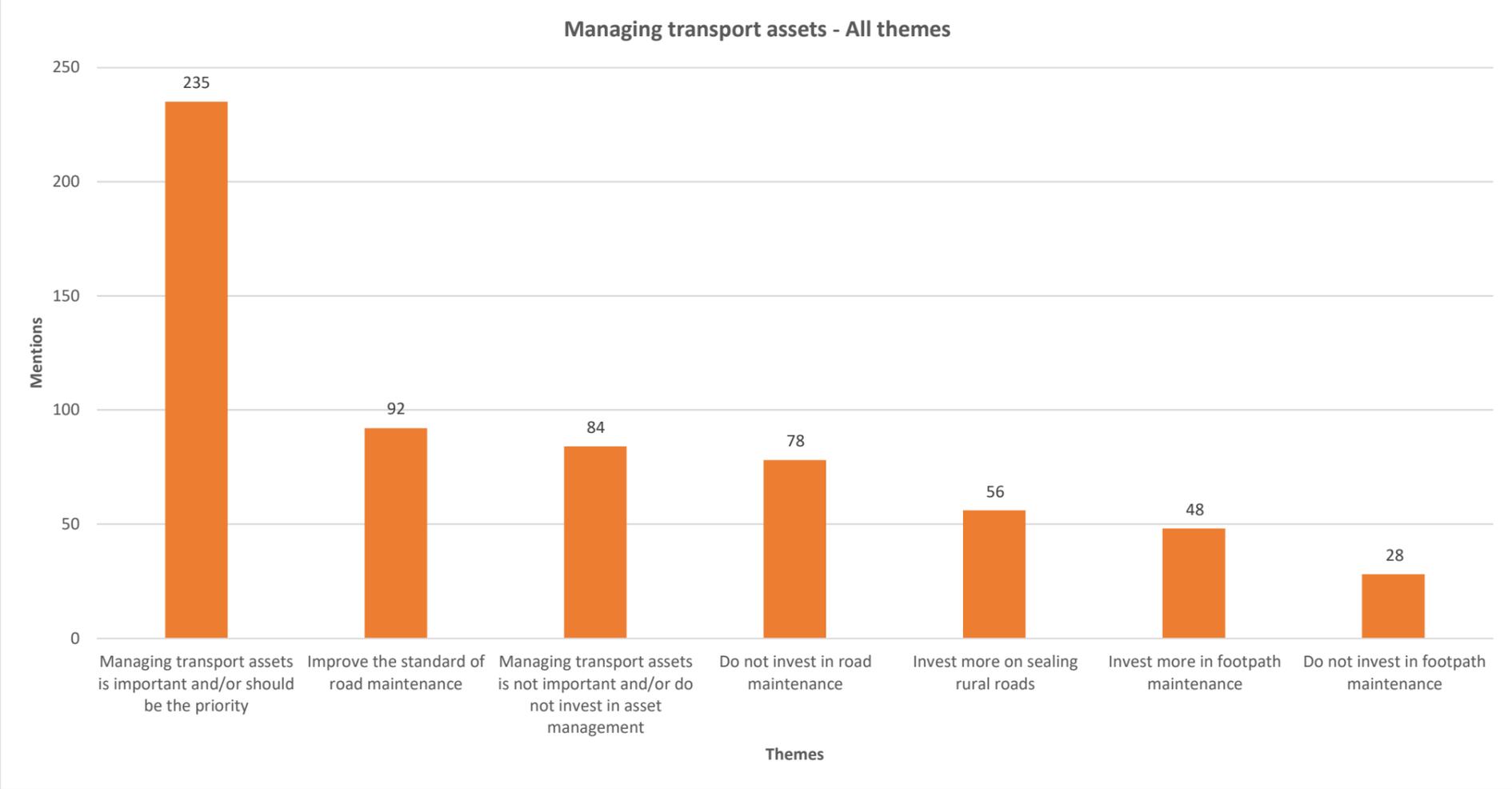




| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| Managing freight and commercial vehicle movements is important and/or missing from challenges <i>Mentions: 15</i> | <ul style="list-style-type: none"> • Managing freight and commercial vehicle movements is missing from challenges. • Managing freight and commercial vehicle movements is important. • Prioritise truck travel. • Need to ease congestion for trade vehicles. • Location of Ports of Auckland in central city causes congestion. • Heavy vehicles should be banned from residential areas. | |
| Increase and/or improve rail-based freight <i>Mentions: 57</i> | <ul style="list-style-type: none"> • Increase rail-based freight instead of road / trucks. • Double track rail lines to accommodate rail-based freight. • Electrify rail-based freight. • Improve rail-based freight to Whangarei. • Improve rail-based freight to Tauranga. • Less freight on the roads will reduce congestion and reduce wear and tear to roads. | |



Managing transport assets





| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| <p>Managing transport assets is important and/or should be the priority Mentions: 235</p> | <ul style="list-style-type: none"> • Need to improve pot hole treatments - current bog-up jobs don't help. • Invest more in road maintenance. • Improve the standard of road maintenance. • Sealing unsealed roads should be a priority. • Maintaining existing roads should be a priority. • Maintain existing footpaths and weed berms. • Footpaths should be on both sides of roads. • Need to improve maintenance standards. • When renewals take place, use space to add active transport infrastructure. • Ensure renewed roads are sufficient for heavy traffic. • Need to focus on rural road maintenance. • Support investment in footpath maintenance / renewals. • Various locations mentioned where maintenance, renewals, or sealing is required. • Improvement of road safety by building better quality roads that are safe to drive on. • Reseal the roads properly so it lasts longer. • Do not use chip seal. • Cover the manholes safely. • Seal school bus routes on gravel roads. • Reseal Piha road. • Maretai, Beachlands, and Whitford has broken road barriers. • Maretai, Beachlands, and Whitford has long grasses which ignites. • Waitakere roads have significant large infestations of ginger, elephant grass and agapanthus that require eradication, • Scenic Drive has broken road barriers. • Footpaths require repair in Green Bay and Blockhouse Bay. • Repair potholes in cycle lanes e.g. Upper Queen St. • Seal road shoulders to allow room for bus lanes. • Repair potholes on SH1 in North. • Repaint road lines so visible on rainy day. | |



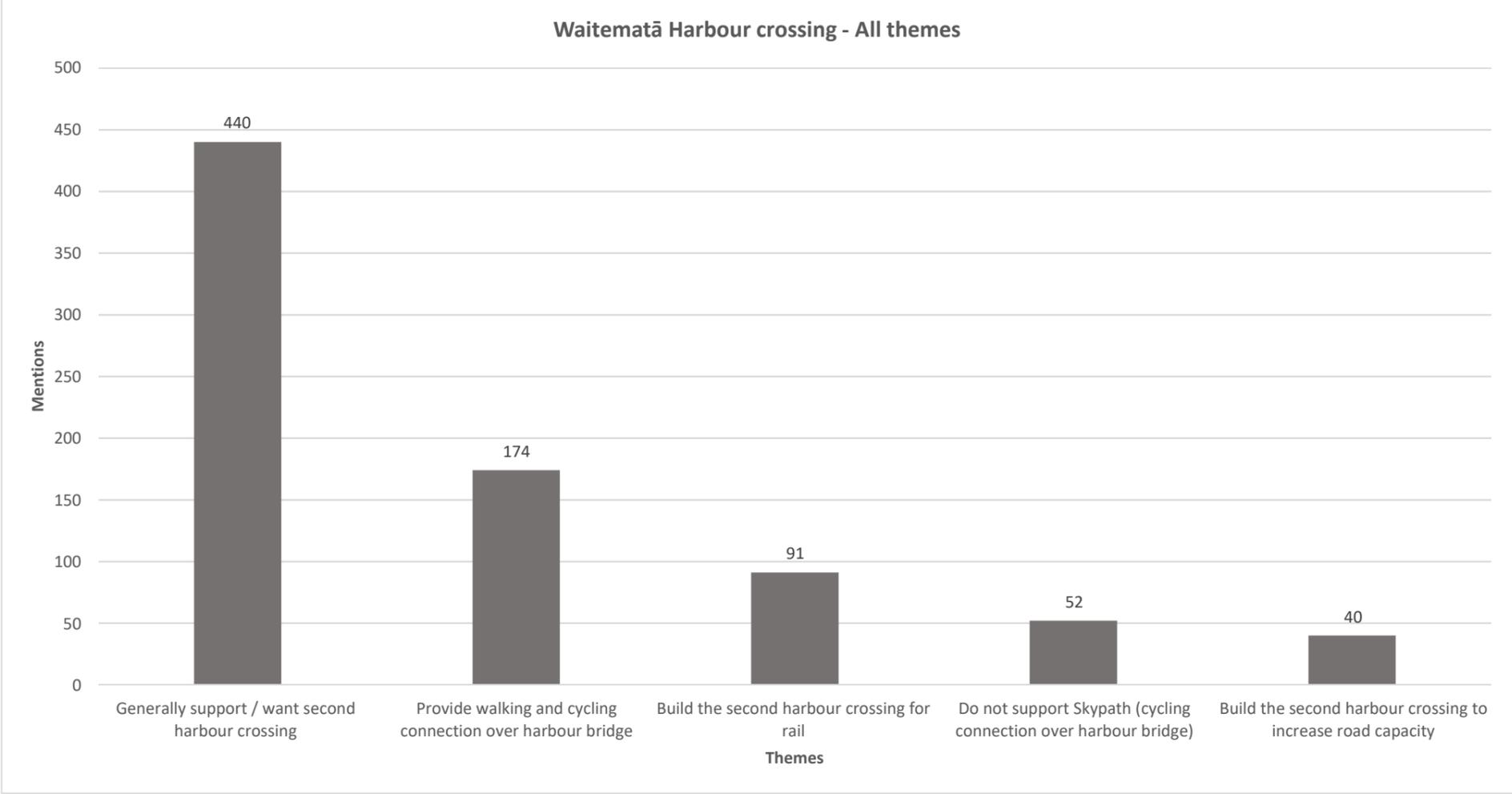
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Keep roads clear of glass. • Drain maintenance that will ensure safer rural roads e.g. Ponga Road and Hunua Road. | |
| <p>Managing transport assets is <u>not</u> important and/or do <u>not</u> invest in asset management <i>Mentions: 84</i></p> | <ul style="list-style-type: none"> • Stop spending money on road maintenance. • Too much emphasis on maintaining the existing roading network. • Let roads get to a state of disrepair so people use buses and trains. • AT has been resurfacing roads already in good condition. • Resealing the same roads over and over. • Concerns with poor quality of chip seal resurfacing. • Stop spending money on footpath maintenance. • Footpaths are fine as they are. | |
| <p>Improve the standard of road maintenance <i>Mentions: 92</i></p> | <ul style="list-style-type: none"> • Standard of road maintenance has dropped, was much better 5 or so years ago. • Road maintenance is suffering due to increased population. • Ensure job is done properly, with good workmanship. • Don't use chip seal, use asphalt as chip seal looks ugly, degrades quickly, and damages vehicles windscreens and paint. • Need to improve pot hold treatments - current bog-up jobs are poor and break down quickly. • Roads are patched instead of properly repaired. • Fixing potholes is important for cyclist safety. • Ensure renewed roads are sufficient for heavy traffic. • Fix cracked footpaths in a timely fashion. • Weed berms. • Condition of SH16 improvements is bad / unsafe for volume of traffic. • Oteha Valley Rd repair is not sealed/constructed to a good standard. • Fix curbs and cover culverts in Greenhithe. • Fix potholes properly in Maraetai Whitford Road. • Repair Chorus patches in West Auckland e.g. Atkinson Rd Titirangi. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| Invest more on sealing rural roads <i>Mentions: 56</i> | <ul style="list-style-type: none"> • Spend more money on sealing rural roads. • Reseal the roads properly so it lasts longer. • Don't use chip seal, use asphalt as chip seal looks ugly, degrades quickly, and damages vehicles windscreens and paint. • Seal roads in Rodney. • Seal roads on Waiheke. • Seal roads off Matakana Road. e.g. Golf Road. • Seal school bus routes on gravel roads. • Reseal Piha road. • Rural roading is well used due to high growth. • Seal Ottau Mountain rd. in Clevedon. • Seal Tunnel Road in Puhoi. | |
| Do not invest in road maintenance <i>Mentions: 78</i> | <ul style="list-style-type: none"> • Stop investing in road maintenance. • Let the roads get to disrepair. It'll help me move to buses and trains. • Too much emphasis on maintaining the existing roading network. • AT has been resurfacing roads already in good condition. • Resealing the same roads over and over. • Concerns with poor quality of chip seal resurfacing. | |
| Invest more in footpath maintenance <i>Mentions: 48</i> | <ul style="list-style-type: none"> • Invest more in footpath maintenance • Mow the berms. • Maintain footpaths properly, with good lighting • Upgrade footpaths to enable walking with wheelchairs, prams, and strollers. | |
| Do not invest in footpath maintenance <i>Mentions: 28</i> | <ul style="list-style-type: none"> • Stop investing in footpath maintenance. • Footpaths are fine as they are. | |



Waitematā Harbour crossing

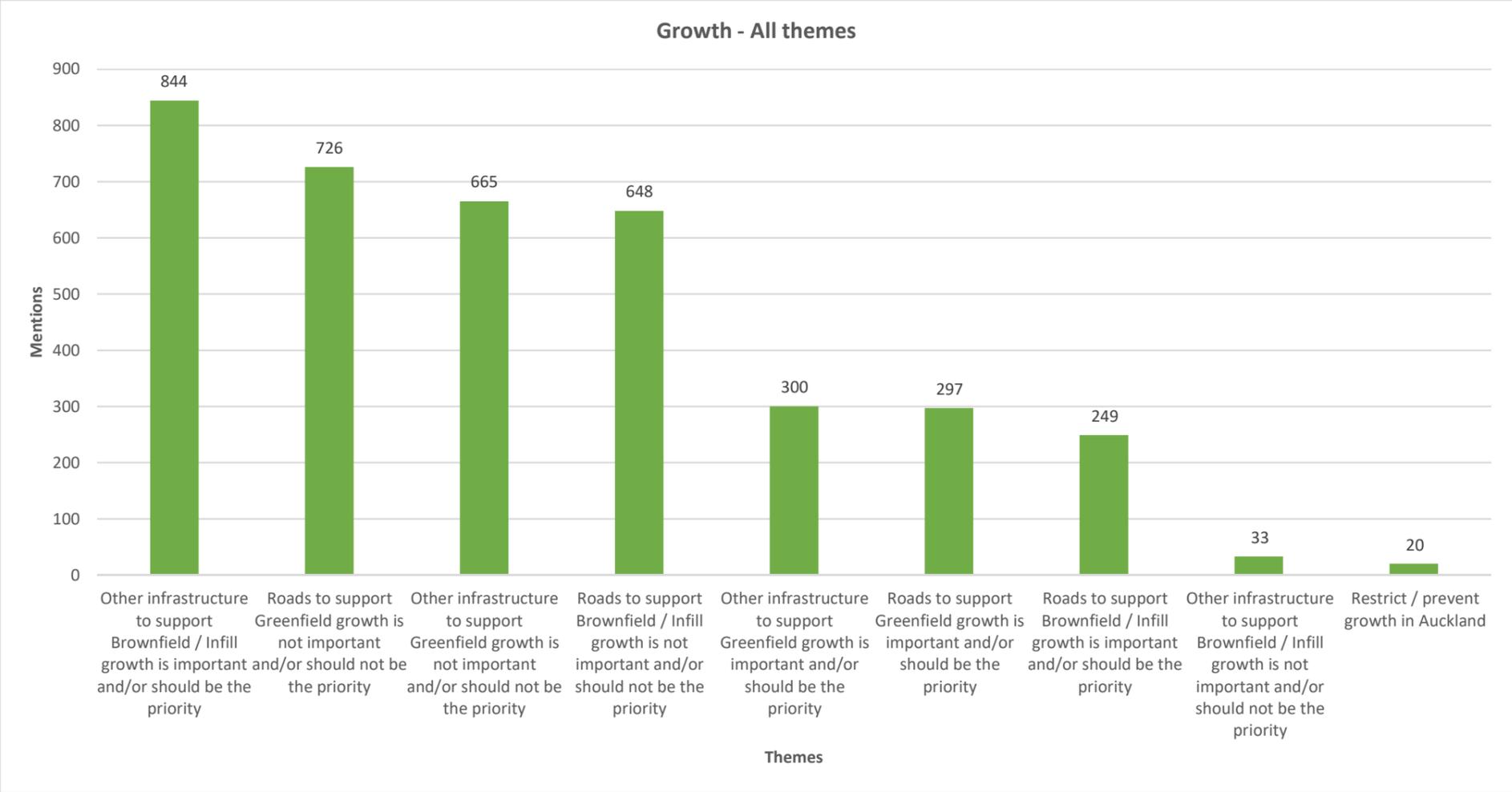




| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| Generally support / want second harbour crossing <i>Mentions: 440</i> | <ul style="list-style-type: none"> • Want second harbour crossing, either generally, or for trains, traffic capacity and/or walking and cycling. • The current bridge is at capacity. • Harbour tunnel also acceptable. | |
| Provide walking and cycling connection over harbour bridge <i>Mentions: 174</i> | <ul style="list-style-type: none"> • Build the Sky Path for cyclists and pedestrians. • Provide a walking and cycling connection over the harbour bridge using existing traffic lanes. | |
| Do not support Skypath (cycling connection over harbour bridge) <i>Mentions: 52</i> | <ul style="list-style-type: none"> • Stop investing in the Skypath, it's a waste of money. | |
| Build the second harbour crossing for rail <i>Mentions: 91</i> | <ul style="list-style-type: none"> • Need second harbour crossing to connect rail to Northshore. | |
| Build the second harbour crossing to increase road capacity <i>Mentions: 40</i> | <ul style="list-style-type: none"> • Provide more general vehicle lanes. • Research shows the public overwhelmingly support more vehicle lanes. | |



Growth





| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| Themes supporting investment to service growth | | |
| <p><u>Roads</u> to support <u>Greenfield</u> growth is important and/or should be the priority <i>Mentions: 297</i></p> | <ul style="list-style-type: none"> • It is important to invest in roads to support Greenfield growth / Urban sprawl. • Plan and build roads for new developments. | |
| <p><u>Roads</u> to support <u>Brownfield / Infill</u> growth is important and/or should be the priority <i>Mentions: 249</i></p> | <ul style="list-style-type: none"> • It is important to invest in roads to support brownfield/infill growth. • Brownfield/infill growth is more sustainable, protects valuable rural/food producing land, and is best practice in town planning. | |
| <p><u>Other infrastructure</u> to support <u>Greenfield</u> growth is important and/or should be the priority <i>Mentions: 300</i></p> | <ul style="list-style-type: none"> • It is important to invest in infrastructure other than roads (e.g. public transport, walking and cycling infrastructure) to support Greenfield growth / Urban sprawl. | |
| <p><u>Other infrastructure</u> to support <u>Brownfield / Infill</u> growth is important and/or should be the priority <i>Mentions: 844</i></p> | <ul style="list-style-type: none"> • It is important to invest in infrastructure other than roads (e.g. public transport, walking and cycling infrastructure) to support brownfield/infill growth. • Brownfield/infill growth is more sustainable, creates a compact city, supports investment in (and uptake of) public transport/walking/cycling, protects valuable rural/food producing land, and/or is best practice in town planning. | |
| Themes <u>not</u> supporting investment to service growth | | |
| <p><u>Roads</u> to support <u>Greenfield</u> growth is <u>not</u> important and/or should <u>not</u> be the priority <i>Mentions: 726</i></p> | <ul style="list-style-type: none"> • Do NOT invest in roads to support Greenfield growth / Urban sprawl. • New roads to support greenfield growth is contradictory to the aims of RLTP. • Greenfield growth destroys productive rural/food producing land, costs more to service with transport infrastructure, is unsustainable, and is NOT best practice in town planning. • Developers should pay for this infrastructure. • All greenfield infrastructure should be cancelled. | |



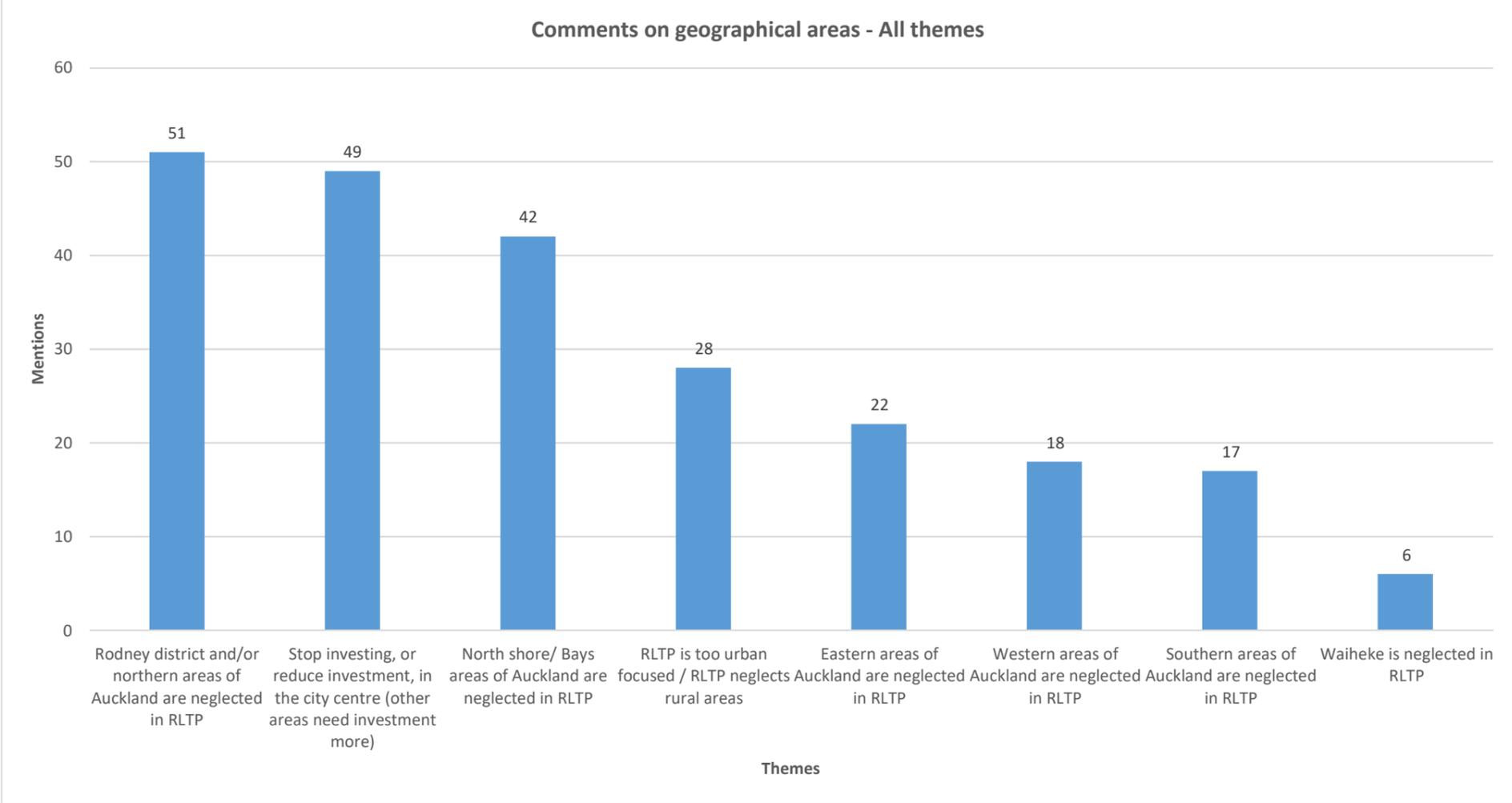
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Other infrastructure to support <u>Greenfield</u> growth is <u>not</u> important and/or should <u>not</u> be the priority <i>Mentions: 665</i></p> | <ul style="list-style-type: none"> • Don't support any Auckland Growth projects. • Do NOT invest in infrastructure other than roads (e.g. public transport, walking and cycling infrastructure) to support Greenfield growth / Urban sprawl. • Greenfield growth destroys productive rural/food producing land, costs more to service with transport infrastructure, is unsustainable, and is NOT best practice in town planning. • Developers should pay for this infrastructure. • Charge new residents to pay for infrastructure. • All greenfield infrastructure should be cancelled. • Don't support any Auckland Growth projects. | |
| <p><u>Roads</u> to support <u>Brownfield / Infill</u> growth is <u>not</u> important and/or should <u>not</u> be the priority <i>Mentions: 648</i></p> | <ul style="list-style-type: none"> • Do NOT invest in roads to support brownfield/infill growth. • New roads to support brownfield/infill growth is contradictory to the aims of RLTP. • Developers should pay for this infrastructure. • Don't support any Auckland Growth projects. | |
| <p>Other infrastructure to support <u>Brownfield / Infill</u> growth is <u>not</u> important and/or should <u>not</u> be the priority <i>Mentions: 33</i></p> | <ul style="list-style-type: none"> • Do NOT invest in infrastructure other than roads (e.g. public transport, walking and cycling infrastructure) to support brownfield/infill growth. • Developers should pay for this infrastructure. • Don't support any Auckland Growth projects. | |
| <p>Restrict / prevent growth in Auckland <i>Mentions: 20</i></p> | <ul style="list-style-type: none"> • Growth is making it impossible for the transport infrastructure to catch up. • Restrict further development of housing in Auckland until transport/ infrastructure has caught up. • Restrict further development of housing in Northwest suburbs until transport/ infrastructure has caught up. • Restrict further development of housing in Southern suburbs until transport/ infrastructure has caught up. • Don't allow infill housing until public transport exists in the area. • Council should not approve large housing developments in the same suburb simultaneously, it causes too much disruption. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • Growth must be restricted or the RLTP is hopeless. • Growth in Auckland should be restricted by central government. • Growth will not reduce carbon emissions. • Immigration is the root cause of Auckland's growth. • Growth should be focussed on other cities, so Auckland is not the main hub for every industry. • Growth is making Auckland less desirable and expensive to live in. | |



Comments on geographical areas





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Stop investing, or reduce investment, in the city centre (other areas need investment more) <i>Mentions: 49</i></p> | <ul style="list-style-type: none"> • Stop investing in the city centre (other areas need investment more). • Auckland is bigger than the inner-city suburbs. • Many workers do not work in the city and public transport does not provide good access to industrial areas. • Stop centralising the transport system via the CBD (Britomart). • Need cross isthmus routes that do not go via Britomart. • Focus on getting workers to avoid travelling to the CBD, i.e. working from home. • There is no tourism to the CBD so money shouldn't be spent here. • Create mixed use hubs out of CBD with commercial, residential, and retail and a feeder bus system to bring people to these hubs. | |
| <p>RLTP is too urban focused / RLTP neglects rural areas <i>Mentions: 28</i></p> | <ul style="list-style-type: none"> • RLTP needs to do more for rural areas. • Rural roads supply wealth to the nation and should not be forgotten. • Those who live rurally are funding Auckland roading and should benefit too. • Rural public transport should be improved. • Improve roading access to rural areas. • Seal unsealed rural roads. • Increase pedestrian crossings and footpaths in semi-rural suburbs. | |
| <p>North shore/ Bays areas of Auckland are neglected in RLTP <i>Mentions: 42</i></p> | <ul style="list-style-type: none"> • RLTP should provide more funding to Northshore and Bays region. • RLTP does not include plans to improve NorthShore's roading situation. • Northshore is not seeing benefit of development contributions. • Northern most areas of Auckland are not linked to acceptable public transport services. • Northshore needs to be connected by rail. • Northshore needs more park and rides. • Bus service increases needed in Albany Heights. • Start Penlink. • Reinstate/implement Albany improvements. • Start Glenvar Rd/ East Coast Rd junction upgrade. • Orewa needs public transport to the city. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Bayswater needs a new ferry terminal. • Whangaparoa needs weekend bus services. • Gulf Harbour ferry needs improvement, ferries are old, and services get cancelled frequently. • Onewa Rd needs double decker buses. • Greenhithe needs footpaths for areas new schools. | |
| <p>Rodney district and/or northern areas of Auckland are neglected in RLTP <i>Mentions: 51</i></p> | <ul style="list-style-type: none"> • RLTP should provide more funding to North Auckland • RLTP does not include plans to improve Rodney's roading situation. • Consider Rodney's recent growth and upgrade infrastructure accordingly. • Growth in Rodney is moving forward unhindered/unchecked. • Consider growth projections for Warkworth and upgrade infrastructure accordingly. • Rodney's rural areas are not linked to acceptable public transport services. • AT's journey planner shows Rodney to City is not possible on public transport. • Seal roads in Rodney. • Rodney needs more park and rides. • Light rail to Rodney should be funded. • Heavy electric rail to Helensville (and towns/stations in between) should be funded. • Lower Waitakere tunnel required for electrification from Swanson to Helensville. • Diesel train service between Swanson and Huapai is required. • Huapai needs convenient public transport links. • Kumeu by-pass should progress. • Improve road capacity between Huapai and Kumeu. • Te Hana- Whangarei motorway should be funded. • Public transport between NW and Whangarei should be trialled again, previous trial did not offer enough services. • Reinstate/implement Albany improvements. • Albany needs more footpaths. • Paremoremo needs more footpaths. • Paremoremo needs convenient public transport links. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Paremoremo needs an alternative route than the motorway to get to the CBD. • Aid the Matakana Coastal Trail Trust and Mahurangi Trail Society should be supported to create the Puhoi to Mangawhai Trail. | |
| <p>Western areas of Auckland are neglected in RLTP <i>Mentions: 18</i></p> | <ul style="list-style-type: none"> • West Auckland has poor transport infrastructure. • RLTP does not include plans to improve West Auckland's roading situation. • West Auckland requires a bus way like the Northern busway. • Light rail for West Auckland should be funded. • Westgate needs footpaths for new residential areas. • Hobsonville Point needs an alternative route to the motorway CBD. • Increase ferry services to Hobsonville Point, there are limited buses and carparking for car ownership. • Titirangi, New Lynn, Glen Eden infrastructure should be funded. • T2 lane on Lincoln Rd off ramp does not lead to a T2 lane on Lincoln Rd. • Lincoln Rd, Te Atatu and Westgate require a bus station. • Heavy electric rail to Helensville (and towns/stations in between) should be funded. • Lower Waitakere tunnel required for electrification from Swanson to Helensville. • Diesel train service between Swanson and Huapai is required. • Huapai needs convenient public transport links. • Kumeu by-pass should progress. • Improve road capacity between Huapai and Kumeu. • Diesel train service between Swanson and Huapai is required. | |
| <p>Eastern areas of Auckland are neglected in RLTP <i>Mentions: 22</i></p> | <ul style="list-style-type: none"> • East Auckland has poor transport infrastructure. • Rail to Eastern Suburbs should be funded. • Eastern suburbs of Auckland are not linked to acceptable public transport services. • Rural Eastern areas are not linked to acceptable public transport services. • East Auckland requires a bus way like the Northern busway. • Meadowbank Kohimarama Connectivity Project should remain funded. • RLTP does not include funding for the Pohutukawa Coast that has experienced significant growth. | |



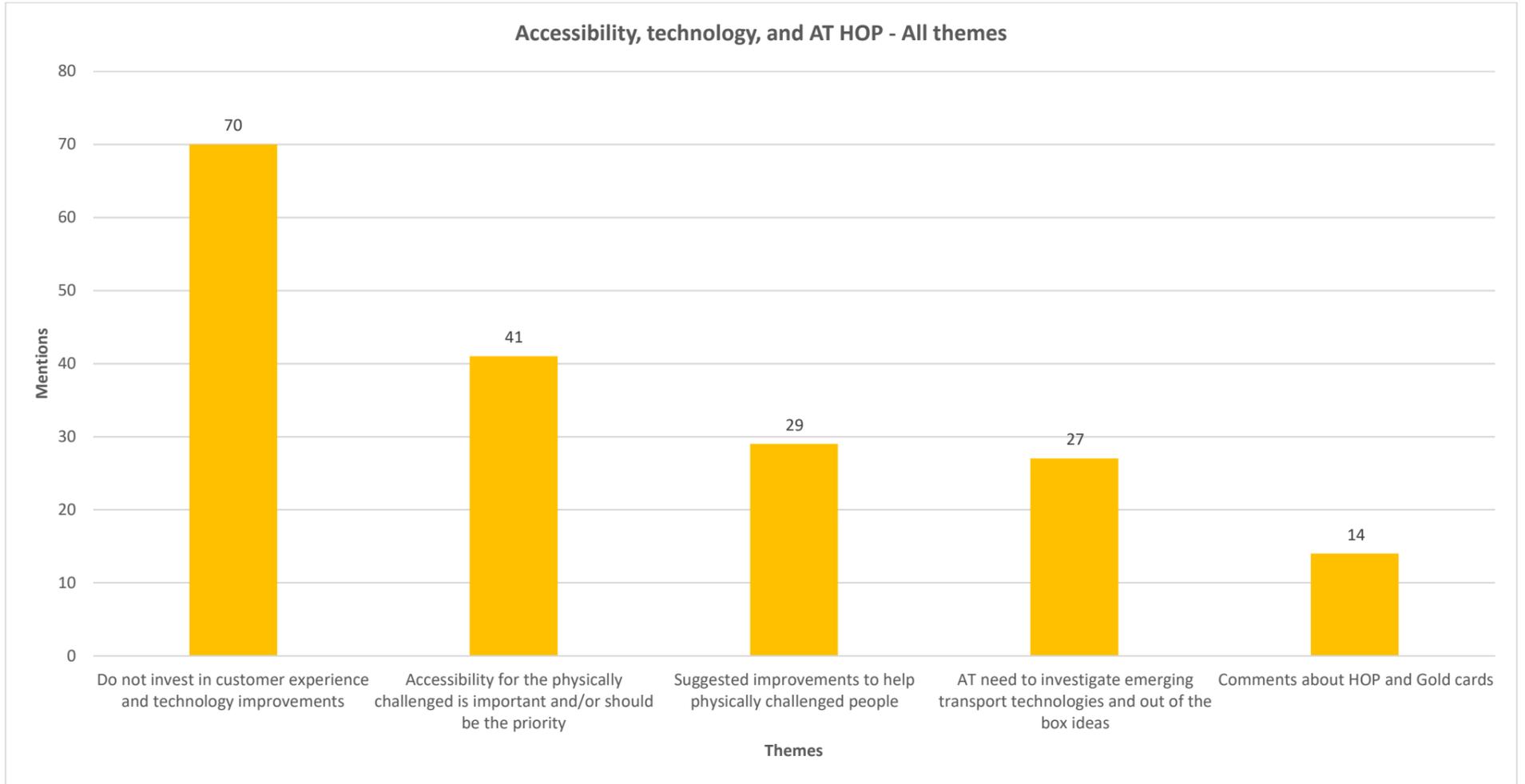
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Heavy rail to Botany and Flatbush should be funded. • Bus links from Beachlands/Maraetai to Howick should be funded. • Pine Harbour ferry service frequencies should increase, and they should also run on the weekends. • Pine Harbour ferry terminal requires a bus link. • Clevedon requires traffic calming and speed limit change at the entry to the village. • Clevedon Village requires a pedestrian crossing. • Clevedon Whitford, Hunua and Kawakawa Bay Villages should become a slow "shared zone" with a bypass for through traffic, simply traffic increases noise and pollution. • Ban large trucks (Over 12 wheels) from Clevedon Village area. • Whitford, Maraetai and Clevedon roading upgrade requires funding. • Hunua Ranges require white lines in middle of road. • Huna Ranges roads should not be repaired with chip seal, it is inadequate for heavy traffic and causes potholes. • Do not consult on the Pakuranga Road changes until 'after' the Reeves Road Flyover and the Eastern Busway projects are fully consented. • Do not start construction on Pakuranga Road until 'after' Reeves Road Flyover and the Eastern Busway projects construction has finished. | |
| <p>Southern areas of Auckland are neglected in RLTP Mentions: 17</p> | <ul style="list-style-type: none"> • RLTP should provide more funding to South Auckland. • South Auckland is historically underfunded compared to Northshore. • South Auckland requires a bus way like the Northern busway. • Current public transport options from South Auckland to the City take too long. • Consider South Auckland's recent growth and upgrade infrastructure accordingly. • Drury Station should be completed, was planned 10 years ago. • Create a bridge between Karaka and Weymouth to provide an alternative to the Southern Motorway. • Footbridge to access public transport required in Wattle Downs. • Rapid rail line to Papakura required. • Pukekohe is not linked to acceptable public transport services. • Pukekohe rail electrification should be completed. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Rapid rail line should link to Manukau. • Provide rail to Waiuku. • South Auckland needs more park and rides. • Speed up trains with an alternative track alongside existing and express lines to avoid slowing for stopping services and freight trains. • Mangere and Otahuhu bus links and cycle ways should be funded. • Fast train to airport from Puhinui Station only 6km over farmland. | |
| <p>Waiheke is neglected in RLTP <i>Mentions: 6</i></p> | <ul style="list-style-type: none"> • Waiheke is important with many visitors and commuters. • Waiheke residents depend on public transport. • Ferries and buses timetables need to align. • Fullers and Sealink ferries should allow bikes on board. • More funding required to deliver the Waiheke Transport Plan. • Allow children free to Waiheke on weekends. • Unsealed roads on Waiheke should be sealed. | |



Accessibility, technology, and HOP





| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| <p>Accessibility for the physically challenged is important and/or should be the priority <i>Mentions: 41</i></p> | <ul style="list-style-type: none"> • Currently, those with disabilities cannot access public transport. • Ensure the challenges that the mobility impaired face are considered and addressed in the RLTP. • The current "total mobility scheme" is too costly for pensioners. • Public Transport is not age friendly, too far to walk and too expensive. • Need national ticketing for disabled passengers. • All buses should comply with the RUB for accessibility. • While buses may be accessible bus stops are not, e.g. seating, accessible boarding area. | |
| <p>Suggested improvements to help physically challenged people <i>Mentions: 29</i></p> | <ul style="list-style-type: none"> • Better / more accessible instructions on how to use public transport e.g. board a ferry or a bus. • Provide wheelchairs for hire at transport hubs. • Small shuttle style buses on urban streets to pick up elderly and Less able. • Not considering less able people in the RLTP is unfair and unacceptable. • Currently less abled people cannot access buses around the City. • Reducing access for cars in the City will make access for the elderly/less able difficult. • Reducing access for cars in the City will make it difficult for taxi's who will be needed for the less able. • Provide badges for the less able so people know to offer them a seat. • Ensure less able seats on buses are safe from getting wet when the door opens. • Align bus timetables with ferry arrivals. • Footpath repairs are necessary for elderly and/or mobility scooters. • Elderly and less able cannot cycle, cars are still needed. • Make long route buses, e.g. City to Henderson, City to Swanson. • Park and rides are necessary for Less able people. • Alternatives to car travel need to be realistic and suitable for elderly and less able. • SuperGold card holders should be given special parks like mobility parks. • Elderly do not ride bikes or walk long distances and need to be accommodated. • E scooters and bikes are a hazard for the elderly or blind who do not see them coming. | |



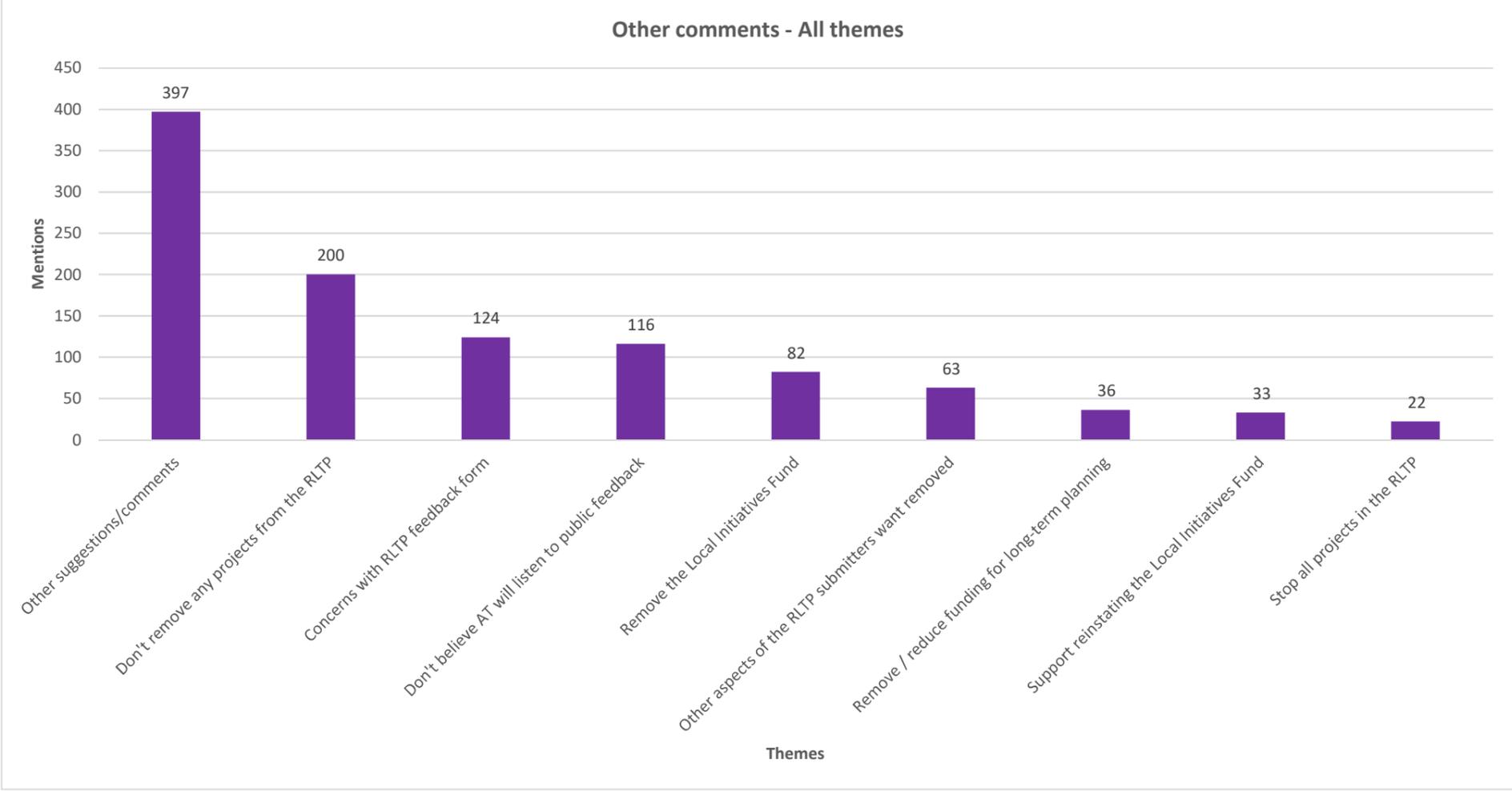
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Stop changing the bus routes and numbers. • Total Mobility subsidy for taxi has not been increased since 2010 \$40. • Please fix issues raised by elderly and less abled Aucklanders promptly. • An Auckland wide audit is needed to look at accessibility on public transport. • Less able people should be exempt from congestion charging as they have no choice but cars. | |
| <p>Do <u>not</u> invest in customer experience and technology improvements <i>Mentions: 70</i></p> | <ul style="list-style-type: none"> • Do not support investment in customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers. • The current systems are adequate. | |
| <p>AT need to investigate emerging transport technologies and out of the box ideas <i>Mentions: 27</i></p> | <ul style="list-style-type: none"> • Consider future technologies, smaller driverless taxi style buses/shuttles (www.flait.eu), EVTOL aircraft. • Automated, remote driven public transport. • Employ international experts to resolve Auckland's transportation issues. • EV's for ride shares, car share schemes. • A small fleet of bio fuel buses would be better than the large empty ones. • Supports investment into Intelligent Transport Systems. • Seek feedback from overseas experts. • Buy all Aucklanders an electric moped to remove cars from road, could be shielded for rain. • Ride hitching station to reduce congestion on common routes. • AT should not create their own technology but use cheaper, already existing. | |
| <p>Comments about HOP and Gold cards <i>Mentions: 14</i></p> | <ul style="list-style-type: none"> • Pleased with implementation of the HOP card. • HOP card is outdated. • HOP card is difficult to use. • Credit balances should not expire, especially with COVID reducing people's desire to use public transport. • Another fare should not apply when needing to switch buses on the same journey on HOP card. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • HOP card top up machines breakdown, should automatically top up like toll roads. • Allow people ways to pay other than HOP card i.e. PayWave. • Don't invest any more funding into HOP card as a nationwide solution would be better. • Keep free travel for SuperGold Card users. • Allow passengers to show their SuperGold card rather than needing a HOP card that requires topping up. | |



Other comments





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| Don't remove any projects from the RLTP <i>Mentions: 200</i> | <ul style="list-style-type: none"> Keep all projects, all are important to Auckland. Bigger / more important projects should be completed first. | |
| Stop all projects in the RLTP <i>Mentions: 22</i> | <ul style="list-style-type: none"> Stop all projects. Stop them all until AT has rethought their approach to transport investment. | |
| Other aspects of the RLTP submitters want removed <i>Mentions: 63</i> | <ul style="list-style-type: none"> Stop investing in campaigns to discourage parents from driving their kids to school. All the excessive spending, get back to your core jobs. Congestion Pricing Infrastructure. Anything that enables more vehicle traffic or personal car use. All NZUP projects should be cancelled. Any aesthetic / beautification projects e.g. footpath / road painting - focus on infrastructure. Enhanced Network Performance. Intelligent Transport Systems (ITS). Restricted parking to encourage public transport use. Supporting Growth Alliance funding. | |
| Support reinstating the Local Initiatives Fund <i>Mentions: 33</i> | <ul style="list-style-type: none"> Support the reinstatement of the Local Board Transport Capital Fund, renamed Local Initiatives Fund, to pre-Covid-19 levels to enable the local board to prioritise local projects and improvements. Local funding allows local communities to benefit from projects specific to their needs. Local Board funding should be further increased. | |
| Remove the Local Initiatives Fund <i>Mentions: 82</i> | <ul style="list-style-type: none"> Do not provide funding for community projects. Remove Local Board funding. | |
| Remove / reduce funding for long-term planning <i>Mentions: 36</i> | <ul style="list-style-type: none"> Remove / reduce funding for long-term planning for the future. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Don't believe AT will listen to public feedback <i>Mentions: 116</i></p> | <ul style="list-style-type: none"> • AT won't listen to the public's feedback / will just do what they want. • Decisions have already been made prior to consultation. • Don't believe consultation is genuine. • More community input, better community engagement, is required on the RLTP. • Public should have consulted before the draft RLTP was drawn up. • AT don't care about the public; they just do what lobbyists tell them to. • AT is out of touch with Aucklanders. • AT need to seek feedback from and listen to Aucklanders and their various communities. • AT should seek feedback from the younger generations of Aucklanders. • Auckland Transport do not share results of feedback. Example: Speed limit change review. • Auckland is a top-down dictatorship. | |
| <p>Concerns with RLTP feedback form <i>Mentions: 124</i></p> | <ul style="list-style-type: none"> • Did not like being forced to provide an overall rating of transport challenges/focus areas, as significantly different feelings about associated projects listed under challenges/focus areas. • Focus areas have various (and often significantly different) issues bundled together under them; don't like the way the feedback form does not allow an opinion (rate importance) on each issue. • Agree with some items and not others under each challenge, but because I can only rate the overall challenge, my overall answer is incorrect. Would like option to vote on individual projects within each focus area. • Form groupings in focus areas make feedback meaningless. • Many of the questions should be broken down / framed better. • Walking and cycling should be considered separately not as one in the same. • Footpaths and highway maintenance are very different. • Public transport and roading are very different. • Unwanted roading projects have been attached to each focus area to foster support for them. • Formed in a way to get support for what AT wants in the RLTP. • Needed more comment boxes to explain tick box selections. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Form should provide space to make comments on each focus area. • The survey questions are designed to deliver a pre-determined outcome. • Feedback will be open to misinterpretation by those reading report from survey. • Why was there not a 'Not Important' tick box option. Very cheeky. • A wider scale e.g. 1-10 should be used instead of the importance tick boxes to give more meaningful feedback. • Survey is too high level and needs to translated for communities to understand. | |
| <p>Other suggestions/comments Mentions: 397</p> | <ul style="list-style-type: none"> • Includes comments which may not fit into a set theme / topic but hasn't been mentioned enough to warrant a new theme being created. • Seek alternative funding sources such as through the private sector. • Put more toll roads in to gain revenue. • Make motorways user-paid and introduce additional tax on public and private carparks in the city to discourage car use / encourage PT use. • Issue an independent report on the future (+25 years) transport needs for Auckland. • Council spending should be cut. • Transport decisions should be left to Local Boards and local communities. • Funding program is uneven skewed against the North. • More emphasis on rural infrastructure. • Consider implications of upgrades on outer suburbs. • Only invest in what people use and make it efficient. • Review AT changes that have created congestion. • Use new technologies instead of redeveloping old ones. • Look into autonomous modes of transport. • Auckland Transport website needs improvements. • Improve AT Park app. • Optimisation projects and On-demand Shared Mobility projects. • Improve working conditions for those working within the sector. • Focus on more "green" public transport. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • Congestion charges for car emissions, scaled so that higher emission vehicles pay more etc. • Emissions test during Warrant of Fitness (WoF) should be a requirement. • Increase car emission standard. • Consideration for two-wheeled motor vehicles (50-250cc) over cars since they create less congestion and have a lower carbon footprint. • Green planting to help with the carbon output. • Pest plant and animal control along the rail and motorway corridor. • All toxic chemical weed sprays should be replaced with steam or weed eating. • Keep Auckland Road: open, 50km/hr, and free from pot plants. • Improve access to, and parking at, regional parks. • Buses should be replaced with EV/Hydrogen vehicles. • Develop eco-friendly methods to dispose of expired batteries from EVs. • Require licences for cycling, e-bikes, e-scooters. • Laws on e-scooters - should be managed or removed. • Allowing e-scooters a safe place to travel. • Safety program / regulation addressing personal eWheels (scooters, ebikes etc.). • Scooter companies should be charged for all the ACC claims. • Put a bike repair station and taxi stand at every rail station. • Buy free e-bikes for Aucklanders on low incomes. • Large-capacity bike racks at every school, bus interchange and rail station. • Hold pedestrians accountable for unsafe behaviour on roads / crossings. • Invest in campaigning to change mindsets about car ownership. • Funding for a council-run carpooling connection app • Reduce the growing population's dependency on road transport. • Centralise all PT options for effective management. • Initiatives to support public transport for different disaggregated populations. • Implement creative strategies to persuade people to use public transport more. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|--|--------------------------------|
| | <ul style="list-style-type: none"> • Alternative public transport options, i.e. pods / subsidised Uber that service outer suburbs and feed into major public transport nodes / routes. • Safe travel between parking and transport. • Need to have transfer times of 1 hour instead of 30 minutes because of delays. • Focus on providing cheap and reliable transport for students instead of office workers in the CBD. • Safety investment should include PT 'on board' safety in case of threatening situations. • Bus seat covers need to be plastic for hygiene standards • Allowing dogs under control on buses within certain time frames. • Nationally integrated ticketing system for public transport. • Make AT HOP cards compatible with other regional services like Waikato Bee cards. • Allow AT HOP cards to pay for scooters and e-bikes hire. • Need monthly combined bus, train, ferry pass. • Integrated transport card with the rest of NZ. • Allow for building parking payments via HOP cards. • Education focused transport. • Educate youth about impacts of car use and encourage public transport use. • Better options for family transport to reduce cars on the road. • Stop parents driving kids to school, use alternative methods. • Don't discourage car / road use until public transport is extensive and reliable. • Drivers Licensing programs for teens new to driving. • Use AI to manage traffic flow. • Incentives to encourage off peak travel • Allow taxis / rideshares to use bus lanes and cars on non-peak hours. • Stagger office start-times and tax organisations that make their workers commute when not necessary. • Allow trade vehicles to use transit lanes. • Synchronise traffic lights - upgrade technology. • Improve audible traffic signals. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • Employ local people for local projects and pay them living wage. • Businesses should be penalised for not encouraging working from home to reduce congestion. • Behaviour change of Auckland is the greatest challenge. • Need to consider technological advances such as rideshare. • Ban trucks from roads. • Provide dedicated truck lanes on the highways. • Introduce a congestion charge to discourage car use during peak traffic times. • Ensure adequate public transport is in place before introducing congestion tax. • Use a taxi style system to allow people to book their transfer from home to station (or vice versa) at a fixed price. • Work on reducing peak hour congestion in ways other than just increasing public transport. E.g. Staggering start times and moving businesses with no customer facing facilities to outskirts. • Allow more vehicles to use dedicated bus lanes (trucks, motorbikes, taxis, delivery vehicles etc.). • Increase speed limits on key State Highways (110km/h). • Contractors need to be held to account for project over-spends and delays. • Bus services should be funded by AT not additional targeted rates. • Trial dynamic lanes on Onewa Road. • Fining system is too severe for one off mistakes, should use a suspended sentence approach instead. • Need to set aside funding for emergencies (i.e. issue with truck damaging Harbour Bridge). • Need more provision for motorcyclists e.g. motor cycle lanes on motorway. • Need driver education on how to share the road with motorcyclists. • Display the speed limit at more regular intervals. • Should encourage high density housing near transport hubs. • Onewa Road needs attention to resolve excessive congestion not more cameras. • Need more public toilets. • Air conditioned buses are too cold. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|--|--------------------------------|
| | <ul style="list-style-type: none"> • Allow vehicles to park over the footpath on narrow streets. • Moving Port of Auckland to Marsden Point. • Plan for all Aucklanders, do not just listen to the vocal minority of older/political submitters. • Apply discretion before fining drivers who enter the bus lane a little more than 50m before intersection. • Focus on creating alternatives so the whole system is not reliant on the state highways in and out of Auckland in the North and South. • Means test roading fines. • Rain gardens are needed to ensure storm water catchment especially in new subdivisions and maintenance is required. New builds should be required to have rain water tanks to aid in flood prevention. • Uncertain how RLTP contributes to flood mitigation. • RLTP does not reflect Maori views. Include te ao Māori in your strategy, policies and design approach. • Shift focus from regions/projects to customer groups to provide full transport solutions for them e.g. students, less able, low socio-economic. • Put revenue generated from roading offences and cameras back into the area which it is collected from. • Buses should have right of way at all intersections. • RLTP should also include projects that AT does not YET have funding for. • AT has little discretionary funds, why have consultation on the RLTP. • Increasing demerits for unsafe driving will not address anti-social drivers who already don't care, don't stop for police, or pay their fines. • Fund the RFTP using the services of prisoners. • AT Mobile and AT Park apps should have functionality to film and report law breakers for fines and subsequent reward for person who reported it. • Infill housing has been built in wrong places, should be by train lines. Manukau, Central West suburbs. • Consider an exemption to allow school buses through Paremoremo as presently they must go through Coatesville to get to Albany. • Transport Demand Forecasting Model should be live and updated regularly to aid with planning and decision making. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • Change traffic light phasing to the same as Hawaii, Khyber Pass has better phasing than Mt Wellington Highway. • Ensure forecasting takes into account service industry that can't work from home and those that work shifts. • Concentrate on housing not transport. • ATAP, which is outdated, should not be seen as above GPS. • Auckland Transport does not run bus trial changes for long enough. • Some Auckland Transport projects have little gain and are pie in the sky. • Focus on reducing cars speeds. • If AT are serious about climate and the environment, start completing maintenance tasks on stormwater filters. • Please do not cut down any trees to fulfil RLTP plans. • Drink driving, speeding are not issues for Auckland Transport to deal with, these are central government issues. • All AT staff should have to use public transport to go to work. • Vision Zero initiative is not realistic and will cause traffic congestion on rural roads. • AT, Watercare and the Port should all be brought back into the Council. • Wages in the public sector are too high. • Don't support prioritising Marae, Papakainga and Urupa access, these are not public assets. • Cut down on AT staff so we can afford transport projects. • Sack the Mayor and councillors. • Do not trust Auckland Council. • Dumping of old petrol vehicles will become an issue. • Stating that the plan is to achieve Maori identity and wellbeing excludes other numerous ethnicities of Auckland. • Is local government the best department to regulate fund and enforce the items outlined in the RLTP, would central government be more equipped. • Auckland's growth projections should be multiplied twofold. • Funding to local boards in the south should be increased, not decreased. • Consider allowing pets on public transport. | |



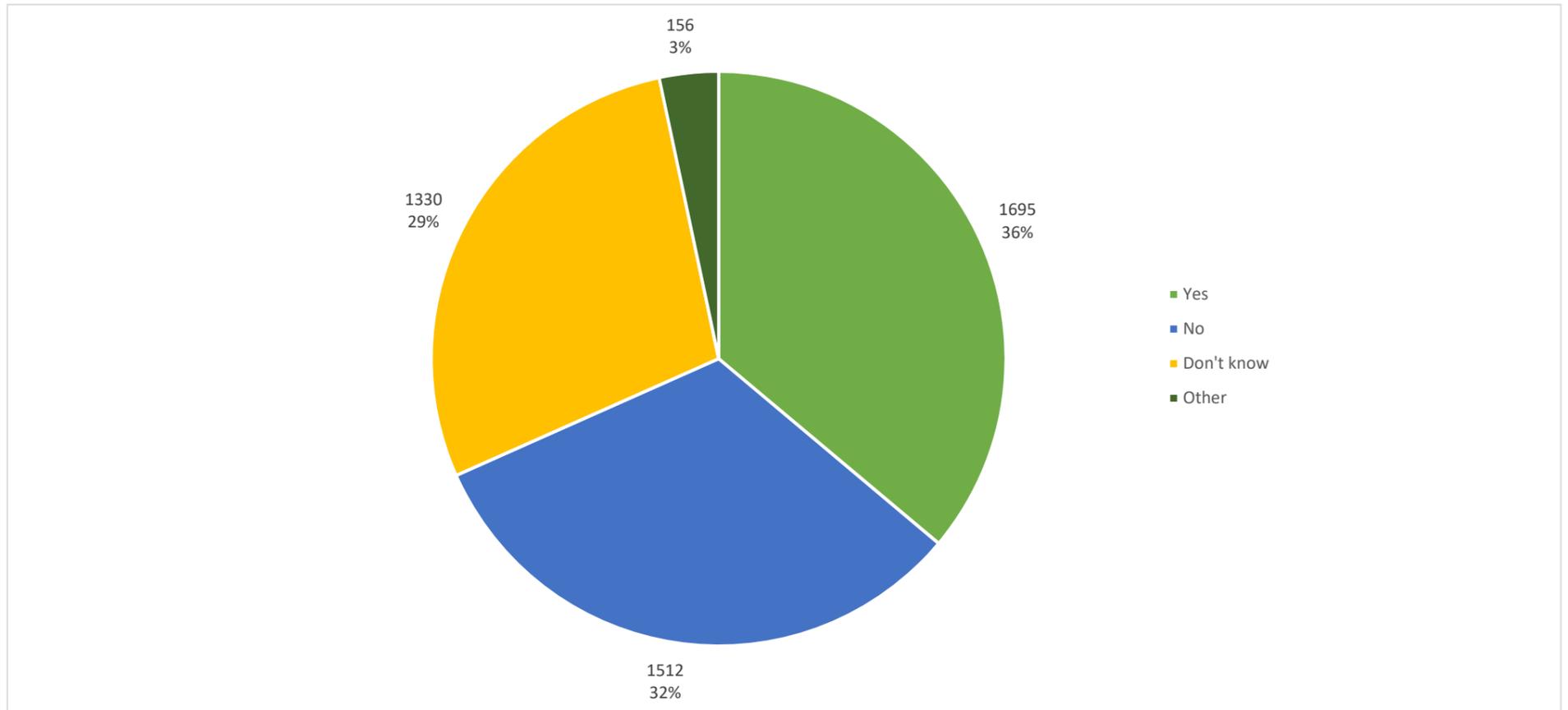
| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|--|--------------------------------|
| | <ul style="list-style-type: none"> • DSI % decrease is not due to AT it is due to 2020 lockdowns. • Coatesville Riverhead Highway should not be 60km/hr, change to 60 or 70km/hr. • Please provide guidance on aesthetics of plans. • Earthquakes should not be in with climate change. • AT should be dissolved and taken over by NZTA. • RLTP places too much effort on homeless housing. • Impression that hydrogen buses are inefficient and require a lot of coal, or nuclear power to produce. • Bring the major spend for Lake Rd forward by 2 years and allocate \$2m in 2021/22 to undertake detailed design and consenting. Ensure the \$52m in the RFT document shows up as the project budget, not the \$48.5m in the draft RLTP. • Laws and by-laws need to be enforced Auckland wide, if they aren't remove them. • More information required on Connected Communities. • Ensure funding for Connected Communities is allocated to Walking & Cycling as it came from the Active Transport RFT fund. | |



Proposal to vary the Regional Fuel Tax Scheme – results of tick box question

Submitters on the Regional Fuel Tax Scheme could provide feedback via one tick-box question and one open-ended question. The results of the tick box question are outlined below, and the themes resulting from the open-ended question are outlined in the [Proposal to vary the Regional Fuel Tax Scheme – key feedback topics](#) and themes section below.

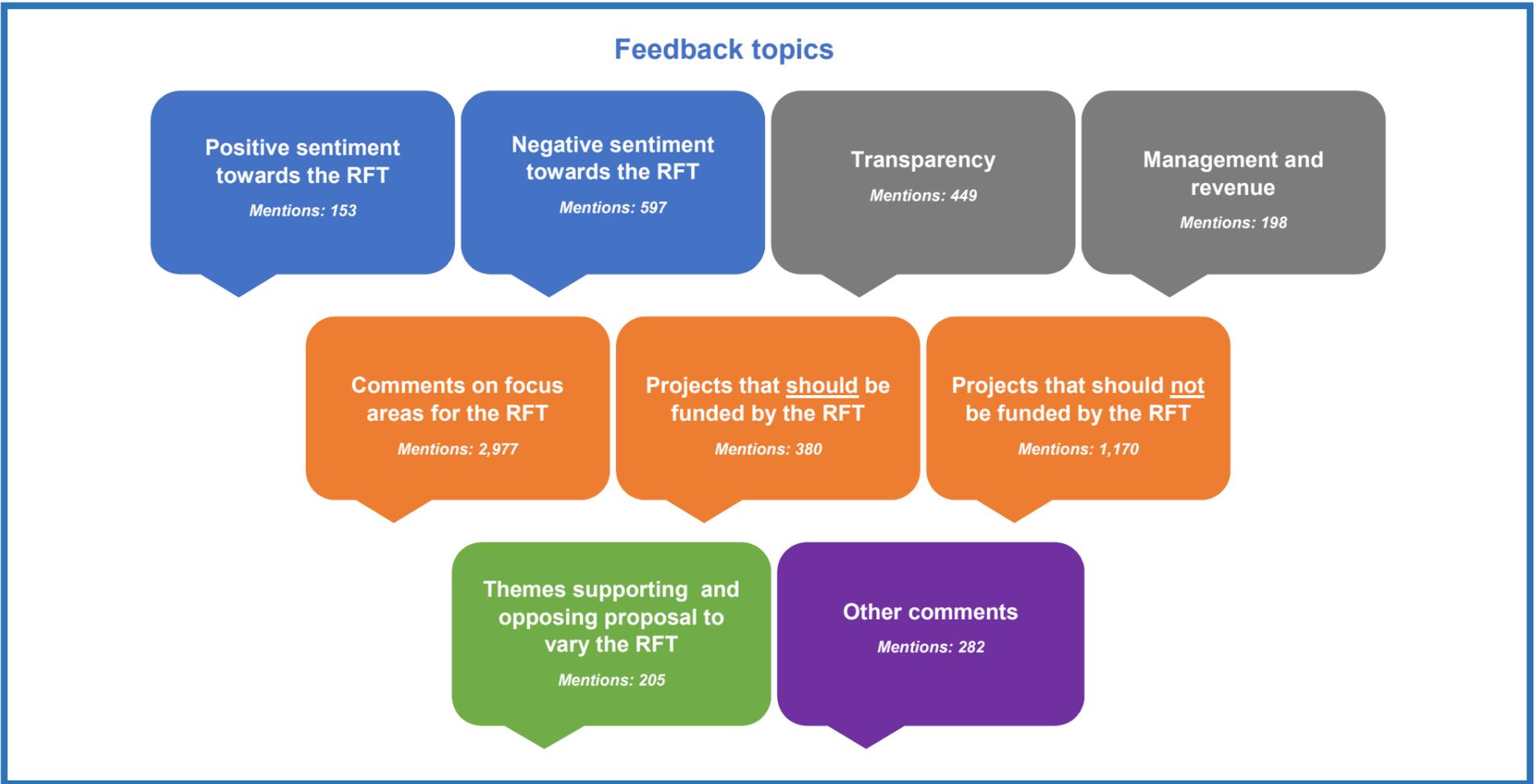
Q8: Do you support the proposal to vary the Regional Fuel Tax Scheme?





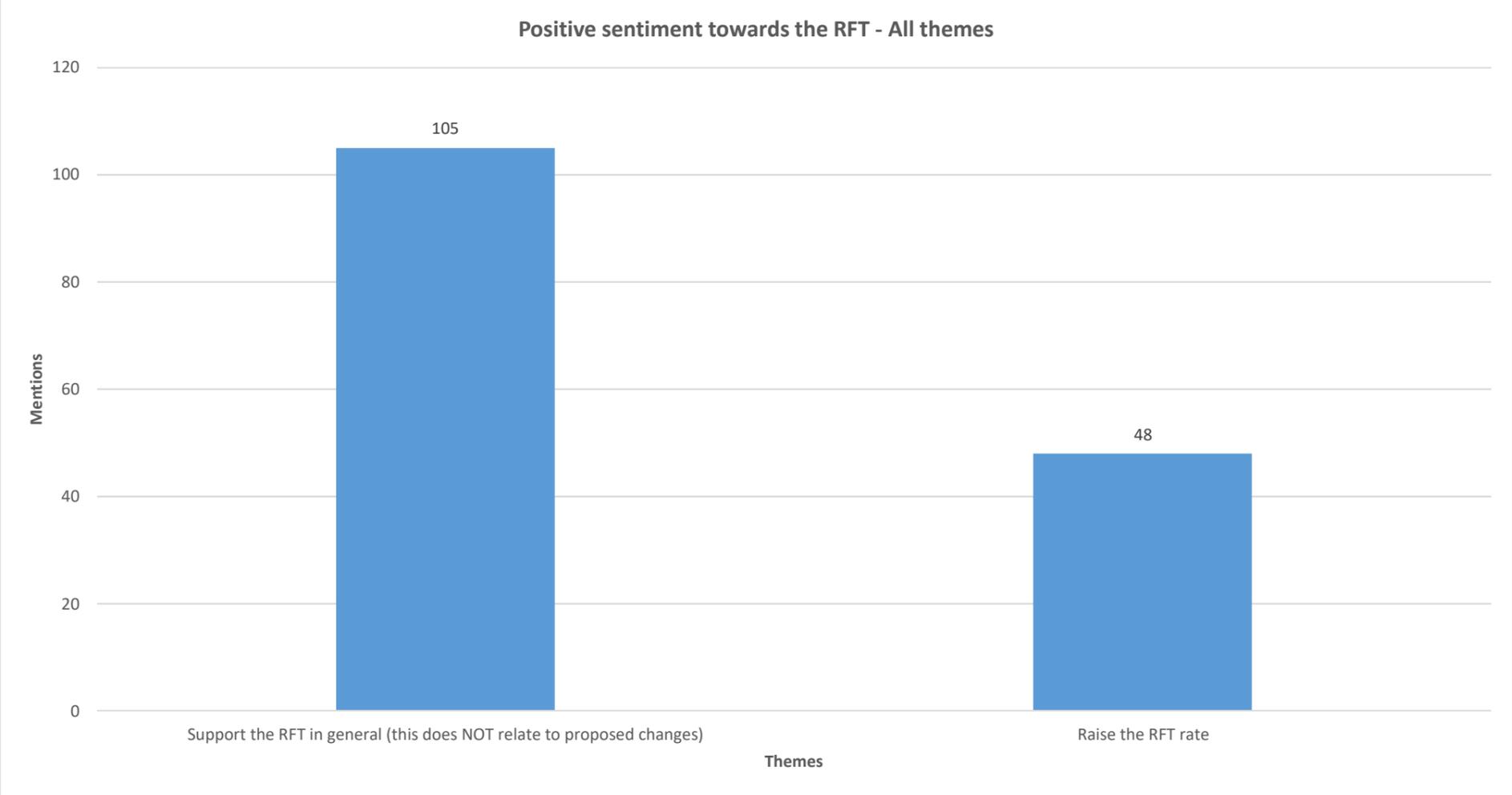
Proposal to vary the Regional Fuel Tax Scheme – key feedback topics and themes

This section outlines the feedback topics and related themes from all feedback on the proposal to vary the Regional Fuel Tax Scheme, as well as AT’s responses to the feedback themes. One person’s or organisation’s submission can count towards multiple topics and themes.





Positive sentiment towards the RFT





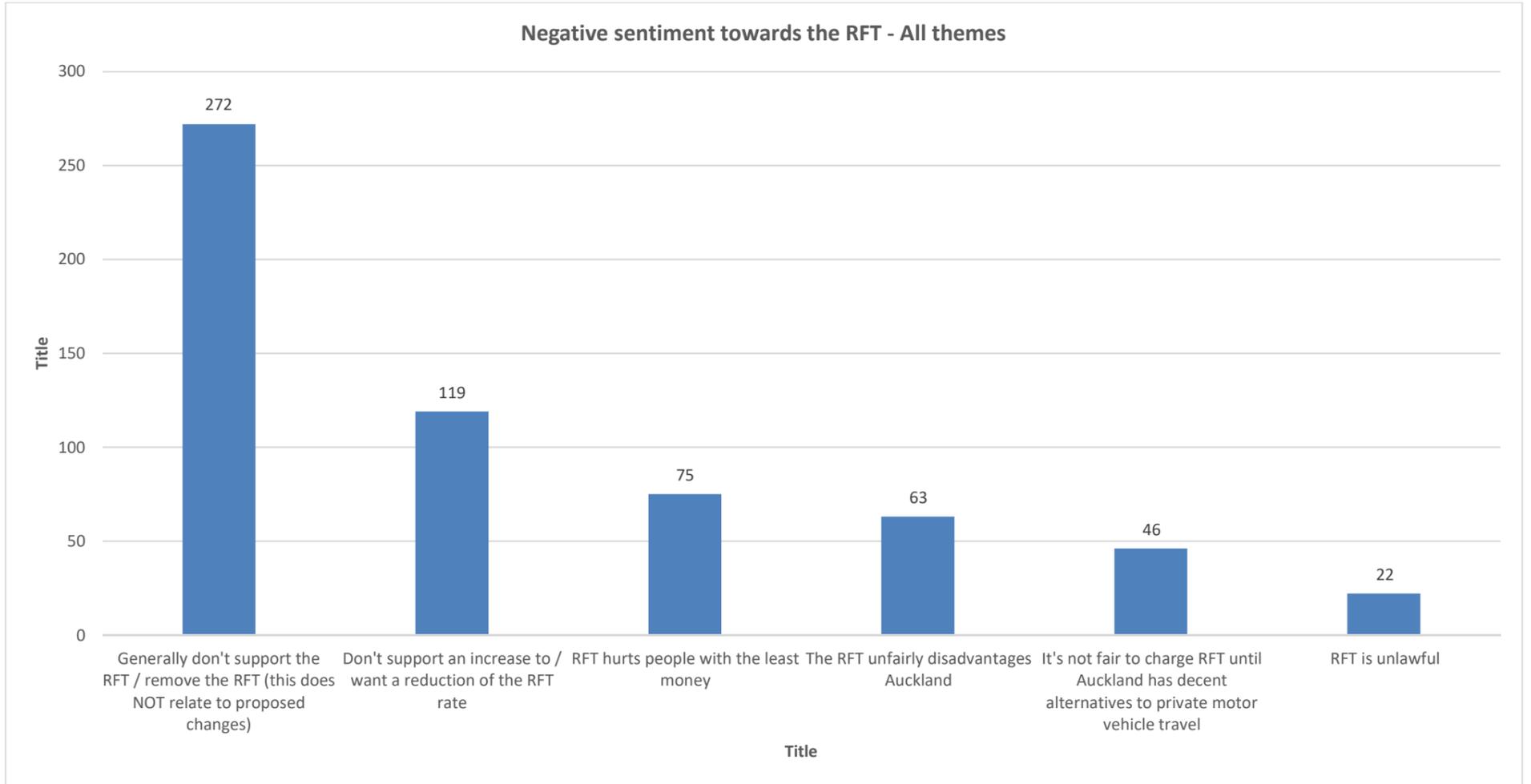
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Support the RFT in general (this does NOT relate to proposed changes) Mentions: 105</p> | <ul style="list-style-type: none"> • Generally support RFT / want to keep RFT. • RFT is fair. • Need RFT to catch up on historical underinvestment in transport infrastructure. • Need RFT to improve standard of and/or maintenance of roads • Need RFT to fund/deliver larger infrastructure requirements. • Need RFT to improve cycling infrastructure (including e-bike usage). • Need RFT to improve public transport. • Need RFT to help deliver projects that will reduce carbon emissions. • Need RFT to improve speed of commuter journeys as well as improving commuter travel options. • Need RFT to help improve congestion (congestion is getting worse). • Support RFT if it is actually spent on identified projects. • Support RFT if it is only spent on Auckland projects. • Ensure RFT is adequate for future growth projections. • RFT is a necessary "evil". • RFT is a good way to gather transport revenue. • RFT is preferable to road tolling. • RFT is a "blunt instrument" but is suitable until another revenue generating scheme is introduced. • Happy rate will remain the same. | |
| <p>Raise the RFT rate Mentions: 48</p> | <ul style="list-style-type: none"> • Generally support raising the RFT rate. • Infrastructure funded from RFT is a positive, valuable investment in Auckland. • Raise the RFT to pay for rail network expansion. • Raise the RFT to fund alternative transport to driving private vehicles. • Raise the RFT to discourage petrol / diesel use that is polluting the environment. • RFT ensures all Aucklanders contribute not just ratepayers. • Raise the RFT to discourage driving. • Raise the RFT to offset public transport charges. • Raise the RFT to encourage electric / efficient vehicle use. • Raise the RFT to improve cycling and electric infrastructure. • Raise the RFT to support more rapid decarbonisation. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|--|--------------------------------|
| | <ul style="list-style-type: none"> • Raise the RFT for private car owners. • Raise the RFT to speed up needed transport improvements. • Raise the RFT to pay for things being cut. • Raise the RFT for commercial vehicles. • Raise the RFT to cover all items in original proposal that have been removed. | |



Negative sentiment towards the RFT





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p>Generally don't support the RFT / remove the RFT (this does NOT relate to proposed changes) <i>Mentions: 272</i></p> | <ul style="list-style-type: none"> • Generally do not support the RFT. • Public consultation showed Aucklanders did not want RFT. • RFT should be abolished completely. • RFT is unfair. • RFT funds have been misused / spent on projects not intended to be funded by RFT. • RFT has not fixed the transport problems it was made to fix. • RFT wouldn't be necessary if AT and Auckland Council fixed internal efficiencies. • RFT is unaffordable. • RFT is discriminatory. • RFT slows/is not good for the economy. • RFT funds should not be part of the general fund. • RFT should be removed in the wake of COVID-19. • Revenue from Auckland rates should be enough. • Prefer other methods to generate funding. • Excise duty and GST are already paid on fuel. • RFT collected on all fuel even for vehicles that don't cause congestion. • RFT was intended to be instead of a rates increase, but the council increased rates. • RFT should be nationwide not regional. • RFT should be replaced by congestion charging. • Administration costs of the RFT must outweigh the benefit. • RFT was brought in even though public feedback said it was not wanted. | |
| <p>Don't support an increase to / want a reduction of the RFT rate <i>Mentions: 119</i></p> | <ul style="list-style-type: none"> • Generally don't support an increase to / want an RFT reduction. • Various requests to reduce the RFT. • Various requests to not increase the RFT. • RFT is too expensive. • RFT should be reduced until the economy is more stable. • The RFT should be reduced because it is being diverted from roading to general projects / expenses. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • RFT should be not increased until there are viable public / other transport options in place. • RFT should be not increased until transport improves. • RFT should be not increased until it has been proven effective. • RFT should not be increased in wake of COVID-19. • RFT should not increase as petrol prices have also increased. • RFT should be capped as a percentage as it floats with petrol price increases. • If the RFT rises, rates should decrease. • Increasing the RFT penalises those who have no other option but to use a vehicle. • Remove GST on RFT, it is not a good or a service. • Petrol cost should be reduced. | |
| <p>RFT hurts people with the least money <i>Mentions: 75</i></p> | <ul style="list-style-type: none"> • Generally see the RFT as hurting those with the least money. • The RFT is too much on top of petrol and parking costs.. • The RFT disproportionately hurts those with low incomes e.g. a larger portion of their income is spent on petrol than wealthier people. • Many low-income people have no choice but to incur the RFT to drive to work, as public transport options don't always service employment areas efficiently and public transport is often worse in lower income areas. • The RFT should go towards alternative transport options for those with the least money. • The RFT should be reprioritised in favour of those with the least money. • The RFT penalises those who have to use a vehicle, such as retired, rural / outer city dwellers. • The RFT should be income tested. • The RFT unfairly disadvantages trade vehicles who drive a lot. | |
| <p>It's not fair to charge RFT until we have decent alternatives to private motor vehicle travel <i>Mentions: 46</i></p> | <ul style="list-style-type: none"> • Until there are adequate public transport alternatives, RFT should not be charged. • It is not fair to charge people the RFT to people who have no option but to drive to work. • It is not fair to charge people who live out of the city centre the RFT because they don't have the same access to public transport. | |



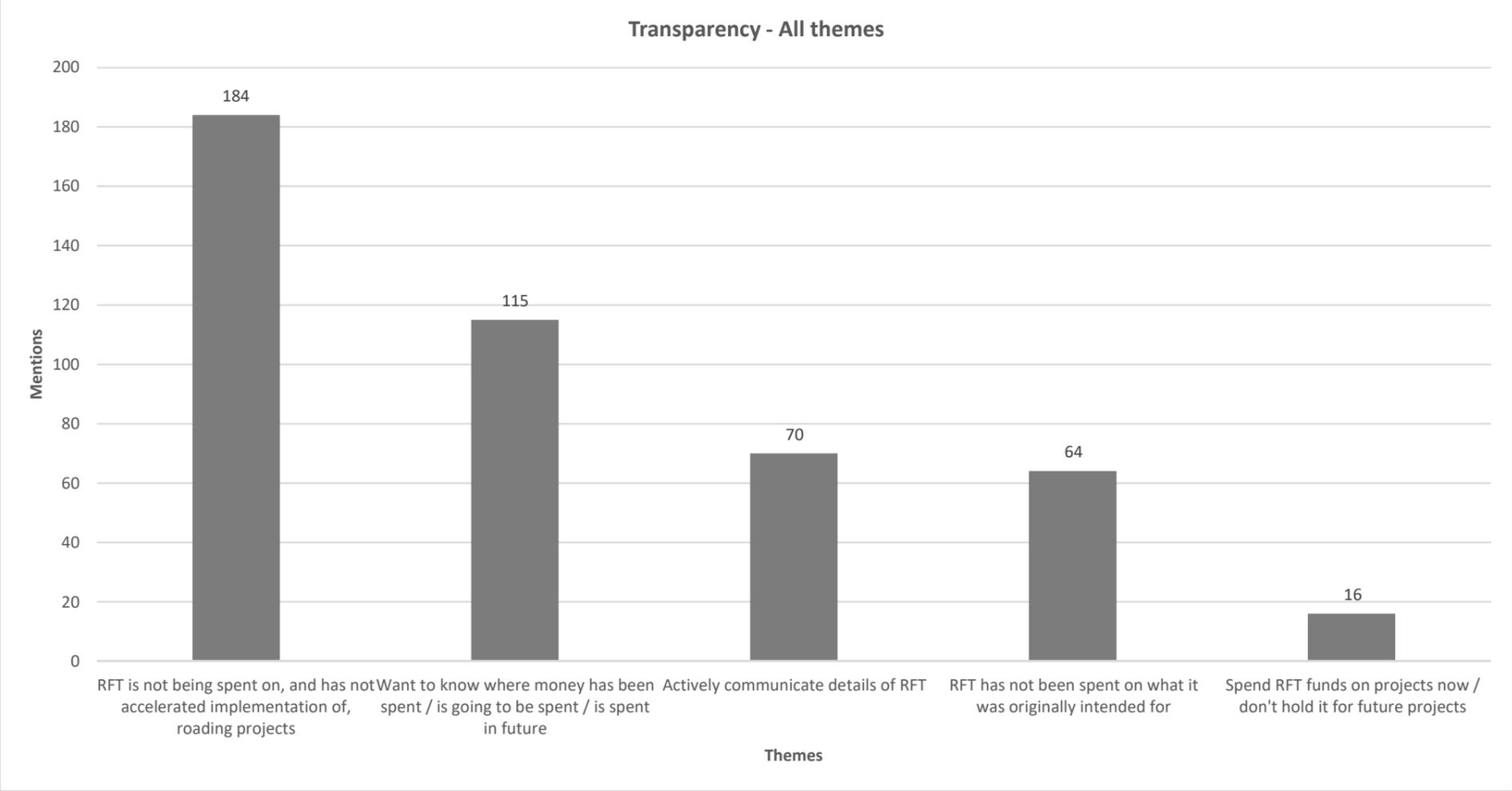
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • It is not fair to charge people the RFT when public transport is expensive. • It is not fair to charge people the RFT when public transport is not frequent or reliable. • It is not fair to charge people the RFT when there aren't good parking options near public transport routes/hubs. • It is not fair to charge people the RFT when alternatives to the private motor vehicle aren't safe. • It is not fair to charge people the RFT if they have to use their car due to disability. • Make public transport more attractive rather than taxing alternatives. • Spending RFT funds on public transport, walking and cycling projects reduces congestion for everyone. • Roading shouldn't be funded by the RFT until public/active transport is of a decent quality. • It is not convenient to take public transport with children. • It is not fair to charge congestion charges on Devonport Peninsula. • Ferry and bus services do not align in a way that makes it a viable commuter option. | |
| <p>RFT is unlawful <i>Mentions: 22</i></p> | <ul style="list-style-type: none"> • Generally see the RFT as unlawful. • RFT is theft and should be refunded. • RFT was collected under the false pretence that it was for light rail. • RFT is not transparently managed. • RFT collection has been fraudulent.. • RFT is a con. • RFT funds haven't been spent as originally promised. • RFT is essentially a 3rd tax on the same fuel, GST, excise tax and then RFT. • It is criminal that RFT proposed projects are still 10 years from completion. • RFT breaches the Human Right Act by unlawfully gathering revenue for a selective group of citizens. | |
| <p>The RFT unfairly disadvantages Auckland <i>Mentions: 63</i></p> | <ul style="list-style-type: none"> • Aucklanders have to pay for other motorists driving on their roads. • The RFT is unfair on Aucklanders whose roads are not being improved. • All RFT should benefit the Auckland Region. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • The government, not Aucklanders should be responsible for RFT for allowing mass immigration. • Aucklanders should not have to pay more than anyone living elsewhere for fuel. • Aucklanders are penalised due to poor management and planning by previous governments on required infrastructure. • Aucklanders subsidise the regions as it is more populated than the regions which could not fund their roading via RFT. • RFT already paid by Aucklanders should be refunded. • Funds from RFT would not have been used to rebuild a road outside of Auckland. • RFT should be ringfenced for original purposes only and not a permanent tax on Aucklanders. | |



Transparency





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>RFT has not been spent on what it was originally intended for <i>Mentions: 64</i></p> | <ul style="list-style-type: none"> • RFT was originally intended to fund light rail. • RFT should be abolished as light rail is not going ahead. • Since light rail did not go ahead, RFT should be returned. • RFT should be ringfenced for original purposes only and not a permanent tax on Aucklanders. • It is fraudulent that RFT is not being used for what it was intended for. • Disappointed that Light Rail did not eventuate. • Disappointed that Express Bus Services did not eventuate. • RFT is not a slush fund. • RFT was originally meant to be for a year but has been extended. | |
| <p>RFT is not being spent on, and has not accelerated implementation of, roading projects <i>Mentions: 184</i></p> | <ul style="list-style-type: none"> • Transport projects that were promised for delivery have not been advanced since the implementation of the RFT. • Concerns the RFT money is not being spent in Auckland and/or on transport projects. • RFT appears to be a general revenue fund. • RFT collection does not match expenditure. • RFT funds are not being spent in many areas of Auckland. • RFT funds are wasted on 'investigations' but not used to deliver projects. • RFT funds should be spent on developing infrastructure, not special/pet projects. • RFT funds should be spent properly on roading and other transport infrastructure, not rolled over to the next year or used to address shortfalls. • RFT funds have not improved Auckland congestion and transport. • RFT funds have not reduced traffic levels. • RFT funds should not be spent on red light cameras. • RFT funds should be ringfenced for only proposed projects. • Mill Rd and AMETI were planned 20 years ago. | |
| <p>Actively communicate details of RFT <i>Mentions: 70</i></p> | <ul style="list-style-type: none"> • It is generally difficult to access information regarding what RFT is funding. Be transparent regarding RFT funds. • Publicity will improve perception of AT's management. | |



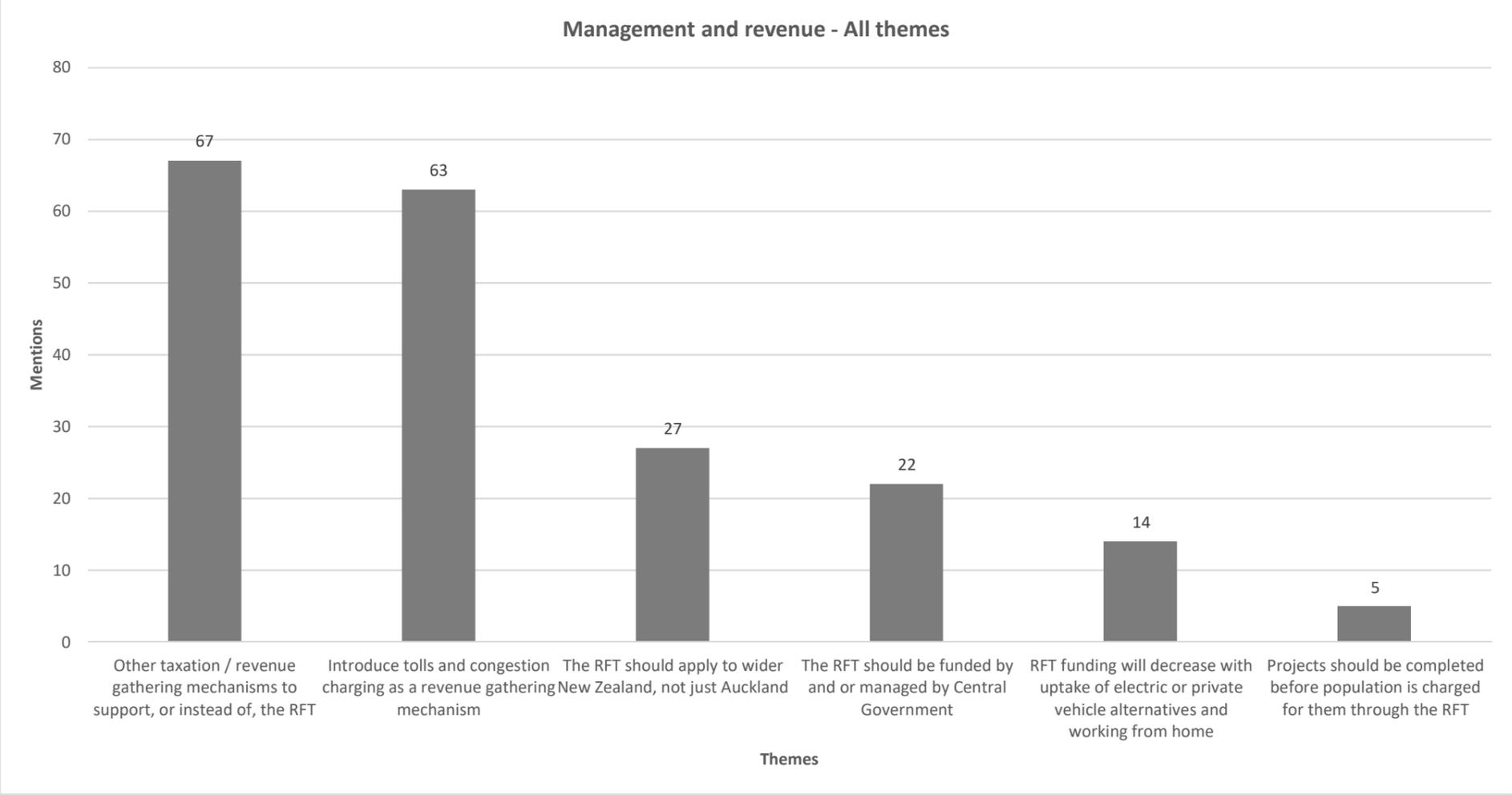
| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Publicise which projects are completed using RFT funding so that they can be celebrated. • Publicise RFT collection amounts. • Publicise 6 monthly progress reports of RFT projects. • Publicise the return on income of RFT projects. • Publicise RFT proposal. • Publicise information on what happens after the mandate for the fuel tax expires. • Celebrate success when projects are completed. • It appears the RFT is being misappropriated. • Monitor RFT to ensure it is spent in designated manner. • Focus on one project at a time so it can be completed and visibly noticed. • Outcome of consultation regarding RFT should be published. • Changes should be shown in summarised form. • Proposal doesn't explain the expected change in pump prices. | |
| <p>Spend RFT funds on projects now / don't hold it for future projects <i>Mentions: 16</i></p> | <ul style="list-style-type: none"> • Spend RFT funds on projects now / don't hold it for future projects. • Congestion is being caused by inadequate and unfinished projects. • There is the urgent need to focus on improving public transport options in Auckland. | |
| <p>Want to know where money has been spent / is going to be spent / is spent in future <i>Mentions: 115</i></p> | <ul style="list-style-type: none"> • Want to know where money already generated has been spent (currently it is unclear). • There is no transparency on how RFT funds are spent. • Want more information generally, proposal is too broad. • Want to know whether the RFT is only being spent in Auckland. • Want to know what happens if RFT is not spent in the year it is collected. • Want to know why RFT proposal shows operational costs have increased. • Want to know why it appears expenditure has not matched amount of RFT collected. • Want to know which projects have full funding and which do not. • Want to know the reason for the changes to original proposal. • Want to know whether AT overheads being paid out of RFT funding. • Want to know the cost benefit analysis on proposed projects. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|--|--------------------------------|
| | <ul style="list-style-type: none"> • Want to know where funds will be diverted to in the future. • Want to know why only Project 8 has commenced. • It is concerning the RFT proposal shows predicted operational costs nearly doubled under Project 8 which points to improper planning or project management/execution problems. • Don't understand the proposal change. | |



Management and revenue





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p>Other taxation / revenue gathering mechanisms to support, or instead of, the RFT</p> <p><i>Mentions: 67</i></p> | <ul style="list-style-type: none"> • Introduce road user charges for cyclists to recoup high investment in cycling infrastructure. • Introduce road user charges for EV's as they do not pay RFT. • Introduce a border tax on immigrants for infrastructure development. • Introduce a tourist tax. • Introduce excise duty on sale and purchase of property. • Introduce RFT charge the rest of New Zealand too. • Introduce charges based on vehicle GSP movements VKT. • Introduce a one-off payment per year for Auckland vehicle owners, EV, under 2L, over 2L. • Introduce charge to drive on roads with public transport available. • Increase RFT for vehicles with high emissions, to encourage efficient energy use. • Increase Auckland rates. • Increase RFT for commercial vehicles. • Increase the land value-based component of rates to collect revenue from those who live in the richer suburbs and receive benefit of being close to CBD. • Increase the fines for poor driving and running red lights. • Increase development contributions to pay for RFT projects. • Increase annual licence fee, including regional transport charge. • Increased fines- red light running. • Increase registration fees for homes with more than 1 car.. • Increase road user charges. • Increase parking rates and fines. • Increase budget for road improvements. • Review project budgets with a view to cut costs. • Adjust RFT based on type of car used (i.e. electric, diesel or petrol). • Remove GST on public transport. • Ringfence GST from RFT for Auckland's transport projects too. • Seek public-private partnerships to fund transport initiatives. | |



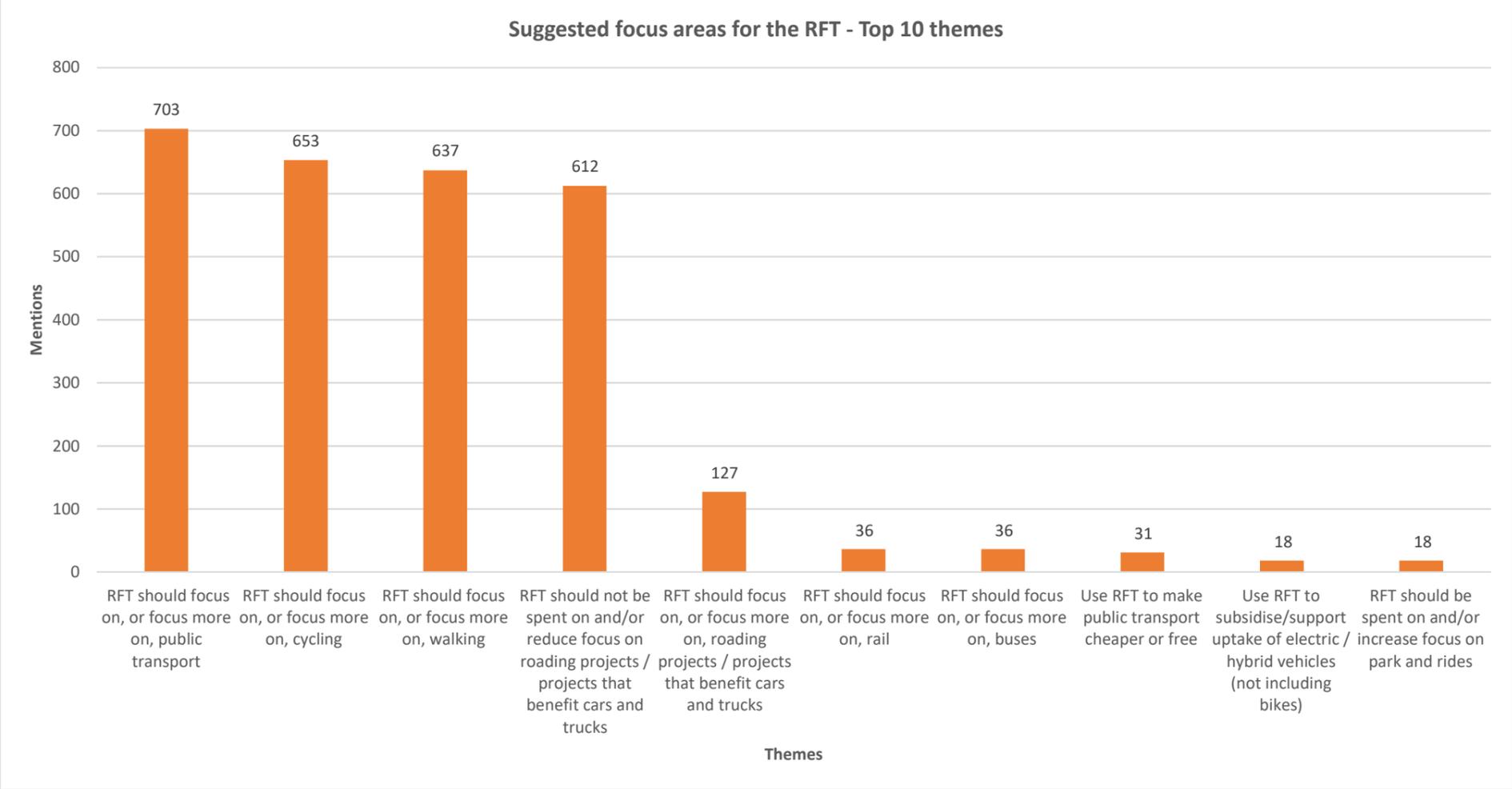
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Seek international investment to carry out plans now and reduce cost increase via inflation. • Renegotiate contracts with contractors to reduce costs. • Use NZ oil and gas to make cheaper petrol. • Sell public assets such as the Port and the Airport. | |
| <p>Introduce tolls and congestion charging as a revenue gathering mechanism <i>Mentions: 63</i></p> | <ul style="list-style-type: none"> • Toll roads • Tolls are fairer to road users than a blanket tax on region. • Congestion charge on the Harbour Bridge. • Congestion charge motorway usage. • Congestion charge CBD entry. • Congestion charge peak hour travel. • Congestion charge greater Auckland boundaries entry and exit. • Congestion charging capture those that purchase petrol out of the region but drive through. • Divide Auckland into inner and outer zones and enforce congestion charges. | |
| <p>The RFT should be funded by and or managed by Central Government <i>Mentions: 22</i></p> | <ul style="list-style-type: none"> • The government should fund most of the RFT. Projects which affect State Highways should be funded by the Central Government and shouldn't be included in the RFT. • RFT should be managed by Central government. • RFT priorities should align with central governments. • Central government needs to contribute to larger RFT funded projects. • Central government should pay as much as Aucklanders do. • The government, not Aucklanders should be responsible for RFT proposal projects for allowing mass immigration. • Auckland's roads benefit everyone so should be paid for by central government funds. | |
| <p>RFT funding will decrease with uptake of electric or private vehicle alternatives and working from home</p> | <ul style="list-style-type: none"> • Concern that with fewer petrol cars there will a reduction in RFT revenue. • Current rates need to be structured into an alternatively funded tax. • Transport funding should not be tied to sale of fossil fuels. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| <i>Mentions: 14</i> | | |
| <p>The RFT should apply to wider New Zealand, not just Auckland</p> <p><i>Mentions: 27</i></p> | <ul style="list-style-type: none"> • RFT should be charged across the country because Auckland taxes support roading in other regions. • RFT should be country wide because Aucklanders have the highest rate of immigration and migration. • RFT should be country wide because many visitors use Auckland for transit and visiting. • RFT should be country wide as Auckland is NZs economic hub and the responsibility of all New Zealanders. • Government should not allow so many national headquarters to be in Auckland and move them to other regions. • RFT should be collected at least from the whole North Island. | |
| <p>Projects should be completed before population is charged for them through the RFT</p> <p><i>Mentions: 5</i></p> | <ul style="list-style-type: none"> • Projects should be completed before population is charged for them through the RFT. • Auckland Council shouldn't take extra fuel tax for internal salaries and hiring without fixing the roads. | |



Comments on focus areas for the RFT





| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>RFT should focus on, or focus more on, roading projects / projects that benefit cars and trucks <i>Mentions: 127</i></p> | <ul style="list-style-type: none"> • Generally RFT should focus on roading projects / projects that benefit cars. • RFT funds should go to new and improved roads. • RFT funds should go to improve traffic light sequencing. • RFT funds should go to all districts roads. • Since RFT is funded by motorists it should be spent on upgrades for motorists. • RFT funds should not be spent on changing mode of traffic lanes. • RFT funds should not be spent on single laning roads that are already dual lane. • AMETI and Mill Rd were meant to already be complete. • Various requested for specific roading improvements in Auckland (see separate theme) | |
| <p>RFT should <u>not</u> be spent on and/or reduce focus on roading projects / projects that benefit cars and trucks <i>Mentions: 612</i></p> | <ul style="list-style-type: none"> • Do not use RFT funds on roading projects • Do not use RFT funds on increased road capacity. • Increasing roading will not decrease congestion. • Increasing car dominance is not acceptable. • Encouraging a mode shift is more important than funding new roading or increasing road capacity. • Widening roads make active modes more difficult. | |
| <p>Use RFT to subsidise/support uptake of electric / hybrid vehicles (not including bikes) <i>Mentions: 18</i></p> | <ul style="list-style-type: none"> • RFT funds should subsidise electric and / or hybrid vehicles. • RFT funds should go towards an electric car rental scheme. • RFT funds should go towards EV infrastructure. • RFT funds should go towards better availability of quality/ affordable EVs. • Initial incentives to purchase an EV have been removed and should be reinstated. • The shift towards electric should be an initiative that is encouraged from the government to create a culture shift. • Encourage electric taxi use. | |
| <p>RFT should <u>not</u> be spent to subsidise/support uptake of electric /</p> | <ul style="list-style-type: none"> • EV's are not a good solution. • EV manufacturing has a large carbon footprint. • EV batteries are made unsustainably. • EV's play a role in decreasing carbon but still cause congestion. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| hybrid vehicles (not including bikes) <i>Mentions: 11</i> | <ul style="list-style-type: none"> • EV's silent engine makes them dangerous. • EV subsidies will only benefit the wealthy who can afford EV's. | |
| Electric vehicle users should have to contribute towards the RFT as well <i>Mentions: 14</i> | <ul style="list-style-type: none"> • Electric vehicle users should have to contribute towards the RFT improvements. • Electric cars contribute to road congestion. • Electric vehicle owners should pay road user charges. | |
| RFT should focus on, or focus more on, cycling <i>Mentions: 653</i> | <ul style="list-style-type: none"> • Use RFT for cycling projects, which are better for the environment. • Use RFT to implement cycling projects that don't currently have funding. • Use RFT to support people to purchase/ride electric bikes, which are expensive, not busses which are inefficient. • Use RFT to close up "holes" in the cycling network. e.g. at St Luke's cyclists are mixed with traffic, no cycling network in Penrose. • Use RFT for barrier protection for cyclists. • Support for Project 9, Active Transport, but not the funding cuts to cycling improvements. • Feed cycle lanes into park and ride facilities. • Feed cycle lanes safely into transport hubs. • Build more cycle lanes than proposed, additional 5km cycle lanes per year is not enough. • Build dedicated cycle ways. • Monitor and penalise high emission vehicles as they are a hazard to cyclists. • Concern that cycle ways may not be completed if RFT funding is cut. • Various requested for specific cycling improvements in Auckland (see separate theme) | |
| RFT should <u>not</u> be spent on and/or reduce focus on cycling <i>Mentions: 17</i> | <ul style="list-style-type: none"> • RFT proposal is too focused on cycle ways. • RFT funding for cycle ways should be used for other priorities. • RFT funding for cycle ways should be used for roads. • Airport Access and Cycleways in Māngere, South Auckland, have not had anticipated use or positive impacts on health and wellbeing. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Cycle ways are under used and cyclists make up a very small portion of Auckland population. • Cycle ways do not give a return on income. • Cycling network is not supported Auckland wide nor in new developments so stop spending piecemeal. | |
| <p>RFT should focus on, or focus more on, walking <i>Mentions: 637</i></p> | <ul style="list-style-type: none"> • Support for RFT funds/more RFT funds to be used for walking projects. • RFT funds should be used for encouraging mode-shift away from cars, including to walking. • RFT funds should be used for walking infrastructure over road corridor improvements. • Support for Project 9, Active Transport, but disagreement with funding cuts for walking improvements. • RFT funds should be used to widen footpaths and plant trees for shade. | |
| <p>RFT should <u>not</u> be spent on and/or reduce focus on walking projects <i>Mentions: 6</i></p> | <ul style="list-style-type: none"> • Walking network is not supported Auckland wide nor in new developments so stop spending piecemeal. • Remove pedestrian lane on Queen St. • RFT funding for walking should be used for roads. • Airport Access in Māngere, South Auckland, have not had anticipated use or positive impacts on health and wellbeing. | |
| <p>RFT should focus on, or focus more on, public transport <i>Mentions: 703</i></p> | <ul style="list-style-type: none"> • Generally support the RFT focusing on public transport. • Auckland lacks infrastructure for mass transport. • RFT funds should be used immediately to improve public transport generally. • RFT funds should be used to extend public transport options beyond Auckland. • RFT funds should be used to improve general and school bus hub systems for outskirt / rural dwellers. • RFT funds should be used to improve speed of public transport journeys. • RFT should be used to fill in "holes" in the public transport network. • Prioritise funding of public transport over roading/cars. • Prioritise funding of public transport over EVs. • Prioritise high growth areas for public transport. • Find out why public transport is underutilised in Auckland and fix it. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
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| | <ul style="list-style-type: none"> • Increase the RFT to subsidise public transport fares, right now cars are often cheaper option. • Make public transport the fastest way to a destination and run for longer hours. • Spend time on marketing once the network is optimal. • Various requested for specific public transport improvements in Auckland (see separate theme) | |
| <p>Use RFT to make public transport cheaper or free <i>Mentions: 31</i></p> | <ul style="list-style-type: none"> • Use RFT to fund free public transport for students. • Use RFT to reduce public transport costs for all. • Reduce fares for people who demonstrate evidence of environmentally friendly behaviour. • Reduce lower monthly pass prices for dedicated public transport commuters. • Remove FBT on public transport subsidies from employers. • Do not increase bus fares, patronage drops. | |
| <p>RFT should <u>not</u> be spent on and/or reduce focus on public transport <i>Mentions: 13</i></p> | <ul style="list-style-type: none"> • Generally do not support the RFT focusing on public transport. • Public transport is not possible for some; cars are a more reasonable option. • RFT funds should be for roading only. • RFT should not subsidise public transport. • RFT funds should not be used for electrification of public transport. • Before spending on airport accessibility, wait to see if international travel recovers after COVID. • Many people who use public transport could be walking and cycling instead. | |
| <p>RFT should focus on, or focus more on, rail <i>Mentions: 36</i></p> | <ul style="list-style-type: none"> • Prioritise RFT funding of public transport improvements over road corridor Improvements. • Prioritise public transport over EVs. • Use RFT to reduce public transport fares. • Use RFT to fund improved rail lines and connections. • Use RFT to fund heavy rail infrastructure. • Use RFT to put rail underground. • The RFT should focus providing rail to the airport. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Use RFT to fund specific rail improvement requests. • Use RFT funds to support behaviour change policy and incentives, to encourage public transport. • Use RFT to fund better security for passenger safety. • Use RFT to optimise rail network for less passenger changeovers. • Use RFT to deliver on failed promise of urban design-led light rail. • Increase RFT focus on rail to reduce the need for more buses. • It would be better to focus on heavy rail instead of light rail. • The RFT should only be used for light rail to the airport. • Various requested for specific rail improvements in Auckland (see separate theme). | |
| <p>RFT should <u>not</u> be spent on and/or reduce focus on rail <i>Mentions: 12</i></p> | <ul style="list-style-type: none"> • Do not use RFT funding for public transport, public transport is already adequate. • Do not use RT funding for rail. • Do not use RFT funding for light rail. • RFT funding of rail should be paused until COVID-19 / air travel conditions are resolved. • Light rail to the airport not needed. • Light rail on Dominion Rd is not needed. • RFT was for CRL which doesn't benefit many Aucklanders. • Rail travel is not possible for all. | |
| <p>RFT should focus on, or focus more on, buses <i>Mentions: 36</i></p> | <ul style="list-style-type: none"> • Use RFT funding to provide more frequent (but smaller) buses. • Prioritise buses over EVs. • Use RFT to fund behaviour change policy and incentives, that encourage people to use public transport. • Use RTF to fund connector bus services run at such high frequencies that park and rides are not required. • Use RTF to fund sealing school bus routes. • Use RFT to fund carparks on top of bus stations. • Use RFT to fund specific bus improvement requests. • Use RFT funds to electrify Auckland's buses. | |



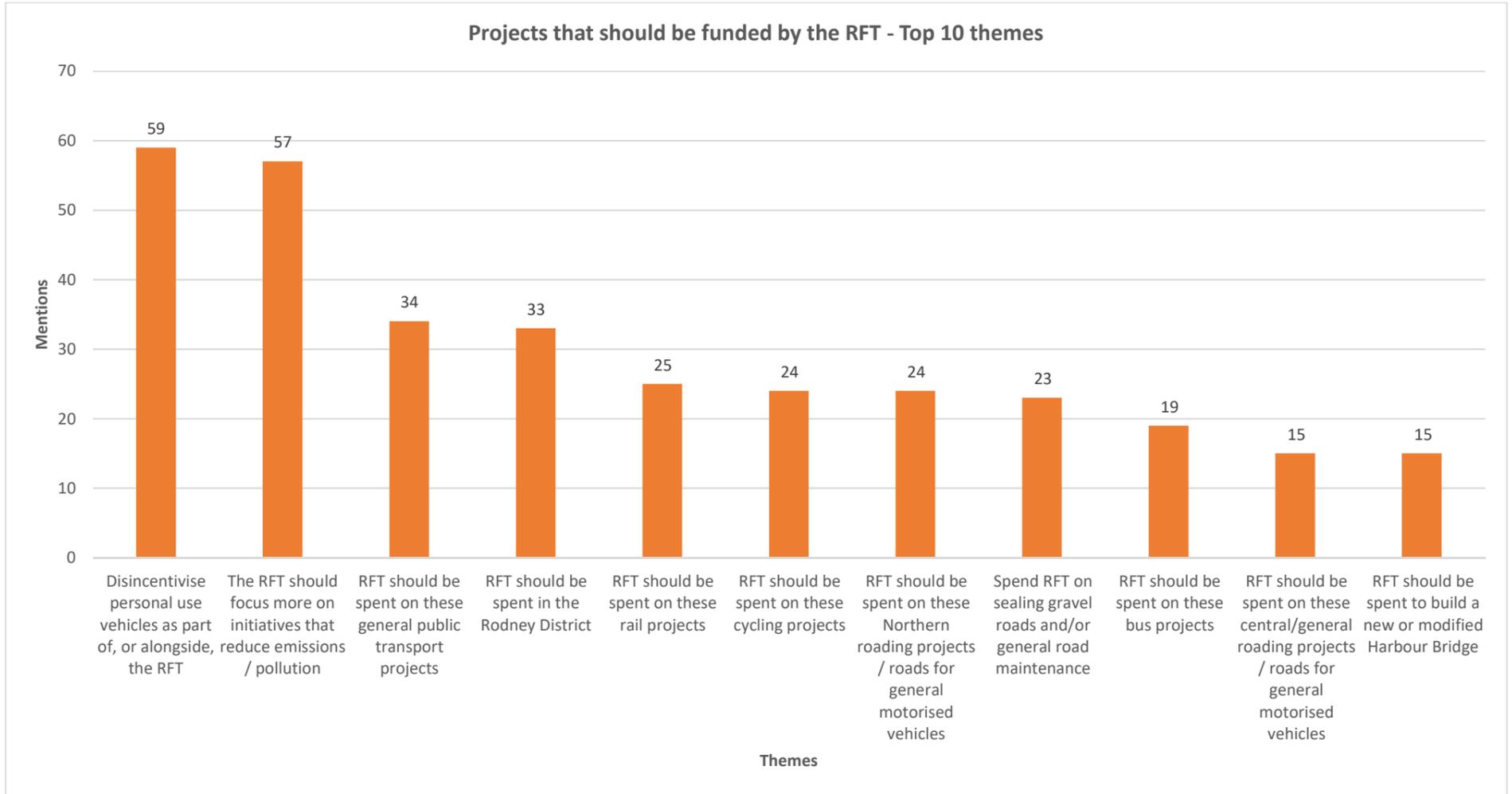
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Use RFT to fund improved flow of passengers through bus stations. • Use RFT to fund indented bus stops so people do not drive in the middle of the road. • Optimise bus network so less passenger changeovers required. • RFT proposal promised public transport improvements, these need to be implemented. • Various requested for specific bus improvements in Auckland (see separate theme). | |
| <p>RFT should <u>not</u> be spent on and/or reduce focus on buses Mentions: 12</p> | <ul style="list-style-type: none"> • Do not use the RFT funds on buses. • Reduce focus on and / or downsize buses. • Focus RFT funds on rail to reduce the need for city buses. • Focus RFT on roads, not public transport. • Buses is not a green travel choice when they are used by few passengers. • Reduce the RFT funding of public transport until demand for public transport matches capacity. • Redirect Eastern Busway (Project 4) RFT funds to improving motorways. • Buses and their bus lanes are often running with no passengers. • Bus networks with hubs require children to change buses which doesn't work for children. • Taking a bus is not possible for some due to motion sickness, cars are a more reasonable option. • Remove underutilised bus lanes. | |
| <p>RFT should be spent on and/or increase focus on park and rides Mentions: 18</p> | <ul style="list-style-type: none"> • Use RFT to fund construction of multi-storey park and rides. • Use RFT to fund linking cycle lanes into park and rides.' • Outer suburb park and rides near public transport will incentivise using public transport to CBD. • City fringe park and rides are needed to bring people by public transport to events in CBD. • Various requested for specific park and ride improvements in Auckland (see separate theme) | |
| <p>RFT should <u>not</u> be spent on and/or reduce focus on park and rides</p> | <ul style="list-style-type: none"> • Park and rides encourage people to drive, rather than catch connecting buses, or walk/cycle to bus/train station. • Focus on more frequent connecting bus services rather than park and rides. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
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| <i>Mentions: 10</i> | <ul style="list-style-type: none"> • Council should not be providing free park and ride facilities. • Don't support Project 5, Park and Ride: free Park and Ride facilities. • Park and ride enables people who choose to live far away from the city conveniences that everyone pays for. | |
| RFT should focus on, or focus more on, ferries <i>Mentions: 8</i> | <ul style="list-style-type: none"> • Use the RFT to improve and increase the ferry fleet in Waitemata Harbour which will take cars off the road and ease congestion. • Increase number of ferries rather than decarbonise. • Ferry and bus services need to align in a way that makes it a viable commuter option. • Various requested for specific ferry improvements in Auckland (see separate theme) | |
| RFT should not be spent on and/or reduce focus on ferries <i>Mentions: 3</i> | <ul style="list-style-type: none"> • Ferry subsidisation is not an RFT priority. • Ferry decarbonisation is not an RFT priority. • RFT should not be used on ferried as they do not use roads. | |



Projects that should be funded by the RFT





| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| <p>RFT should be spent on these cycling projects <i>Mentions: 24</i></p> | <ul style="list-style-type: none"> • Spend RFT funding on the projects outlined in the RFT Project 9 - Active Transport. • Spend RFT on Rodney West cycleways. • Cycle lanes should feed into park and ride facilities. • Provide education for adults who would like to take up cycling, it is currently not available. • RFT should fund a harbour bridge crossing for cyclists. • RFT should fund delivery of Southern Motorway cycle lane. • Link Oteha Valley cycle and walking paths to Albany bus station. • Put cycle lanes through parks not down roads. • Use RFT to make it safer for cyclists on Auckland's transport network. • Use RFT to subsidise/support uptake of electric bikes. • Use RFT to fund safe, secure, covered parking for bikes, scooters, cargo bikes and charging stations • Cycle ways required on Waiheke. • Cycle ways required on the North Shore. • Incentivise E bikes, E scooters and E skateboard ownership. • Add Onewa Road to "Project 6: Road Corridor Improvements" in order to provide a shared path or cycleway and connect the Birkenhead Town Centre into the Northern Pathway and Northcote Safe Cycleway. • Use RFT to link Mill Rd cycle way to SH1 cycle way. • Use RFT to link SH1 cycle way at Pescara Point to Elliot St. • Use RFT to fund cycle lanes along Rosedale Rd to Rosedale Bus Station. | |
| <p>RFT should be spent on these general public transport projects <i>Mentions: 34</i></p> | <ul style="list-style-type: none"> • Public transport trips within the inner suburbs should be faster than car trip. • Public transport between East and North Auckland. • Subsidise for those who are financially vulnerable. • Work on better connections between trains and buses. • Extend reliable, efficient public transport in Rodney. • Complete original projects such as Britomart tunnel and light rail. • Provide more Park and Ride services to existing hubs. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Provide Park and Ride services on Northern Busway. • Park and ride in Wainui. • Park and ride in Kumeu. • Park and rides in East Auckland. • Park and ride in Birkenhead. • Park and ride in Panmure ,(buy former Holden dealership). • Improve/fix ferry system in Waitemata Harbour. • Provide ferry services from Hobsonville Point. • Provide weekend ferry services from Whangaparoa. • Provide electric ferry services to all North Shore bays. • Provide ferry services to Pine Harbour. • Takanini train station and bus shelter are too far apart so passengers get wet connecting. • Link Oteha Valley cycle and walking paths to Albany bus station. • Should be looking at buses beyond Papakura. • Optimise network with less passenger changeovers required. • RFT be used on connecting suburbs to public transport, not station upgrades in suburbs with public transport already. • More frequent public transport on Lake Rd Devonport- Takapuna to cope with infill housing increase. • Improve public transport towards the CBD. • Bring passengers from all parts of Auckland to the airport quickly, not just Puhinui and Botany. • Do not remove the well-used park and ride at Homai station. • Ensure public transport spending also accommodates disabled access. | |
| <p>RFT should be spent on these rail projects <i>Mentions: 25</i></p> | <ul style="list-style-type: none"> • Expand Auckland's heavy rail network. • Rail lines from Britomart to North, South, East and West Auckland. • Rail service to West Auckland. • Rail service to South Auckland. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Rail service to Helensville. • Rail service to North Shore. • Install light rail as planned. • Rail service to Kumeu, Huapai and beyond. • Rail service to the airport. • Puhinui Station needs a rail link to the airport. • Battery operated trains from Helensville-Kumeu- Swanson line since tunnel from Waitakere to Swanson cannot accommodate overhead lines. • A second Onehunga line with increased train frequency to reduce wait times. • Light rail to airport should be prioritised as the RFT was intended to fund. (2) • Light rail for Ponsonby, Karangahape Road, Grey Lynn, University, Symonds Street, Eden Terrace, Mt Eden, Kingsland, Dominion Road and Sandringham. • Rail to be underground. • Improve security on trains. | |
| <p>RFT should be spent on these bus projects <i>Mentions: 19</i></p> | <ul style="list-style-type: none"> • Downsize buses but have them run more frequently. • Make Queen Street pedestrian lanes into bus lanes. • Quick routes to shopping areas such as St Luke's / Newmarket. • Speed up completion of the Eastern Busway. • Improve bus circulation within inner city, i.e. Route 755 stops at bottom of town but should continue up to university. • Increase bus services to Milldale. • Increase bus services on Remuera Rd. • Increase bus service and bus shelters in Papakura. • Increase bus shelters in new subdivisions. • Bus lane required on Taharoto Rd towards Takapuna in morning. • Increase bus shelters in South Auckland. • Hobsonville Point has no direct route to CBD or Northshore. • Create automated driverless public transport. • Fix Lincoln Rd all-day gridlock so that buses can access the bus lanes. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Bus required for Half Moon Bay ferry passengers. • Bus lanes required along Rosedale Rd to Rosedale Bus Station. | |
| <p>RFT should be spent on these central/general roading projects / roads for general motorised vehicles <i>Mentions: 15</i></p> | <ul style="list-style-type: none"> • Widen/ improve speed along motorways. • Improve Auckland's motorways. • Increase the number of box junctions in the city and police rules. • Better traffic light sequencing will reduce congestion. • Need to complete inner suburb projects already under construction. • Queen St and K Rd back to wider roads, new, narrowed layout encourages drunks, substance abusers and feels unsafe. • Reduce motorcycle and scooter registration as they cause less congestion than cars. • Fix Lincoln Rd all-day gridlock. • Onehunga East West Link included in Project 12: Road Corridor Improvements. • Widen corridors and avoid dangerous narrow lanes and multi-purpose roads like Quay Street and Tamaki Drive after upgrades. • Create low traffic neighbourhoods. • Remove all level crossings. | |
| <p>RFT should be spent on these Northern roading projects / roads for general motorised vehicles <i>Mentions: 24</i></p> | <ul style="list-style-type: none"> • The Avenue/Dairy Flat Highway upgrade project. • Dairy Flat Highway Lucas Creek Bridge upgrade. • Gills road to Oteha Valley road link. • Upgrade Lake Road Takapuna to Devonport. • Complete Penlink ASAP. • Increase RFT funding to Penlink. • Penlink needs to be FOUR lanes. • Fund a motorway north of Wellsford. • Reinstate all previous planned Northshore development. | |
| <p>RFT should be spent in the Rodney District <i>Mentions: 33</i></p> | <ul style="list-style-type: none"> • Using the RFT to seal Rodney roads is long overdue. • Need for more benefit to Rodney West. • Improve transport infrastructure and services in the Rodney district area. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Repairs to potholes required in Rodney. • Spend RFT on Rodney West cycleways. • Bus stops are not close enough to houses and services full up. • Need a park and ride in Kumeu. • Link Helensville to rail. • RFT should fund a Kumeu Bypass. • RFT should fund double yellow lines on Muriwai Rd. • RFT should fund widening on SH16 between Brigham Creek roundabout and Kumeu. • RFT should fund addressing congestion between Waimuku and Brigham's Creek. | |
| <p>RFT should be spent on these other projects <i>Mentions: 9</i></p> | <ul style="list-style-type: none"> • Reducing traffic speeds in suburban areas. • Providing wire rope barriers on main roads. • Providing more funding for Local Board projects. • Investment in South Auckland Infrastructure. • Providing footpaths in Gills Rd Albany. • Split university campuses to North West and South to reduce need to travel into city. • Low traffic neighbourhoods. • Upholding vision Zero. | |
| <p>RFT should be spent to build a new or modified Harbour Bridge <i>Mentions: 15</i></p> | <ul style="list-style-type: none"> • Use RFT funding to finance a new harbour bridge, tunnel, motorways, links or road widening. • Use the RFT on a new Harbour Bridge as it is of national importance. • Reintroduce toll booths on a new Harbour Bridge. • Build a tunnel. | |
| <p>Spend RFT on sealing gravel roads and/or general road maintenance <i>Mentions: 23</i></p> | <ul style="list-style-type: none"> • Generally, want RFT funds to be used to seal gravel roads. • AT need to set a higher standard of road maintenance. • Spend RFT on sealing gravel roads, at least the bus routes. • Repair potholes. • Seal Rodney's roads. • Increase RFT funding towards better road maintenance. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Increase RFT funding to seal gravel roads on school routes. • Road renewal needed City and Helensville. • Road renewal needed in Franklin. | |
| <p>Other ideas to manage travel demand and/or change travel behaviour <i>Mentions: 13</i></p> | <ul style="list-style-type: none"> • Only allow cars in the city on alternate days. • Have days where people are prohibited to drive their cars. • Encourage alternative transport or less travel. • Increase fines for poor driving. • Tax diesel vehicles more to encourage people to switch. • Tax peak hour travel to discourage it. • Instruct schools and workplaces to vary start and finish times to reduce peak. • Cheaper access to EV's/batteries. • Promote motorcycles and mopeds. • V6 and V8 engines are not necessary in a country where the speed limit is 100km/h, should not be allowed. • Social campaigns promoting mode shift. | |
| <p>Disincentivise personal use vehicles as part of, or alongside, the RFT <i>Mentions: 59</i></p> | <ul style="list-style-type: none"> • Increase RFT charges to disincentivise driving. • Increase RFT for charges for polluting vehicles. • Reduce RFT funding for projects focused on private motor vehicles. • Increase parking rates and fines. • Remove inner city residential parking. • More park and rides on fringe suburbs. • Use behaviour change science to make policy, free public transport for students and tertiary or incentivise- e.g. evidence of keep cup, water bottle, • Encourage a mode shift with good alternatives to personal vehicle use. | |
| <p>Maintain or increase RFT funding used for safety projects <i>Mentions: 11</i></p> | <ul style="list-style-type: none"> • General support for RFT improvements that prioritises the safety of all transport users. • Use RFT funds to improve road safety. • Use RFT funds to help implement Vision Zero. • Use RFT funds to help set and enforce appropriate speed limits. | |

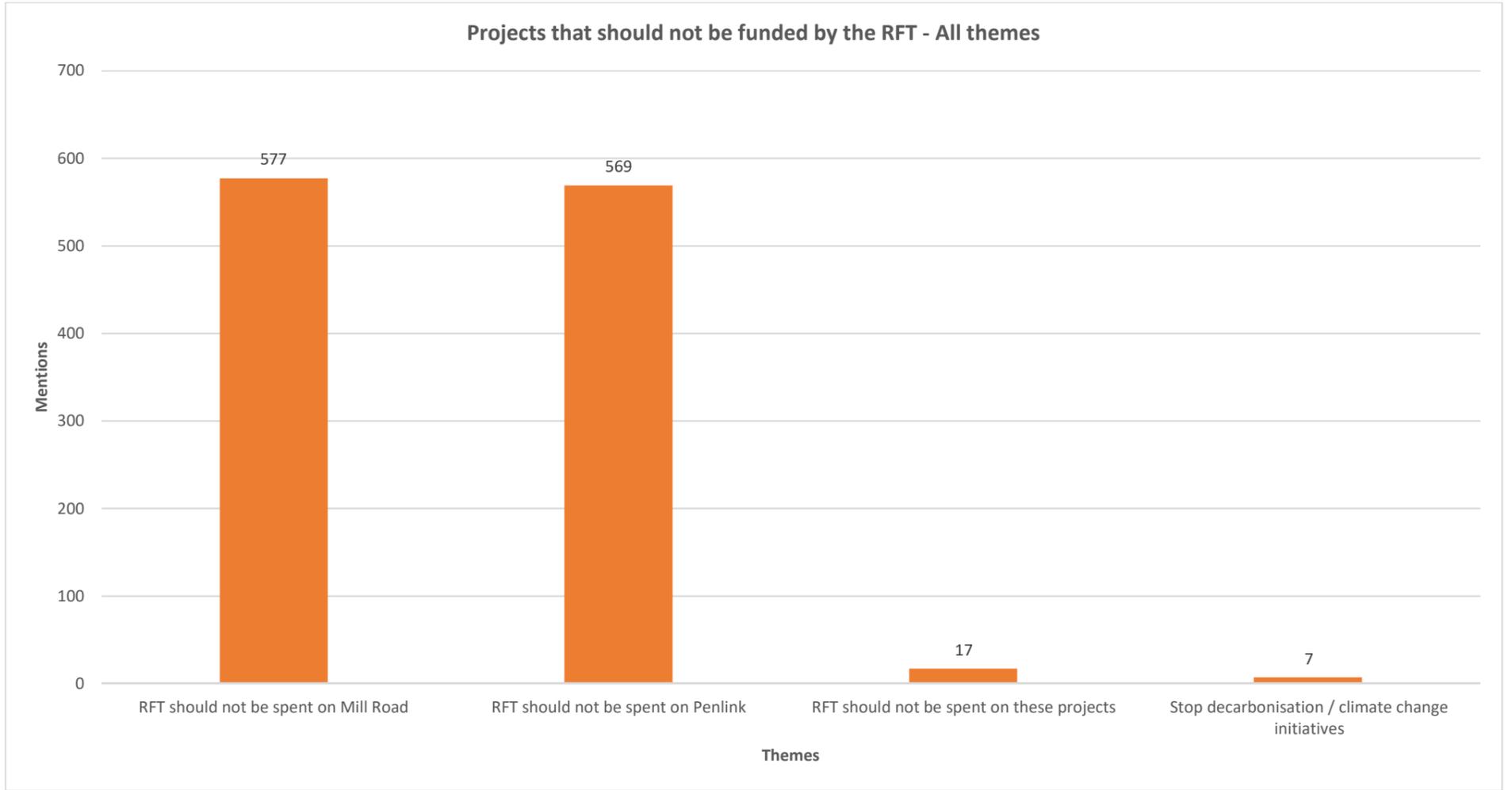


| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Support increased use of RFT funds for Project 8 - Road Safety. • Improve safety with suburban speed controls. • Improve safety with wire rope barriers on main roads to prevent unsafe overtaking. • Use RFT funds towards improving safety in Waiuku. • Use RFT funds to reinstate the safety improvements to The Avenue and Lucas Creek Bridge. • Use RFT to make Auckland's transport network safer for cycles. | |
| <p>The RFT should focus more on initiatives that reduce emissions / pollution <i>Mentions: 57</i></p> | <ul style="list-style-type: none"> • The RFT main focus should be projects that respond to/reduce climate change. • Use RFT funds to help the electrification of transport. • Increase the RFT to discourage private vehicle use and reduce carbon emissions. • Increase support for those that ride E-bikes. • Increase support for those that want to purchase quality EV's. • Increase support for electric vehicle infrastructure. • Increase support for walking, cycling and public transport infrastructure to reduce driving. • Increase support for motorcycles and mopeds. • Don't tax clean running cars. • Don't tax bio fuels. • Tax cars that emit black smoke. • Tax diesels more than petrol and EV's. • Test for emissions during warrant of fitness check. • Remove FBT exemption on Utes as people pretend they need them for their businesses but don't. • Do not invest RFT in projects which encourage private vehicle use (Mill Rd, Penlink). • All Council staff should use public transport and have zero carbon emissions. • Create environmentally sustainable transport options for new greenfield developments. • Aim to reduce vehicles VKT. | |





Projects that should not be funded by the RFT



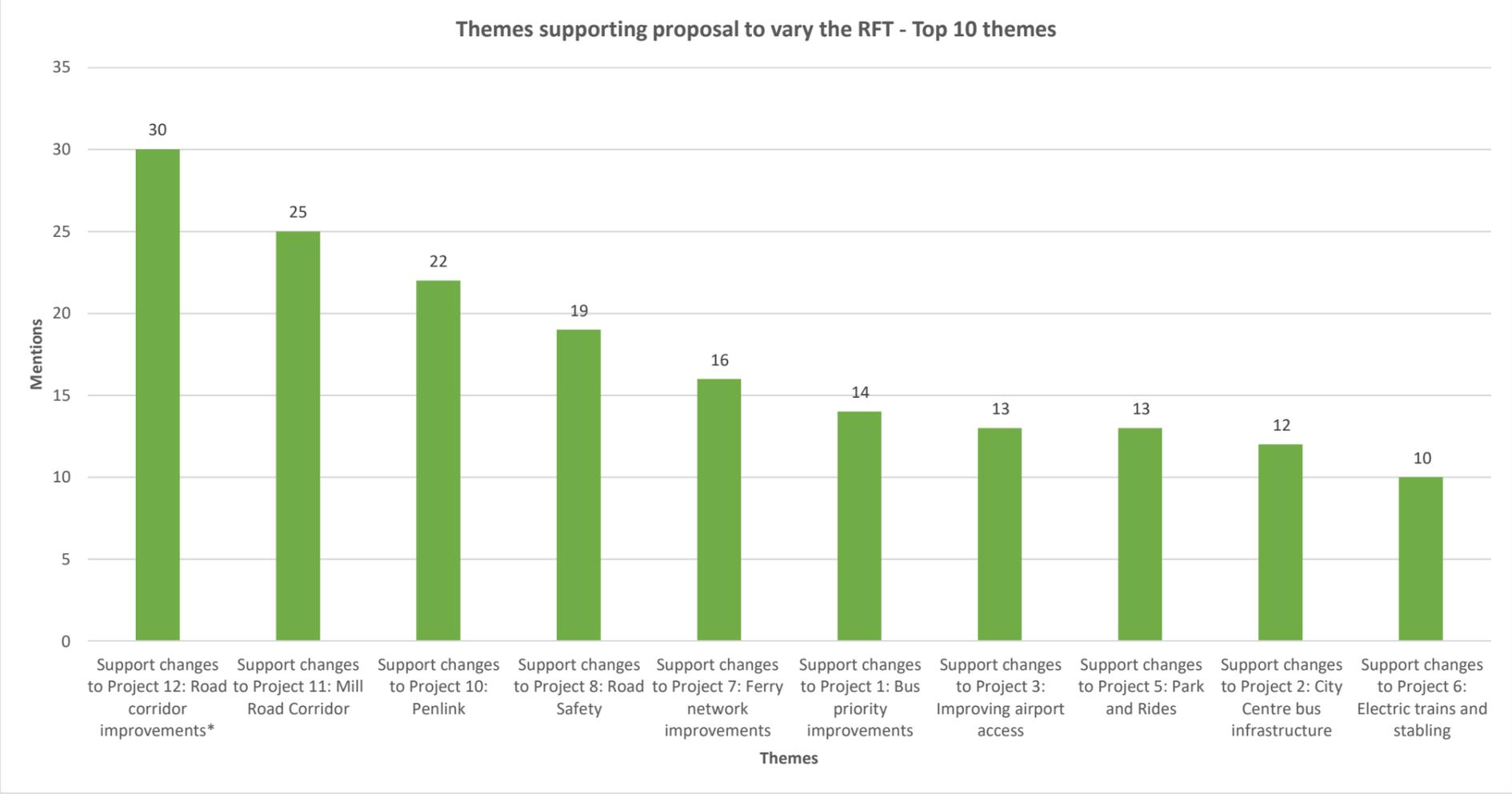


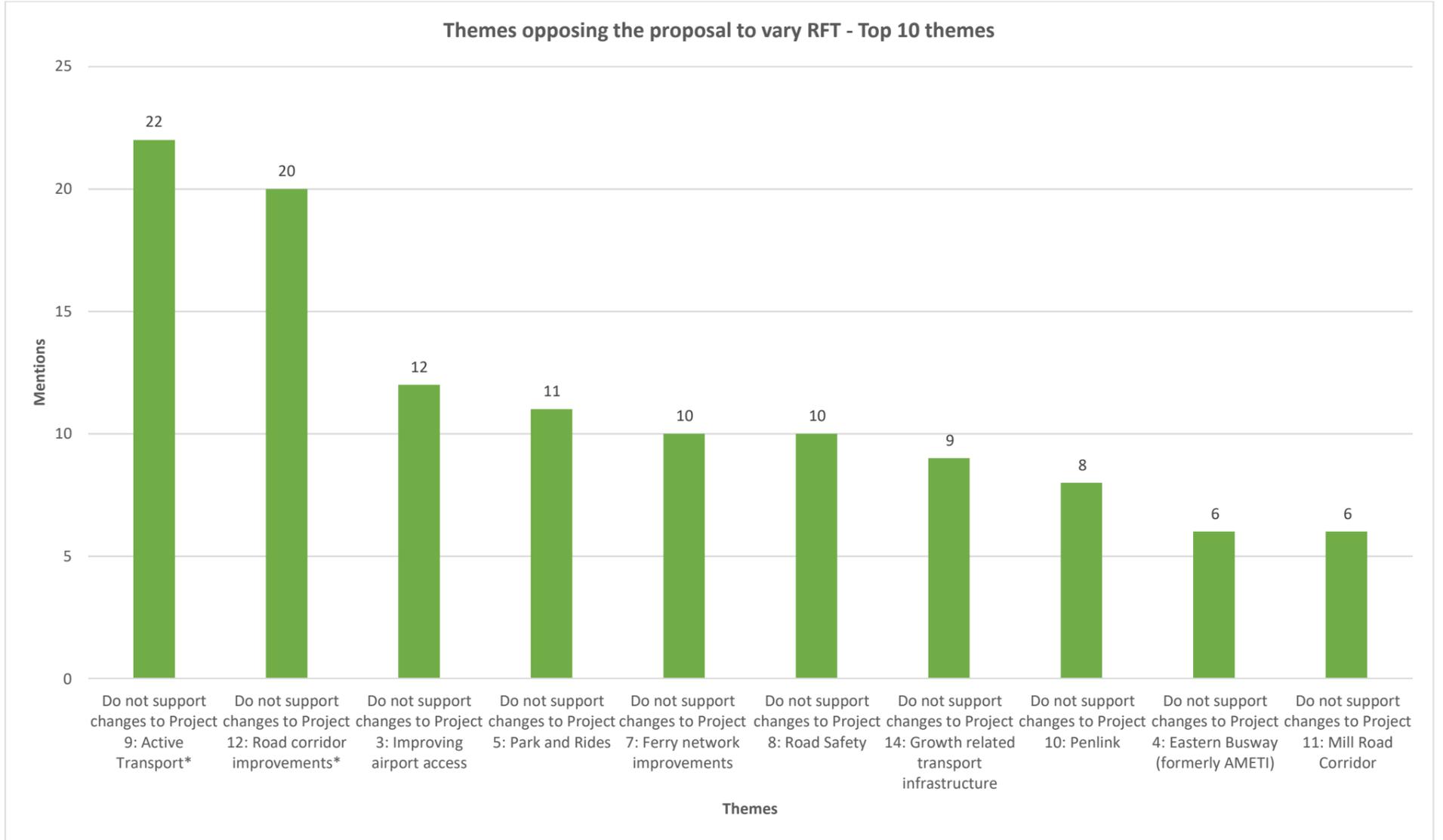
| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| RFT should not be spent on Mill Road <i>Mentions: 577</i> | <ul style="list-style-type: none"> • Mill Rd corridor should not go ahead. • Mill Road will promote using a private motor vehicles. • Mill Road encourages more vehicle emissions. • Mill Rd contributes to urban sprawl. | |
| RFT should not be spent on Penlink <i>Mentions: 569</i> | <ul style="list-style-type: none"> • Penlink should not receive RFT funding. • Penlink will promote using a private motor vehicles. • Penlink encourages more emissions. | |
| Stop decarbonisation / climate change initiatives <i>Mentions: 7</i> | <ul style="list-style-type: none"> • Don't focus on cycling and electrification when there are roads that need to be fixed. • Electric vehicles batteries and manufacture result in more carbon emissions than cars. • Don't decarbonise the ferry fleet the emissions are low on international standards. • Optimise the current network before spending money on climate change hydrogen buses etc. | |
| RFT should not be spent on these projects <i>Mentions: 17</i> | <ul style="list-style-type: none"> • RFT funds should not be spent on mismanaged projects such as Quay Street and Tamaki Drive, Pakuranga - Panmure Highway. • Too much money being spent on Eastern Busway. • Do not construct the Reeves Road Flyover. • Do not fund the Onehunga Truck Motorway proposal. • Remove funding for Franklin - not enough benefit shown. • Lincoln Road Corridor Improvements • Penlink • Matakana Link road • Smales Allen's road Widening & Intersection Upgrade • Unsealed road Improvements. • New park and rides. • Funding electric vehicle use, not a good solution. • Airport accessibility. • Unnecessary planters on the sides of the road. • Speed limit reviews. • Road widening in Dannemora. | |





Themes supporting and opposing proposal to vary the RFT







| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| Support changes to Project 1: Bus priority improvements <i>Mentions: 14</i> | <ul style="list-style-type: none"> • Submitters were considered to support the proposed changes if the following applied: <ul style="list-style-type: none"> - They specifically said they support the proposed changes to Project 1. - As the proposed change to Project 1 involves an increase in funding towards bus priority improvements, submitters have been considered to support the proposed changes if they support investment, or increased investment, in bus priority improvements. • Appreciates the "dig once" approach of this project. • Will increase patronage and operating costs. | |
| Do <u>not</u> support changes to Project 1: Bus priority improvements <i>Mentions: 4</i> | <ul style="list-style-type: none"> • Submitters were considered to oppose the proposed changes if the following applied: <ul style="list-style-type: none"> - They specifically said they oppose the proposed changes to Project 1. - As the proposed change to Project 1 involves an increase in funding towards bus priority improvements, submitters have been considered to oppose the proposed changes if they oppose investment, or increased investment, in bus priority improvements. | |
| Support changes to Project 2: City Centre bus infrastructure <i>Mentions: 12</i> | <ul style="list-style-type: none"> • Submitters were considered to support the proposed changes if the following applied: <ul style="list-style-type: none"> - They specifically said they support the proposed changes to Project 2. - As the proposed change to Project 2 involves an increase in funding towards city centre bus infrastructure, submitters have been considered to support the proposed changes if they support investment, or increased investment, in city centre bus infrastructure. • Will increase patronage and operating costs. | |
| Do <u>not</u> support changes to Project 2: City Centre bus infrastructure <i>Mentions: 4</i> | <ul style="list-style-type: none"> • Submitters were considered to oppose the proposed changes if the following applied: <ul style="list-style-type: none"> - They specifically said they oppose the proposed changes to Project 2. - As the proposed change to Project 2 involves an increase in funding towards city centre bus infrastructure, submitters have been considered to oppose the proposed changes if they oppose investment, or increased investment, in city centre bus infrastructure. | |
| Support changes to Project 3: Improving airport access <i>Mentions: 13</i> | <ul style="list-style-type: none"> • Submitters were considered to support the proposed changes if the following applied: <ul style="list-style-type: none"> - They specifically said they support the proposed changes to Project 3. - As the proposed change to Project 3 involves an increase in funding towards airport access, submitters have been considered to support the proposed changes if they support investment, or increased investment, in airport access. • It is vital a rail line to the airport is built. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Do <u>not</u> support changes to Project 3: Improving airport access Mentions: 12</p> | <ul style="list-style-type: none"> • Submitters were considered to oppose the proposed changes if the following applied: <ul style="list-style-type: none"> - They specifically said they oppose the proposed changes to Project 3. - As the proposed change to Project 3 involves an increase in funding towards airport access, submitters have been considered to oppose the proposed changes if they oppose investment, or increased investment, in airport access. • Airport has good transport infrastructure serving it already. • Invest in roading infrastructure to relieve congestion, not rail links to airport. • Cycle ways and footpaths towards the airport will be underutilised. | |
| <p>Support changes to Project 4: Eastern Busway (formerly AMETI) Mentions: 6</p> | <ul style="list-style-type: none"> • Submitters were considered to support the proposed changes if the following applied: <ul style="list-style-type: none"> - As there are no changes are proposed to Project 4, submitters had to specifically state they support that no changes have been made to this project for them to be considered to support it. | |
| <p>Do <u>not</u> support changes to Project 4: Eastern Busway (formerly AMETI) Mentions: 6</p> | <ul style="list-style-type: none"> • Submitters were considered to oppose the proposed changes if the following applied: <ul style="list-style-type: none"> - As there no changes are proposed to Project 4, submitters had to specifically state that they wanted changes to this project for them to be considered to oppose it. • Don't construct Reeves Rd flyover. • Hurry up and complete project (more funding). | |
| <p>Support changes to Project 5: Park and Rides Mentions: 13</p> | <ul style="list-style-type: none"> • Submitters were considered to support the proposed changes if the following applied: <ul style="list-style-type: none"> - They specifically said they support the proposed changes to Project 5. - As the proposed change to Project 5 involves an increase in funding towards park and rides, submitters have been considered to support the proposed changes if they support investment, or increased investment, in park and rides. • Would like funding used to construct multi-storey park and rides. | |
| <p>Do <u>not</u> support changes to Project 5: Park and Rides Mentions: 11</p> | <ul style="list-style-type: none"> • Submitters were considered to oppose the proposed changes if the following applied: <ul style="list-style-type: none"> - They specifically said they oppose the proposed changes to Project 5. - As the proposed change to Project 5 involves an increase in funding towards park and rides, submitters have been considered to oppose the proposed changes if they oppose investment, or increased investment, in park and rides. • Park and rides encourage people to drive, rather than catch connecting buses, or walk/cycle to bus/train station. • Focus on more frequent connecting bus services rather than park and rides. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| Support changes to Project 6: Electric trains and stabling <i>Mentions: 10</i> | <ul style="list-style-type: none"> Submitters were considered to support the proposed changes if the following applied: <ul style="list-style-type: none"> As there are no changes proposed to Project 6, submitters had to specifically state they support that no changes have been made to this project for them to be considered to support it. | |
| Do <u>not</u> support changes to Project 6: Electric trains and stabling <i>Mentions: 2</i> | <ul style="list-style-type: none"> Submitters were considered to oppose the proposed changes if the following applied: <ul style="list-style-type: none"> As there are no changes proposed to Project 6, submitters had to specifically state that they wanted changes to this project for them to be considered to oppose it. | |
| Support changes to Project 7: Ferry network improvements <i>Mentions: 16</i> | <ul style="list-style-type: none"> * Submitters were considered to support the proposed changes if the following applied: <ul style="list-style-type: none"> They specifically said they support the proposed changes to Project 7. As the proposed change to Project 7 involves an increase in funding towards ferries, submitters have been considered to support the proposed changes if they support investment, or increased investment, in ferries. As the proposed change to Project 7 involves an increase in funding towards decarbonising the ferry fleet, submitters have been considered to support the proposed changes if they support investment, or increased investment, in climate change initiatives. | |
| Do <u>not</u> support changes to Project 7: Ferry network improvements <i>Mentions: 10</i> | <ul style="list-style-type: none"> Submitters were considered to oppose the proposed changes if the following applied: <ul style="list-style-type: none"> They specifically said they oppose the proposed changes to Project 7. As the proposed change to Project 7 involves an increase in funding towards ferries, submitters have been considered to oppose the proposed changes if they oppose investment, or increased investment, in ferries. As the proposed change to Project 7 involves an increase in funding towards decarbonising the ferry fleet, submitters have been considered to oppose the proposed changes if they oppose investment, or increased investment, in climate change initiatives. Do not spend money decarbonising the ferry fleets, it doesn't benefit customers. | |
| Support changes to Project 8: Road Safety <i>Mentions: 19</i> | <ul style="list-style-type: none"> Submitters were considered to support the proposed changes if the following applied: <ul style="list-style-type: none"> They specifically said they support the proposed changes to Project 8. As the proposed change to Project 12 involves an increase in funding towards road safety, submitters have been considered to support the proposed changes if they support investment, or increased investment, in road safety. | |

| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p>Do <u>not</u> support changes to Project 8: Road Safety <i>Mentions: 10</i></p> | <ul style="list-style-type: none"> • <i>Submitters were considered to oppose the proposed changes if the following applied:</i> - They specifically said they oppose the proposed changes to Project 8. - As the proposed change to Project 8 involves an increase in funding towards road safety, submitters have been considered to oppose the proposed changes if they oppose investment, or increased investment, in road safety. • Don't support that focus of this Project is on infrastructure and no focus on education to improve safety. • Should be trimming trees and fix intersections where people drive illegally i.e. St Luke's intersection. • Speeds do not need to be reduced any further. • Not possible to quantify results of safety changes. | |
| <p>Support changes to Project 9: Active Transport <i>Mentions: 8</i></p> | <ul style="list-style-type: none"> • <i>Submitters were considered to support the proposed changes if the following applied:</i> - They specifically said they oppose the proposed changes to Project 9. - As the proposed change to Project 9 includes a reduction in RFT funding for Active Transport, submitters have been considered to support the proposed changes if they want a reduction, or don't want any, RFT funds spent on walking and/or cycling. • RFT funding for active transport should remain/ increase. • Support move to funding by connected communities for local decision making. • RFT should not fund active transport at all. | |
| <p>Do <u>not</u> support changes to Project 9: Active Transport <i>Mentions: 22</i></p> | <ul style="list-style-type: none"> • <i>Submitters were considered to oppose the proposed changes if the following applied:</i> - They specifically said they oppose the proposed changes to Project 9. - As the proposed change to Project 9 includes a reduction in RFT funding for Active Transport, submitters have been considered to oppose the proposed changes if they want, or want more, RFT funds spent on walking and/or cycling. • Do not support any reduction in funding for active transport as it helps achieve many positive aims e.g. travel choice, reduced emissions, and improved health. • Connected communities may not be able to deliver improved active transport. | |
| <p>Support changes to Project 10: Penlink <i>Mentions: 22</i></p> | <ul style="list-style-type: none"> • <i>Submitters were considered to support the proposed changes if the following applied:</i> - They specifically said they support the proposed changes to Project 10. - As the proposed change to Project 10 means that no further RFT funds will be spent on Penlink, then submitters that oppose the Penlink project were considered to support the proposed changes. • Do not want RFT funds spent on this project as it encourages private vehicle use, which is against the intention of the RFT. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p>Do <u>not</u> support changes to Project 10: Penlink Mentions: 8</p> | <ul style="list-style-type: none"> Submitters were considered to oppose the proposed changes if the following applied: <ul style="list-style-type: none"> They specifically said they oppose the proposed changes to Project 10. As the proposed change to Project 10 means that no further RFT funds will be spent on Penlink, then submitters that support the Penlink project were considered to oppose the proposed changes. Penlink is important for the North Shore and needs priority funding. | |
| <p>Support changes to Project 11: Mill Road Corridor Mentions: 25</p> | <ul style="list-style-type: none"> * Submitters were considered to support the proposed changes if the following applied: <ul style="list-style-type: none"> They specifically said they support the proposed changes to Project 11. As the proposed change to Project 11 means that no further RFT funds will be spent on Mill Road, then submitters that oppose the Mill Road project were considered to support the proposed changes. Do not want RFT funds spent on this project as it encourages private vehicle use, which is against the intention of the RFT. Mill link encourages urban sprawl to Drury. | |
| <p>Do <u>not</u> support changes to Project 11: Mill Road Corridor Mentions: 6</p> | <ul style="list-style-type: none"> Submitters were considered to oppose the proposed changes if the following applied: <ul style="list-style-type: none"> They specifically said they oppose the proposed changes to Project 11. As the proposed change to Project 11 means that no further RFT funds will be spent on Mill Road, then submitters that support the Mill Road project were considered to oppose the proposed changes. Don't think that Mill Rd should be continued under new management either. | |
| <p>Support changes to Project 12: Road corridor improvements Mentions: 30</p> | <ul style="list-style-type: none"> Submitters were considered to support the proposed changes if the following applied: <ul style="list-style-type: none"> They specifically said they support the proposed changes to Project 12. As the proposed change to Project 12 involves an increase in funding towards roading projects, submitters have been considered to support the proposed changes if they support investment in, or increased investment in, roads / reducing congestion / improving traffic flow or speeds. Focus on sealing roads in Rodney Support Hill St Intersection changes. Appreciate road corridor improvements for Lincoln Rd, would be good if there were more for West Auckland. Ensure Lake Road receives the maximum funding. Add Onewa Rd cycling connectivity in corridor upgrade. | |



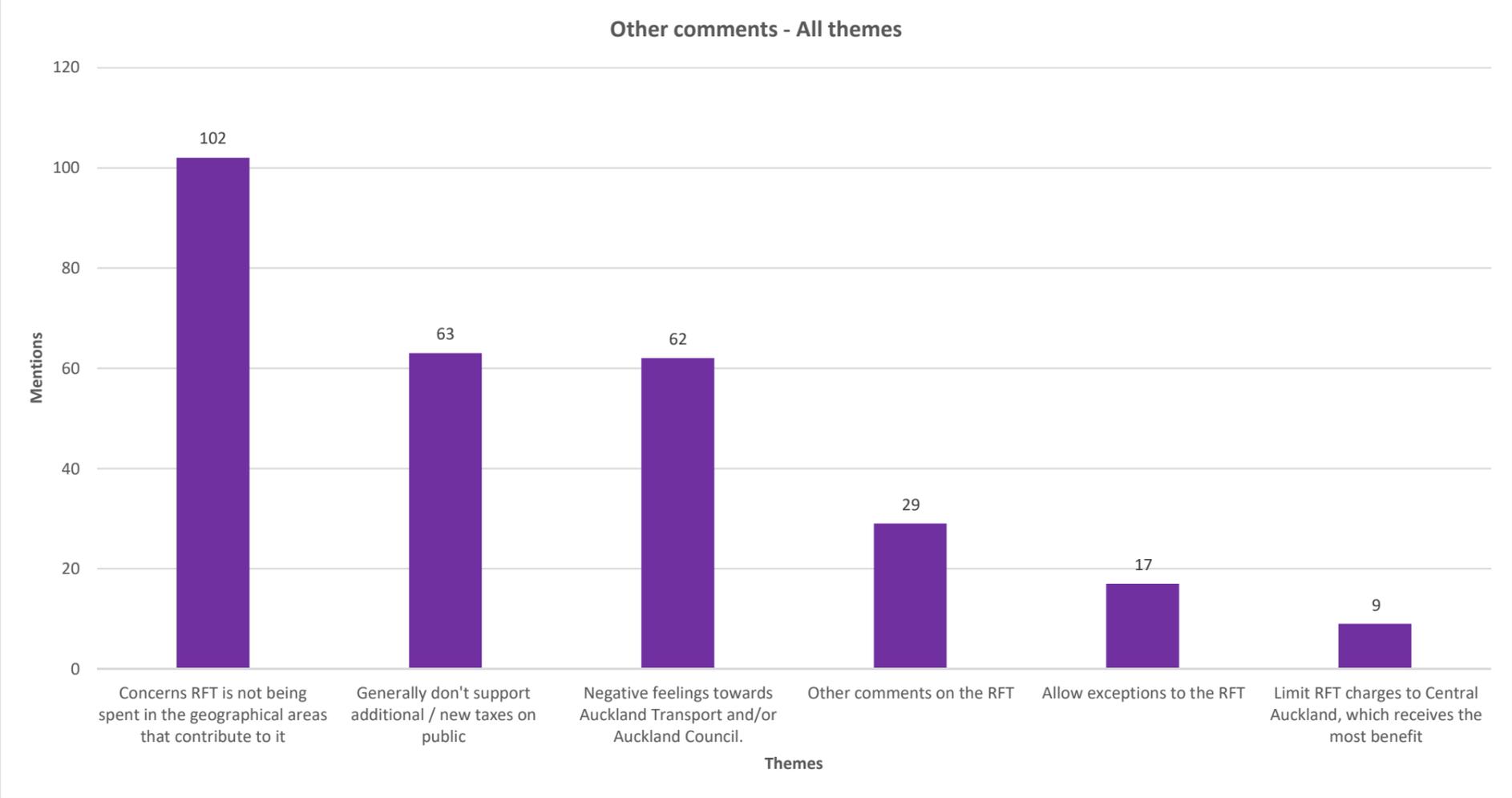
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p>Do <u>not</u> support changes to Project 12: Road corridor improvements <i>Mentions: 20</i></p> | <ul style="list-style-type: none"> • <i>Submitters were considered to oppose the proposed changes if the following applied:</i> <ul style="list-style-type: none"> - They specifically said they oppose the proposed changes to Project 12. - As the proposed change to Project 12 involves an increase in funding towards roading projects, submitters have been considered to oppose the proposed changes if they oppose investment in, or increased investment in, road/cars. • RFT funds should not be spent on encouraging private vehicles. • Do not carry out Smales Allen's Rd widening and upgrade. | |
| <p>Support changes to Project 13: Network capacity and performance improvements <i>Mentions: 8</i></p> | <ul style="list-style-type: none"> • <i>Submitters were considered to support the proposed changes if the following applied:</i> <ul style="list-style-type: none"> - They specifically said they support the proposed changes to Project 13. - Submitters had to specifically state they had an opinion on the RFT changes and had an opinion on changes related to this project, to be counted against this theme. | |
| <p>Do <u>not</u> support changes to Project 13: Network capacity and performance improvements <i>Mentions: 4</i></p> | <ul style="list-style-type: none"> • <i>Submitters were considered to oppose the proposed changes if the following applied:</i> <ul style="list-style-type: none"> - They specifically said they oppose the proposed changes to Project 13. - Submitters had to specifically state they had an opinion on the RFT changes and had an opinion on changes related to this project, to be counted against this theme. • Do not support the reduction in funding for this category as it will result in missed opportunities to reduce congestion / speed up traffic. • Do not support the pushing out of investment in the Intelligent Transport System project. • More needs to be spent sooner on this project, this will give insights into Project 12 and Project 9. | |
| <p>Support changes to Project 14: Growth related transport infrastructure <i>Mentions: 9</i></p> | <ul style="list-style-type: none"> • <i>* Submitters were considered to support the proposed changes if the following applied:</i> <ul style="list-style-type: none"> - They specifically said they support the proposed changes to Project 14. - As the proposed changes to this project includes a reduction in funding as well as specific changes to projects being funded, submitters had to state a specific opinion on these changes to be counted against this theme. • Do not want funds spent on encouraging growth in outer Auckland. | |
| <p>Do <u>not</u> support changes to Project 14: Growth related transport infrastructure <i>Mentions: 9</i></p> | <ul style="list-style-type: none"> • <i>Submitters were considered to oppose the proposed changes if the following applied:</i> <ul style="list-style-type: none"> - They specifically said they oppose the proposed changes to Project 14. - As the proposed changes to this project included a small reduction in funding as well as specific changes to projects being funded, submitters had to state a specific opinion on these changes to be counted against this theme. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|--|--------------------------------|
| | <ul style="list-style-type: none"> • Do not reduce funding, it is important public transport infrastructure is established before developments. • Wainui needs transport links. • Mangere and Otahuhu need links to services. • Funding required to support challenges of rural roads becoming urban e.g. covering open ditches with footpaths | |



Other comments





| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| <p>Concerns RFT is not being spent in the geographical areas that contribute to it <i>Mentions: 102</i></p> | <ul style="list-style-type: none"> • RFT should be spent in area it is generated from, generally. • Seems some suburbs receive no benefit from input into the RFT fund. • Seems RFT mainly spent in central Auckland. • RFT should be spent in all areas of Auckland not just central Auckland and a few other select areas. • RFT funds should be spent on projects that benefit the most Aucklanders possible. • RFT should be spent on projects that fairly benefit all Aucklanders not just those that vote in Local elections for people from one political party. • Rural areas miss out on RFT but are forced to pay into it (3 mentions). • Franklin doesn't receive enough benefits from RFT funds (5 mentions). • Rodney doesn't receive enough benefits from RFT funds including Huapai, Kumeu, Riverhead, Muriwai. (28 mentions) • North of Auckland doesn't receive enough benefits from RFT funds including Wellsford, Te hana and Warkworth (3 mentions). • North shore doesn't receive enough benefits from RFT funds (8 mentions). • West Auckland doesn't receive enough benefits from RFT funds (5 mentions). • South Auckland doesn't receive enough benefits from RFT funds including Waiuku (2 mentions). • East Auckland doesn't receive enough benefits from RFT funds including Kawakawa Bay (2 mentions) • Waiheke doesn't receive enough benefits from RFT funds (1 mentions). • Those that live rurally cannot feasibly take public transport so need other RFT benefits. • How is the freight sector benefiting from the RFT they have paid. | |
| <p>Limit RFT charges to Central Auckland, which receives the most benefit <i>Mentions: 9</i></p> | <ul style="list-style-type: none"> • Limit RFT to Central Auckland, which receives the most benefit. • RFT charges in outer city areas is harder on low-income earners. • Remove RFT from any areas that do not receive improvements. • RFT should only be for those driving into Auckland, not residents that live rurally in the region. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Generally don't support additional / new taxes on public <i>Mentions: 63</i></p> | <ul style="list-style-type: none"> • Stop increasing taxes on public. • User pays for roading is unfair and unrealistic, people are taxed twice. • Targeted rates are used for hidden spending. • Tax should not be introduced to pay for the government's immigration problem. • Taxes are theft. • Tax is not the best way to entice the use of Public Transport. • There should not be double dipping with RFT and proposed congestion charge. • Do not introduce a congestion charge. • Do not introduce a congestion charge on Lake Rd. • Do not charge diesel road user charges, include in fuel price. | |
| <p>Allow exceptions to the RFT <i>Mentions: 17</i></p> | <ul style="list-style-type: none"> • Generally support exceptions to RFT charges. • Limit the RFT to the CBD, where there is good public transport (exempt wider Auckland areas.) • Limit the RFT to drivers at peak times (exempt at other times of day/night). • Exempt personal use vehicles from the RFT. • Exempt farm vehicles/lawnmowers that do not use the roads. • Exempt charges in the high growth Hibiscus and Bays areas. • Exempt boats / on-water vehicles from the RFT. • Exempt disabled people from the RFT. • Exempt biofuels from the RFT. • Exempt plug-in hybrids. • Exempt trades people entering CBD to work. • Exempt Waiheke residents who are paying triple tax on fuel. • Exempt moored boats. • Exempt bus drivers. | |
| <p>Negative feelings towards Auckland Transport and/or Auckland Council.</p> | <ul style="list-style-type: none"> • Manager salaries should not be so high/increased. • AT is an inefficient department. • Remove AT as it is inefficient and has highly paid staff. | |



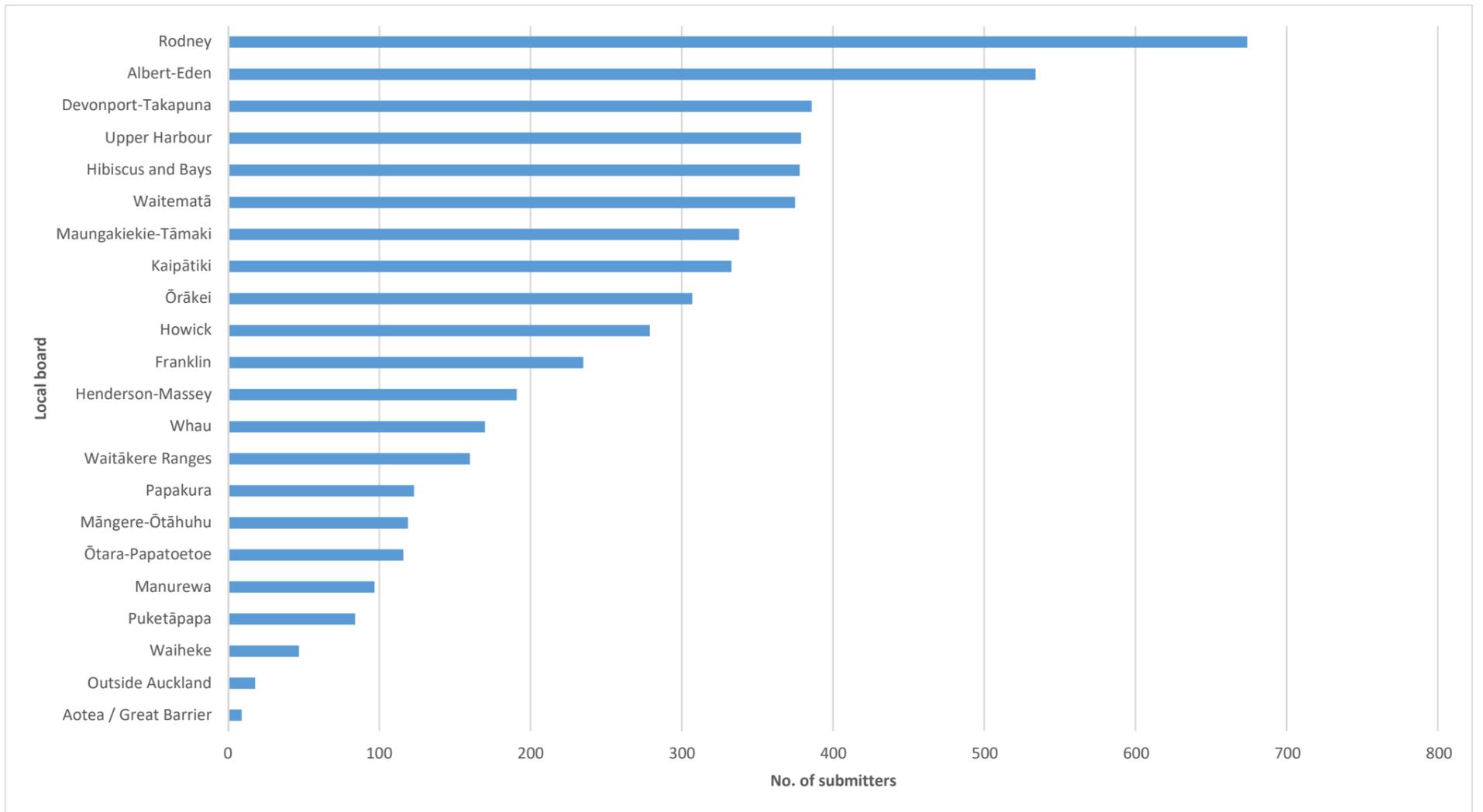
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p><i>Mentions: 62</i></p> | <ul style="list-style-type: none"> • Reduce the number of council staff to reduce costs and the need for RFT. • AT do not utilise their budgets appropriately. • AT and Council have not identified the correct choices for funding. • RFT should not be spent on public servant wages. • Auckland Council moves too slowly on projects which costs money in low productivity. • AT and Council are out of touch. • AT and Council should be working within a budget reduced by 10% for next 3 years. • AT spending is uncontrolled, unaccountable. • Survey questions in original consultation for proposal were slanted to get result AT wanted. • Plan appears superficial and agenda driven. • AT should lose its funding. • RFT funding should not be increased to account for mismanagement of funds. • Revert back to district councils where councillors were accountable. • Super City model has not worked. • Lack of trust that developers will have to provide public transport links to new developments. • Lifting RFT is part of Councils agenda to get cars off the roads. • RFT is a way to gain revenue over and above election promised rate targets. • Too much time spent on consultation and project costs are increasing with inflation as time passes. • Auckland is renowned for projects requiring re-work, do it right the first time. • The large roading projects on the RFT list are a decade overdue. AT cannot afford to continue to be unambitious and conservative, prices and congestions problems are increasing yearly. • AT's procurement model needs review to ensure funding goes further. | |
| <p>Other comments on the RFT <i>Mentions: 29</i></p> | <ul style="list-style-type: none"> • The RFT need should be reassessed once the changes to travel due to Covid-19 are better understood. • There should have been public consultation regarding changes to project funding. • RFT changes were not shown in RLTP 81-page document. • Since the introduction of RTF in Auckland other parts of the country have lifted fuel prices to match. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|--|--------------------------------|
| | <ul style="list-style-type: none"> • Only fund projects that align with the Government Policy Statement for significant mode shift and transport decarbonisation. • Hard to give a yes/no answer to blanket proposal changes nor specific proposal changes due to conflicting elements, i.e. mixing road improvements with active transport improvements. • Some RFT items are outside the remit of Auckland Council. • The RFT should be reassessed for projects in line with changing technology and overseas examples. • RFT should fund projects that may not be funded otherwise. • Proposals should be put to referendum. • RFT just encourages motorists and truck drivers to purchase petrol outside of the region. • Trial functional changes first before implementing permanently. • As fossil fuel use decreases those that work in the fuel industry should be moved into jobs in the electric car industry. • RFT proposal needs to link to Auckland's long-term vision and any long-term plans • Demographics should have no bearing on responses to questionnaire, they are irrelevant. • Concerned that if projects are "value for money" they will not be high quality and will require more money in 5 years to fix, carry out to a high standard. • RFT to fund Auckland's Urban Ngahere (Forest) strategy. | |



What local board areas did submitters live?



RLTP

Update on Consultation

RTC workshop 10 May 2021



Workshop Purpose

To provide available feedback on the RLTP consultation and outline process and issues that will be tabled 24 May RTC meeting

Recap on process

Planning Committee endorses ATAP and the general direction of the draft RLTP, and requested AT undertake further work in the following areas:

- i. work with Auckland Council and central government to investigate complementary levers to reduce transport-related emissions in areas such as:
 - A. vehicle fleet and fuel decarbonisation*
 - B. land transport pricing reform*
 - C. urban growth management*
 - D. behavioural change*
 - E. joint development of a transport emissions reduction plan for Auckland*
 - F. addressing inequities from the impacts of decarbonisation**
- ii. ensure more rapid, and flexible delivery of cycle infrastructure*
- iii. pursue representation on the Waka Kotahi governance group overseeing delivery of the New Zealand Upgrade Programme in Auckland and advocate to Waka Kotahi that these projects proceed with a strong focus on addressing transport greenhouse gas emissions*
- iv. work with Council and central government to progress the next stage of The Congestion Question*

RTC approved draft RLTP for public consultation on 23 March

Public consultation period: 29 March - 2 May.

The process from here

24 May - The final consultation feedback will be reported to the RTC Workshop. RTC's direction will be sought on the changes it might consider for the final RLTP

25 May – Council makes final LTP decisions

26 May – Planning Committee workshop – opportunity for the Council to provide substantive feedback on the draft RLTP

16 June – RTC considers revised draft of RLTP

24 June – Planning Committee considers revised draft of RLTP

28 June – AT Board – considers final RLTP

Agenda

- Recap on Engagement Process
- Summary of available feedback
 - Feedback on RLTP Questions
 - Local Boards
 - Others
- Technical and other changes

Feedback presented here is based on interim results. Final advice will be based on all feedback

Engagement Process



Public engagement process

JC1-0260

Engagement process involved:

- Workshops with all 21 local boards
- Engagement with Mana Whenua at five AT transport hui
- Memos to elected members
- Launch event with key stakeholders
- Emails to all stakeholders



Public engagement process

JC1-0261

Engagement process involved:

- 530,000 flyers to homes around the region
- Advertising in NZ Herald, community newspapers, specialist media (inc. non-English publications), social media
- Digital advertising with NZME and at transport centres around the region
- Emails to databases (People's Panel, AT Hop, Walking&Cycling, Travelwise Choices)
- Internal comms – AT, Auckland Council, Waka Kotahi, Kiwi Rail
- Public drop-in sessions and webinars
- Public hearings



Diverse communities

JC1-0262

AT.ALL.002.0091

- Consultation materials translated into: Te Reo Māori, Chinese, Korean, Tongan, Samoan and NZ Sign Language – available online and at libraries, service centres and local board offices.
- Adverts in Chinese Herald, Kakalu O Tonga, Mandarin Pages and Indian Weekender
- Worked with Auckland Council's community engagement partners –with a combined reach of 48,400 members within the Chinese, Maori and Pacific Island communities.
- Media release to 37 non-English speaking media outlets.
- Workshop with advisory panels: Disability, Ethnic Peoples, Pacific Peoples, Rainbow Communities, Seniors, Youth.
- Deaf community via Deaf Radio.



Types of submissions

JC1-0263

AT.ALL.002.0091

- Around 6000 submissions received
 - Still being counted and analysed
- Pro-forma submissions:
 - Gen Zero (1000+)
 - Councillor Watson (around 400)
- Independent survey run by Councillor Sayers (1053 submitters)



What we asked

- Have we accurately identified the issues and challenges facing Auckland?
- Have we allocated available funding to the highest priorities?
- Are there other projects that you think should be included? If so, which project(s) would you removed in order to include any new project(s)?
- Your view on some policy changes that would help to further improve the safety of our roads, reduce congestion and tackle climate change.



On the 10-year plan for Auckland's transport network

Draft Regional Land Transport Plan (2021-2031)

To learn more, provide feedback and view the Statement of Proposal, please go to: [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay) and click on 'Regional Land Transport Plan'.

You can also speak to us, or provide feedback, in person:

- Attend one of our drop-in sessions or webinars (see website for event information).
- If you would like to present your views in person or via an audio/visual link, please email ATengagement@AT.govt.nz or call **09 355 3553** to book a time slot. The hearings will be held on 29/30 April 2021 at 20 Viaduct Harbour Avenue, Auckland.

If you're unable to access our website or need assistance completing the form, please call us on **09 355 3553** and our contact centre staff will fill in the feedback form with you over the phone.

202009_14.01.21



Public Consultation



Interim report is based on feedback as of **16 April 2021**

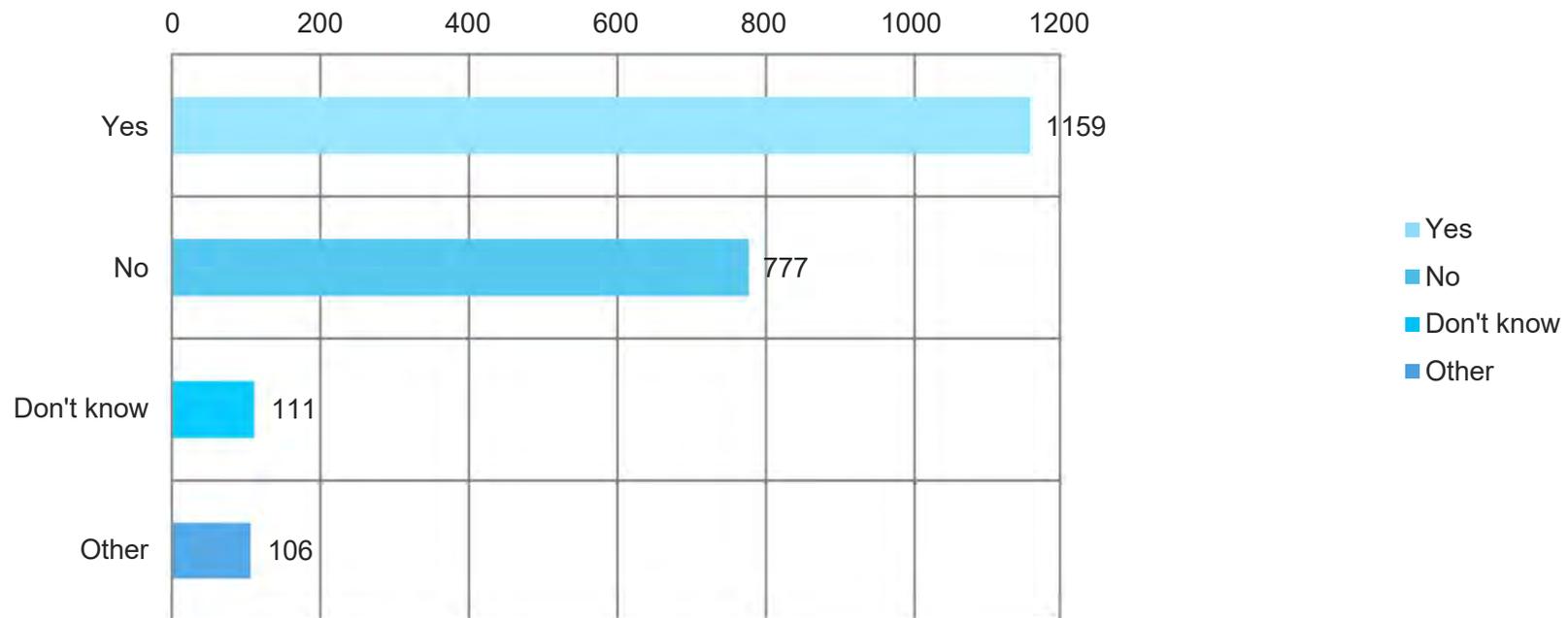
Does not include GenZero submissions



Transport Challenges – a wide range of views

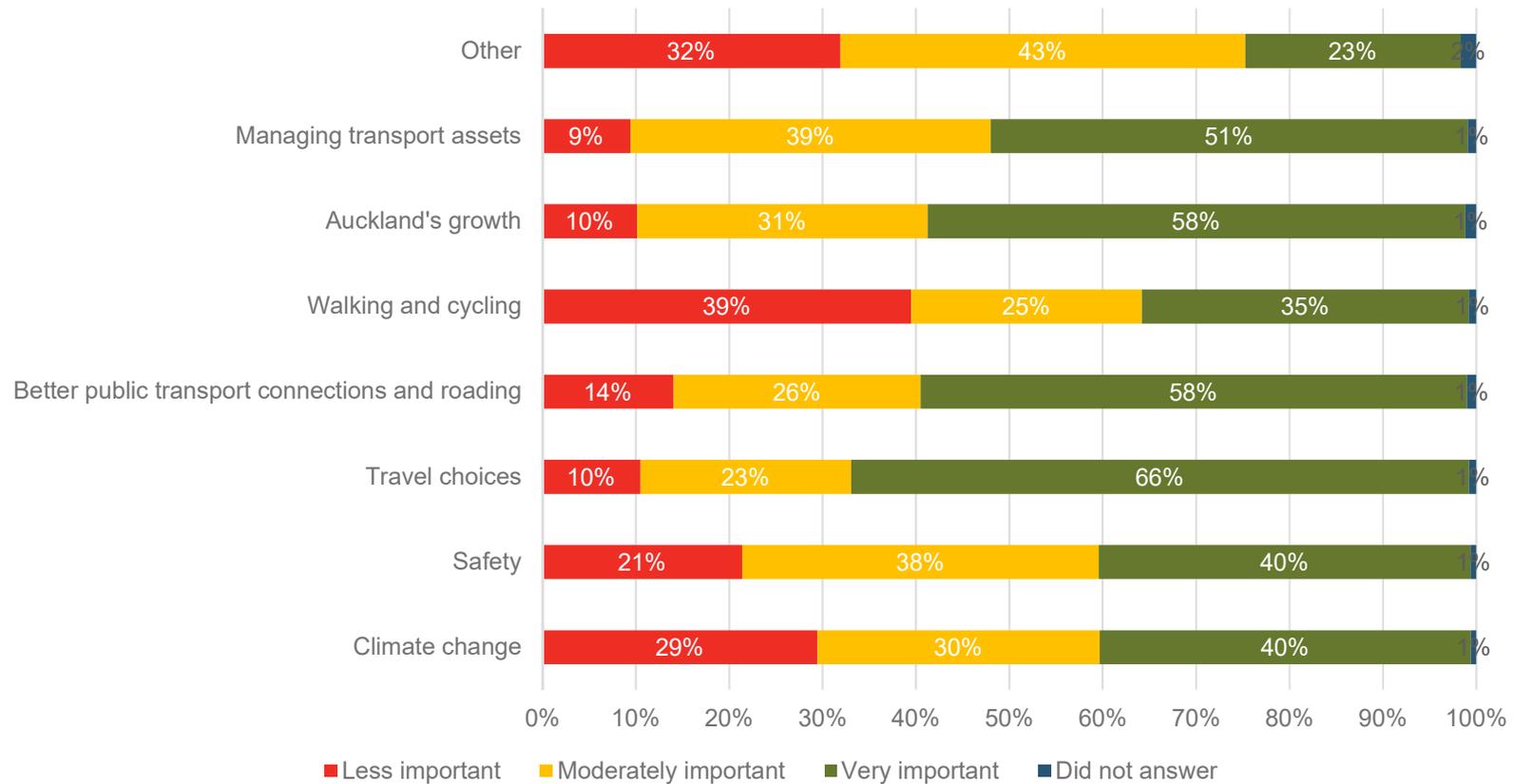
Transport Challenges

Do you think we have correctly identified the most important transport challenges facing Auckland?



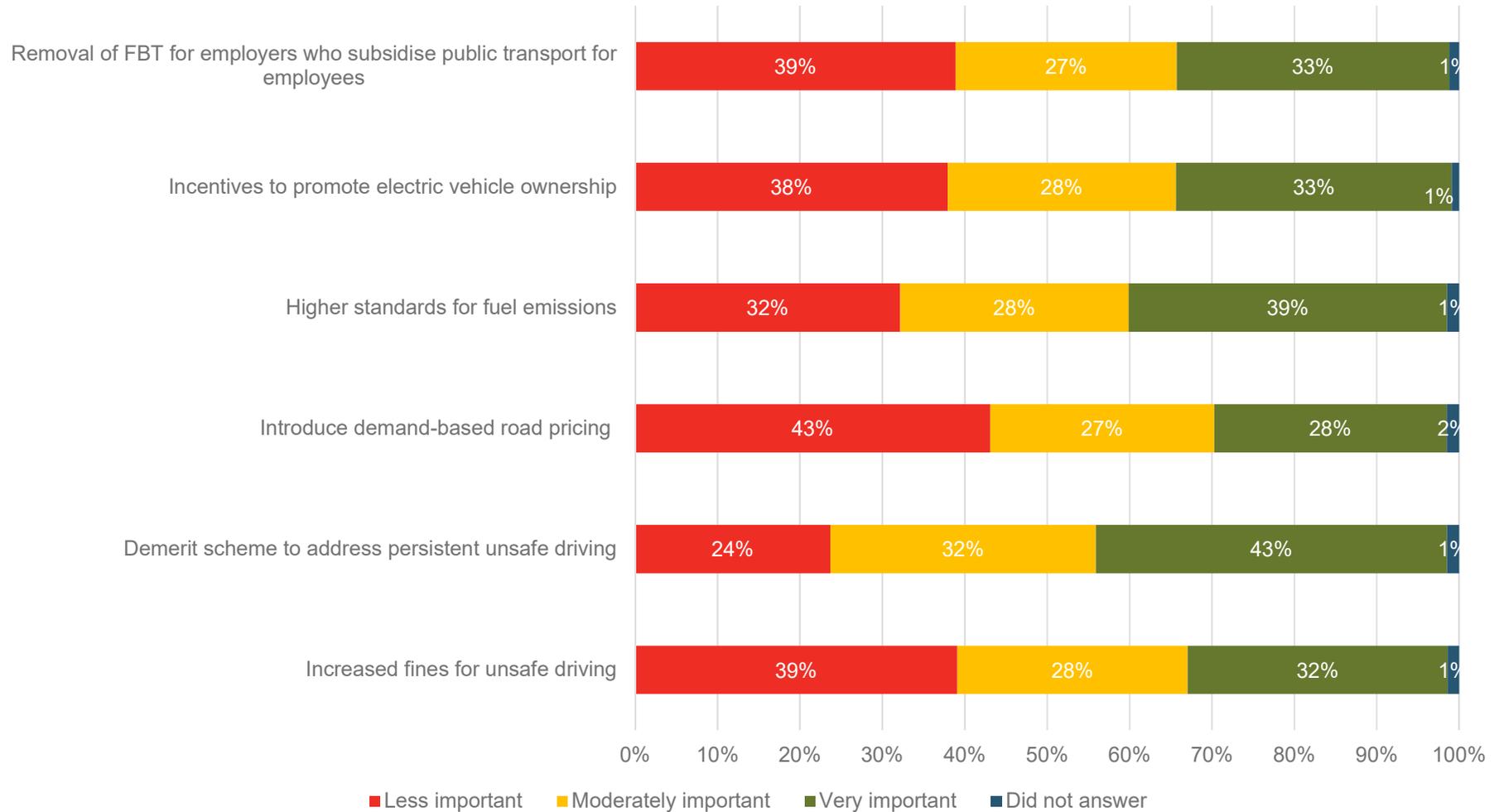
Funding allocation

To help us understand whether we have correctly allocated funding, please indicate how important the following focus areas are to you.



Policy Initiatives

How important do you think the following policy changes are to deliver an effective and efficient transport system?



Local Board Submissions



Status – based on 12 Local Board Submissions

Albert-Eden
Aotea-Great Barrier
Franklin
Hibiscus and Bays
Howick
Mangere-Otahuhu
Manurewa
Otara-Papatoetoe
Papakura
Rodney
Upper Harbour
Waiheke
Whau

Common Themes – 12 local boards

| Theme | Number | Example |
|----------------------------------|--------|---|
| Support for Safety | 12 | Rodney <i>“support the proposed investment in safety programmes to achieve the Vision Zero strategy, in particular the Auckland Transport Safety Programme, Waka Kotahi NZ Transport Agency’s state highway Safer Networks Programme, the SH16 Brigham Creek-Waimauku safety and access improvements and the School Speed Management Programme”</i> |
| LB Transport Capital Fund | 12 | Otara-Papatoetoe: <i>“request the re-establishment of the Local Board Transport Capital Fund and the Community Safety Fund. The board support the re-establishment of the full Local Board Transport Capital Fund that was reduced in the Emergency Budget as this provides significant sources of funding for small local projects that would otherwise not be a priority for Auckland Transport. The board also support the re-establishment of the previous Community Safety Fund allocated to local boards as boards had consulted on a number of projects with communities that could not be delivered when the funding was discontinued”</i> |
| More PT | 10 | Upper Harbour <i>“The Local Board is extremely disappointed to read on page 44 of the RLTP document that there is a risk to planned services in Albany Heights, services to support the new Rosedale Bus Station and to new services in the North West particularly to and from the fast-growing Scott Point area. Public Transport to these areas should be a priority. The Local Board believes that the RLTP should allocate sufficient funding for the conversion to busses with electric modes.”</i> |

Common Themes – 12 local boards

| Theme | Number of LBs commented (n=12) | Example |
|--|--------------------------------|---|
| <p>More funding for footpaths/ greenways/ pedestrian improvements</p> | <p>11</p> | <p>Hibiscus and Bays: <i>“strongly recommend a large increase in budget for footpaths and walkways. The current level of investment is lamentable. Every transport movement includes footpaths. Every person in Auckland uses them, walking is the most environmentally friendly transport mode. Footpaths need far more investment, to become wider, safer, better lit (in environmentally friendly ways), and better connected to amenities”</i></p> |
| <p>More investment in cycling</p> | <p>10</p> | <p>Papakura <i>“The board believe the walking and cycling projects are very important.”</i></p> |
| <p>Supporting Growth</p> | <p>7</p> | <p>Albert-Eden <i>“Request the following challenge be specifically identified: responding to growth, improving the infrastructure network and supporting a compact city. We support the intention included in the consultation document, but it is dispersed throughout, this needs to be a focus. We request AT work with Auckland Council on growth and infrastructure planning, spatial planning and Resource Management Act planning processes to allow for integration of transport and growth planning</i></p> |

Key asks from Local Boards

| Local Board | Request |
|-----------------------|--|
| Albert-Eden | Implementation of Greenways Plan Grade separation of rail |
| Aotea – Great barrier | Public transport service Electric vehicle infrastructure |
| Franklin | Pine Harbour developments Park and rides for Drury, Runciman and Paerata |
| Hibiscus and Bays | Glenvar Road Improvements Bus turnaround on Whangaparaoa |
| Howick | Airport to Botany RTN Restoration of LBTCF lost due to Emergency budget |
| Mangere Otahuhu | Te Whau Pathway Free public transport |
| Manurewa | Improvements to Te Mahia Station Walking and cycling infrastructure in Manurewa |

Key asks from Local Boards

| Local Board | Request |
|------------------|---|
| Otago Papatoetoe | Social procurement Green infrastructure investment |
| Papakura | Papakura Station park and ride upgrade Electrification of the rail line from Pukekohe to Hamilton to reduce carbon emissions |
| Rodney | Retain funding for additional seal extensions Retain funding for the Albany Transport Network improvements |
| Upper harbour | Retain funding for Dairy Flat Highway/Avenue, Gills Roads Retain Public transport to Albany Heights and Scott Point |
| Waiheke | Ten Year Waiheke Transport Plan Electric Ferries |
| Whau | Multi storey park and ride in New Lynn Reduction in emissions |

Group Submissions



An Auckland Council Organisation



Auckland Business Forum

ABF's membership incorporates broad-based user and industry perspectives on transport issues, and consists of: Auckland Business Chamber, Civil Contractors New Zealand, Employers and Manufacturers Association, Infrastructure New Zealand, National Road Carriers, NZ Automobile Association, Ports of Auckland.

- *We do not believe... that the Draft RLTP provides the policy prescription and project mix required to succeed. The network performance outcomes that document points to represent **bad news for the bulk of transport users and for Auckland's economy**, and reflect an approach that is too heavily geared towards mode shift.*
- *The congestion outcome **reflects a strategy that is too heavily weighted towards public transport (PT)**. There is no question of the validity and urgency of increased investment in PT and active modes, but it **must not come at the expense of adequate investment to support travel by general traffic and freight**, which accounts for the vast bulk of travel on the network and will continue to do so well into the future.*
- *There needs to be a **far stronger focus on freight**... Rather than treating freight as a sub-set of other network concerns, AT needs to approach it as a strategic priority in its own right, building on the work done through the development of the Auckland Freight Plan.*

Road Transport Association

Overall, we can support the RLTP, but can identify issues of concern from a heavy transport point of view.

*We see the purpose of the projects and **support them in principle.***

*We **support the completion of many of the very positive roading projects** under construction and slated for construction in the near future.*

The Road Transport Association would support a review to looking at other options where Heavy Transport Vehicles could support communities without causing problems.

***Opposed to the RFT...** it fails to deliver the results that a demand-based road pricing mechanism would*

National Road Carriers

Recommends that the DRAFT Regional Land Transport Plan (RLTP) makes detailed mention of Auckland's critical challenges for freight movement

***Strongly agrees with the freight plan that the key challenge will be to limit the growth in congestion on the freight network**, particularly in the interpeak, and to improve the efficiency of connections to major freight hubs*

*Seeks inclusion of a clear programme or works (projects) in the RLTP **designed specifically to ease (not just limit) growth in congestion on the freight network**, supported by targets (KPIs), milestones and timelines.*

*Notes that NRC **agrees with The Congestion Question** report that in principle introducing congestion charging in Auckland as soon as possible makes sense, but recommends that before a scheme is formally adopted, a pilot be undertaken to test the potential benefits will emerge in practice.*

All Aboard

A coalition of climate and transport advocacy groups, including Generation Zero, Bike Auckland, Movement, Women in Urbanism, Greenpeace, Lawyers for Climate Action NZ

*“Our primary submission is that **the draft RLTP does not comply with the law and must be entirely overhauled.** The law requires that the RLTP be ‘in the public interest’.”*

“Council has declared in Te Tāruke ā Tāwhiri (Auckland Climate Plan) that achieving [net zero by 2050] requires a 64% decrease in transport emissions by 2030, from 2016 levels.”

*“Rather than providing for this necessary reduction in transport emissions, the draft RLTP provides for transport emissions to increase by 6% by 2031, or, at best, reduce by 12% if the Government makes certain policy interventions. **The draft RLTP is therefore plainly not in the public interest.** It is no exaggeration to say that the public would be harmed by the implementation of this RLTP. “*

*“We urge AT and the Council to comply with the law and create a RLTP that achieves the necessary reduction in transport emissions. If this requires the Council to liaise with the Government on ATAP, then that is what must happen. **If AT and the Council do not produce a RLTP that achieves the necessary emissions reductions, All Aboard Aotearoa will issue legal proceedings.**”*

Disability Advisory Panel

*“The Panel believes it is vital that Auckland Council **advocates to central government on national ticketing matters**... the Panel is keen for people to have a streamlined experience when travelling outside of Auckland.”*

*“While the Panel welcomes low carbon and accessible transport mode shifts that enhance the accessibility of disabled people, **we do not welcome the current micro-mobility / scooter and bike first and last mile lease arrangements** with private organizations.”*

*“The Panel requests that **more attention is given to informing the public of designated cycle ways**. Accessible indicators could include strengthened visual clues and tactile ground surface indicators.”*

“The Panel requests that Auckland Transport brings its Disability Action Plan to the panel for comment and input when it is due for review.”

Auckland City Centre Residents' Group

“While there are some good projects in the plan, it fails to deliver cycling infrastructure at anything like the rate required, and it fails to reduce emissions in line with our commitments.”

“The overarching aim must be to decarbonise our transport system.”

“Our view on this draft RLTP is that these proposals will not achieve this, and therefore do not recognise the urgency of our climate change situation.”

Support for:

- A4E
- Complete low traffic neighbourhood plan
- Major road reallocation to active

Does not support:

- Motorway widening, road capacity expansion
- New park and ride facilities
- Additional Waitemata Harbour Bridge (that does not focus on PT and active modes)

Heart of the City

“There must be a strong focus on “dig once”. Projects must be sequenced to ensure this is achieved.”

“There must be equitable access. Importantly, we maintain that until such a time there is universal public transport, day and night, Auckland Transport needs to continue to have a role in affordable, off street, short term parking. The inclusion of short-term parking in the redevelopment of the Downtown carpark is essential.”

“Funding for Access for Everyone and bus priority infrastructure...is a priority and should not be put at risk through insufficient funding.”

“There must be appropriate levels of investment for maintenance and enforcement. We continue to see examples of public spaces deteriorating after significant investment due to assets not being fixed or replaced in a timely manner, and ongoing poor enforcement, particularly for illegal parking.”

On policy:

- Supports removal of Fringe Benefit Tax for PT
- Supportive of the principle of congestion charging
- Does not support Employee Remote Work policy response

Pro-formas and Surveys (not included in interim feedback above)

- **Gen Zero**
- **Cr Sayers**
- **Cr Watson**

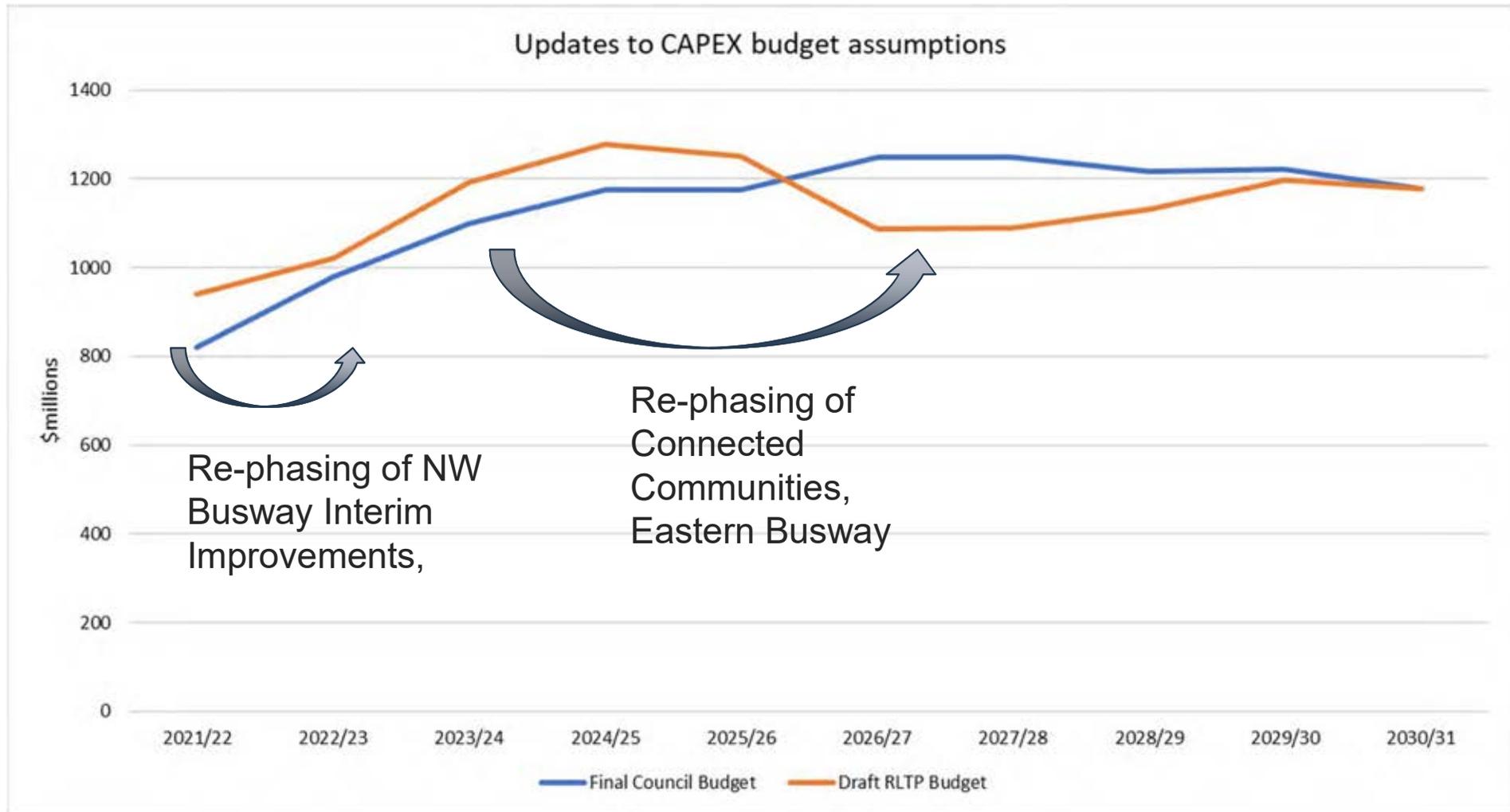
Technical and Other Changes

A number of amendments are required that either are of a technical nature, needed to meet statutory requirements, or are added for the final RLTP. The main changes are set out in the following table

Our review of the Legal Checklist may identify further changes that are required.

| Proposed Changes | Reason |
|---|--|
| Chairs forward | |
| Summary of Consultation Feedback | Required s.16(6)(f) of LTMA |
| Section on consistency of RLTP with s.14 of LTMA | Required s.16(6)(a) of LTMA |
| Table of a list of activities that have been approved for NLTF funding but are not yet completed | Required s.16(6)(c) of LTMA |
| Amendment of AT forecasts and capital programme tables to reflect Council's revised funding levels for Opex and Capex | Reflects Council decisions following its consultation on draft LTP |
| Inclusion of definition of 'Significant Activity' in Significance Policy | Omitted in error |
| Technical changes – split of Waka Kotahi's Low Cost/Low Risk projects; inclusion of Waka Kotahi's share of NW Busway | |

Revised Capital Phasing – larger changes



Discussion

Potential changes

ATAP linkage

Thank you.



NZ Automobile Association

“Aucklanders are crying out for a more efficient transport system, and they see this as being one with less congestion and better public transport.”

*“AT’s strategy manifests itself in a **project mix that does not do enough to address the needs of general traffic** – the mode that will provide for the bulk of growth in motorised person-kilometres travelled on the network and will remain the dominant form of travel in Auckland through the period of the Draft RLTP”*

*“The current approach appears to set Auckland on a **path towards intolerably poor levels of service for the bulk of transport users** in order to improve conditions for a much smaller sub-group.”*

“We believe the results will fall well short of the needs of the transport system, the expectations of the public, and the aspiration of a liveable, climate-friendly and productive city that AT seeks to help realise.”

Progressing the Draft RLTP



RTC workshop 24 May 2021

Workshop purpose

- Update on results from consultation
- Brief on potential legal challenge and seek feedback on proposed response
- Seek feedback on proposed changes in light of public feedback
- Outline next steps, including emissions reductions pathway
- Seek feedback on advice to the Planning Committee
- Confirm support for RFT package subject to any changes through RLTP



Agenda

1. Advice on potential All Aboard legal challenge
 - Simpson Grierson in attendance (Gerald Lanning, 9.30am)
2. Summary results from RLTP engagement
3. Potential changes to the Draft RLTP in response to consultation outcomes and other recent developments
4. Discussion of a potential emissions reduction pathway
5. Discussion of proposed approach to Planning Committee
6. Regional Fuel Tax update and discussion (Auckland Council officers in attendance)

RLTP process Recap

| | |
|--|--|
| ATAP | <ul style="list-style-type: none"> • Agreement between Council and Government • 12 March - ATAP 2021-31 programme released by Minister of Transport and Auckland Mayor |
| Draft RLTP | <ul style="list-style-type: none"> • General direction endorsed by Planning Committee • 23 March - RTC approved Draft RLTP for public consultation |
| Public Consultation | <ul style="list-style-type: none"> • 29 March to 2 May |
| Consultation results and changes to the Draft RLTP | <ul style="list-style-type: none"> • <u>Today - RTC considers consultation results and provides direction on changes for final RLTP</u> • 25 May - Council makes final LTP decisions • 26 May - Planning Committee workshop |
| Revised Draft RLTP | <ul style="list-style-type: none"> • 16 June - RTC considers Revised Draft RLTP • 24 June - Planning Committee considers Revised Draft RLTP • 28 June - AT Board considers Revised Draft RLTP |

Advice on potential All Aboard legal challenge



Summary of Legal Advice

Simpson Grierson's advice pre-circulated

Proposed Response

Inclusion of new RLTP appendix covering:

- Compliance with s.14, (as required by s.16(6)(a) of the LTMA)
- Including, a fuller discussion of how the RLTP:
 - contributes to the purpose of the Act of an effective, efficient, and safe land transport system in the public interest
 - is consistent with the GPS

A report to the RTC's meeting of 16 June formally seeking RTC agreement that:

- The RLTP contributes to the purpose of the LTMA
- The RTC is satisfied that the RLTP is consistent with the GPS



Summary of Engagement



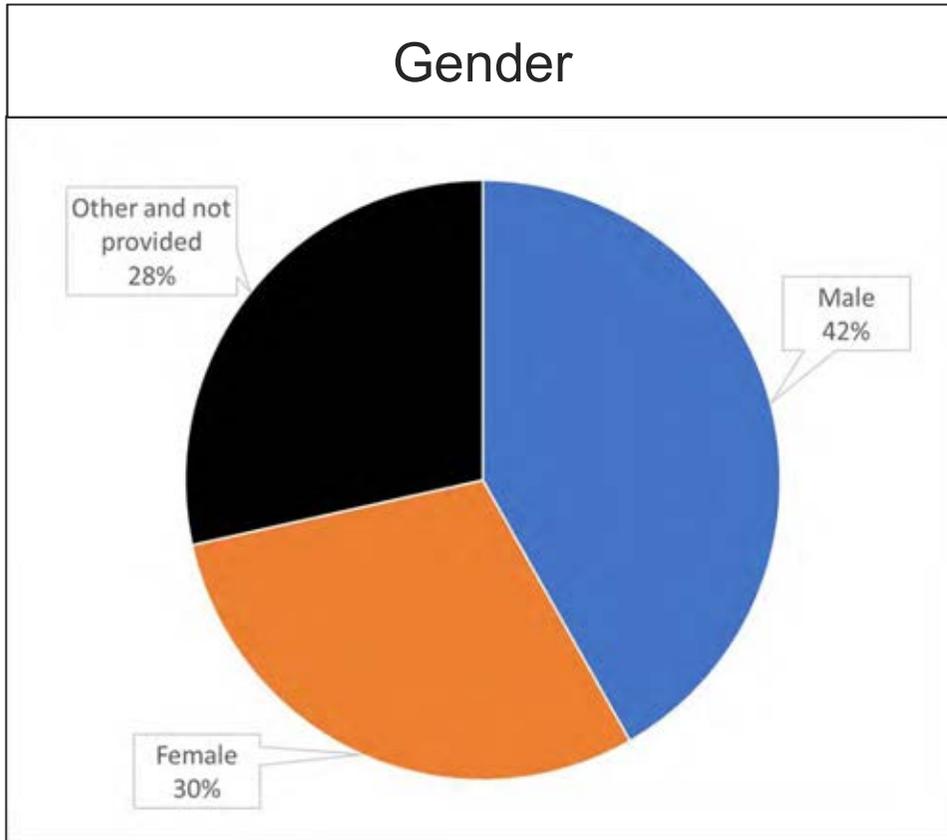
Summary of public feedback

- 5,814 general submissions
 - Including around 550 pro-forma submissions from Gen Zero
- 19 local boards¹
- 1 Mana Whenua submission
- A survey organised by Councillor Sayers
- *(Awaiting Henderson Massey & Maungakiekie-Tamaki)*

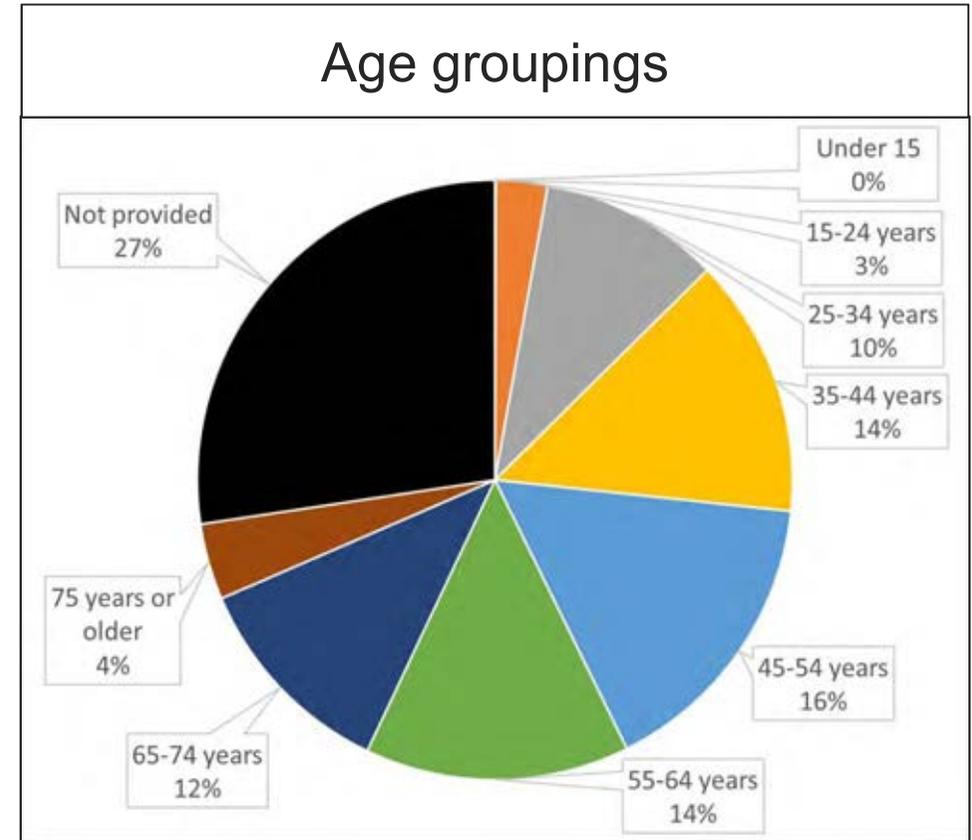


Demographics

Gender

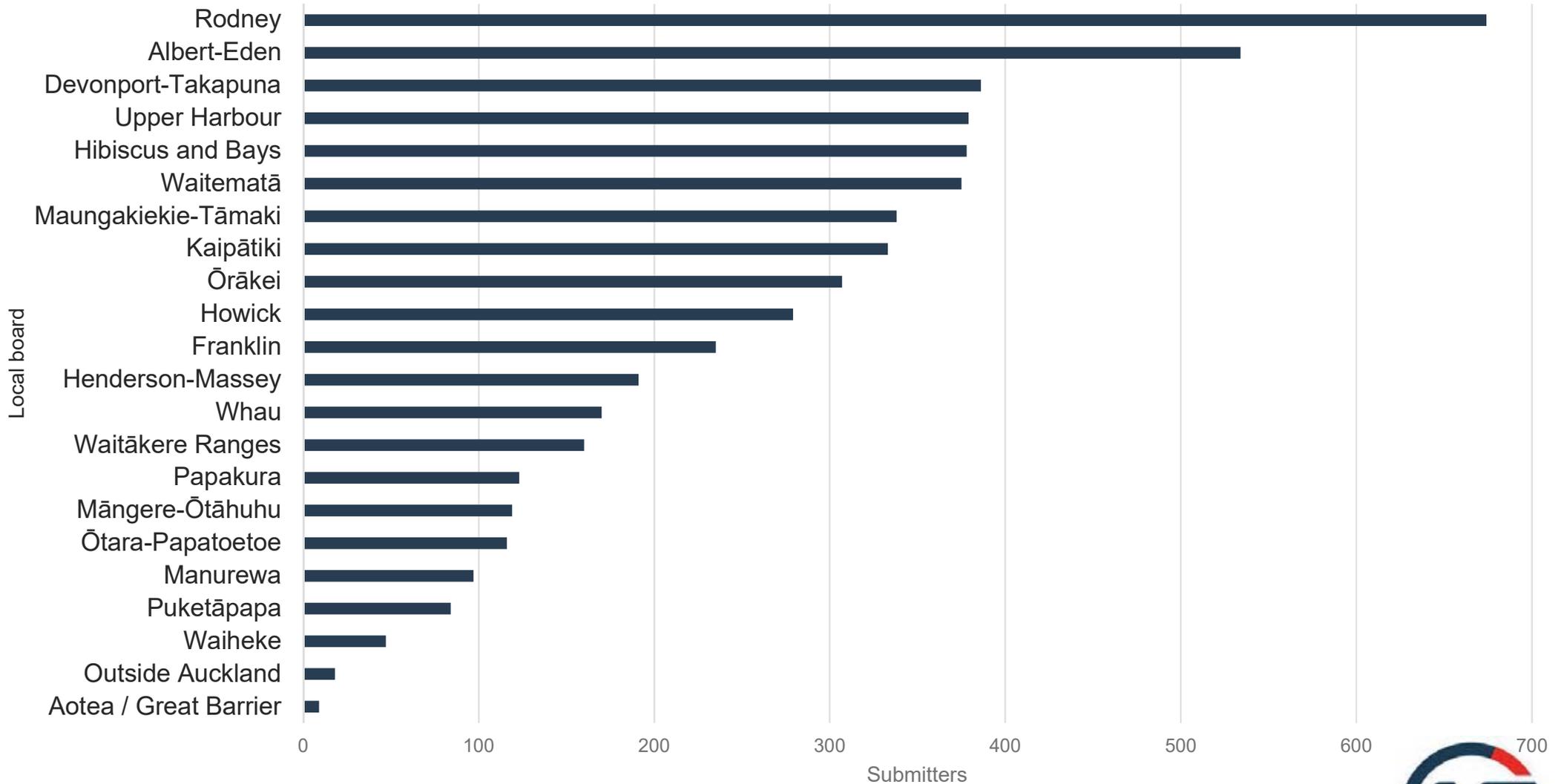


Age groupings



Demographics

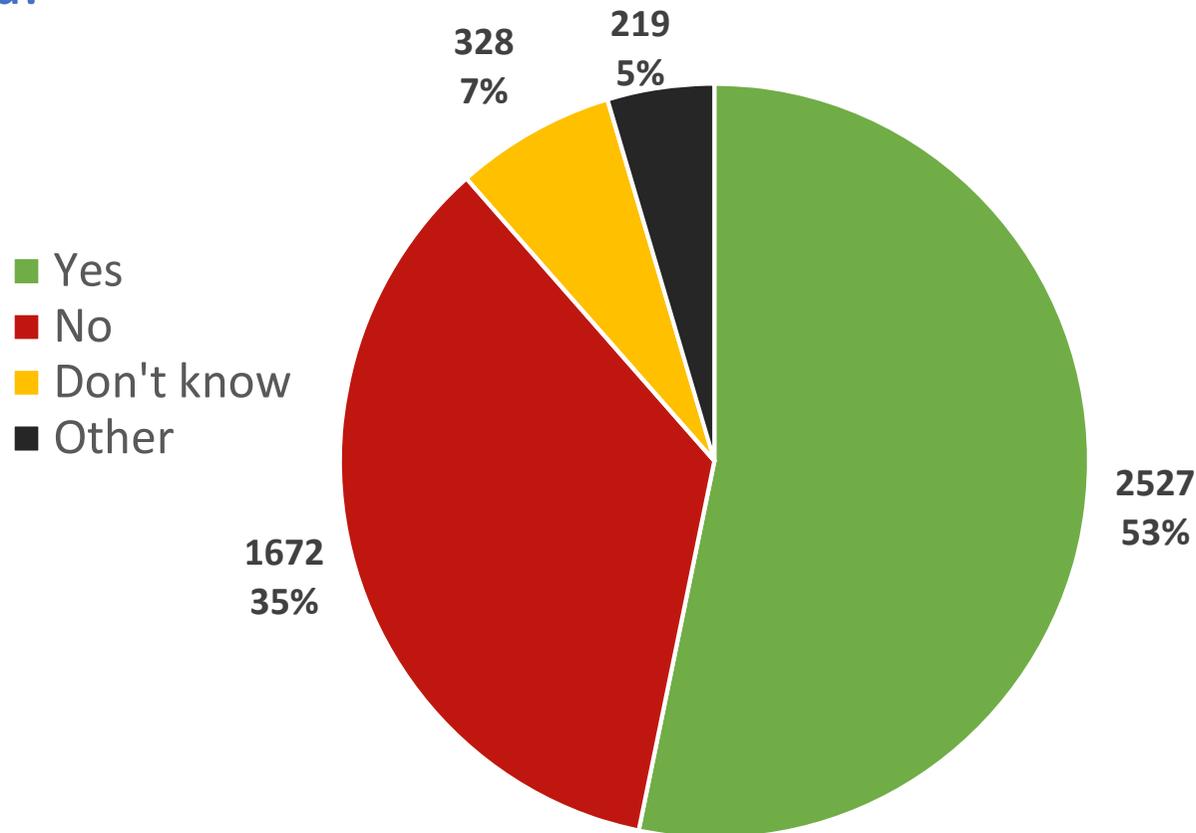
Submitters by local board



Transport Challenges – a wide range of views

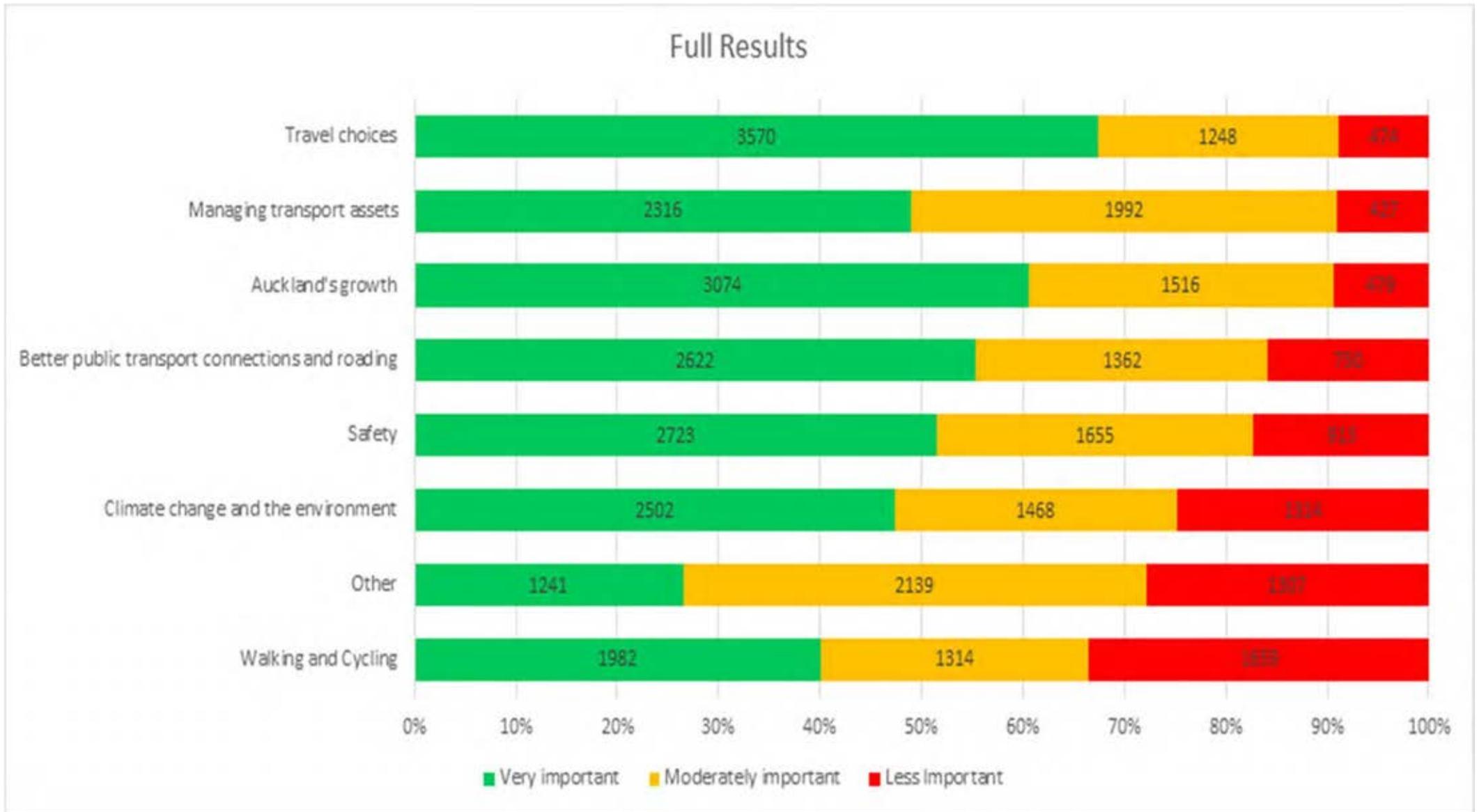
Transport Challenges

Do you think we have correctly identified the most important transport challenges facing Auckland?



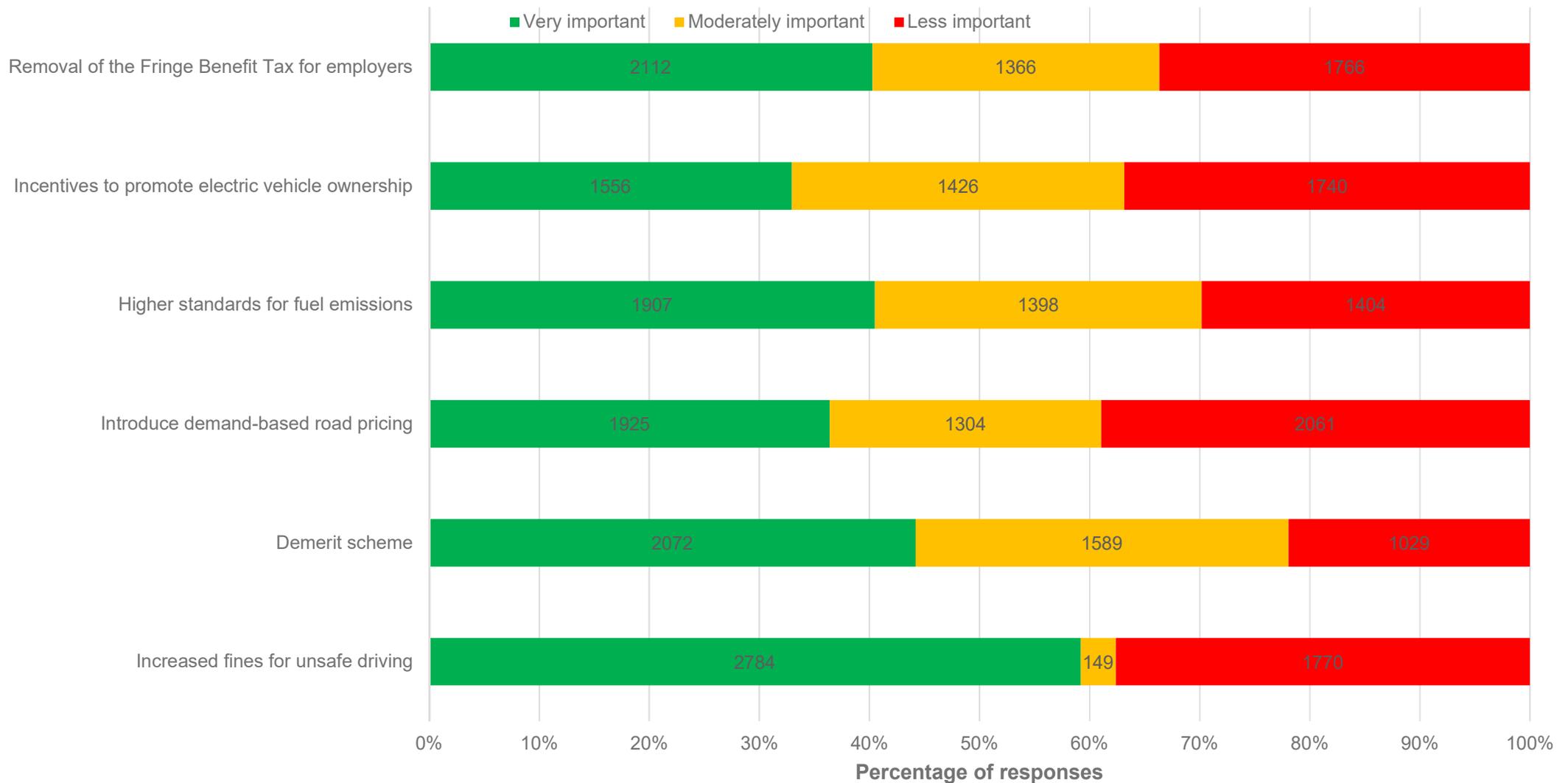
Funding allocation

To help us understand whether we have correctly allocated funding, please indicate how important the following focus areas are to you.

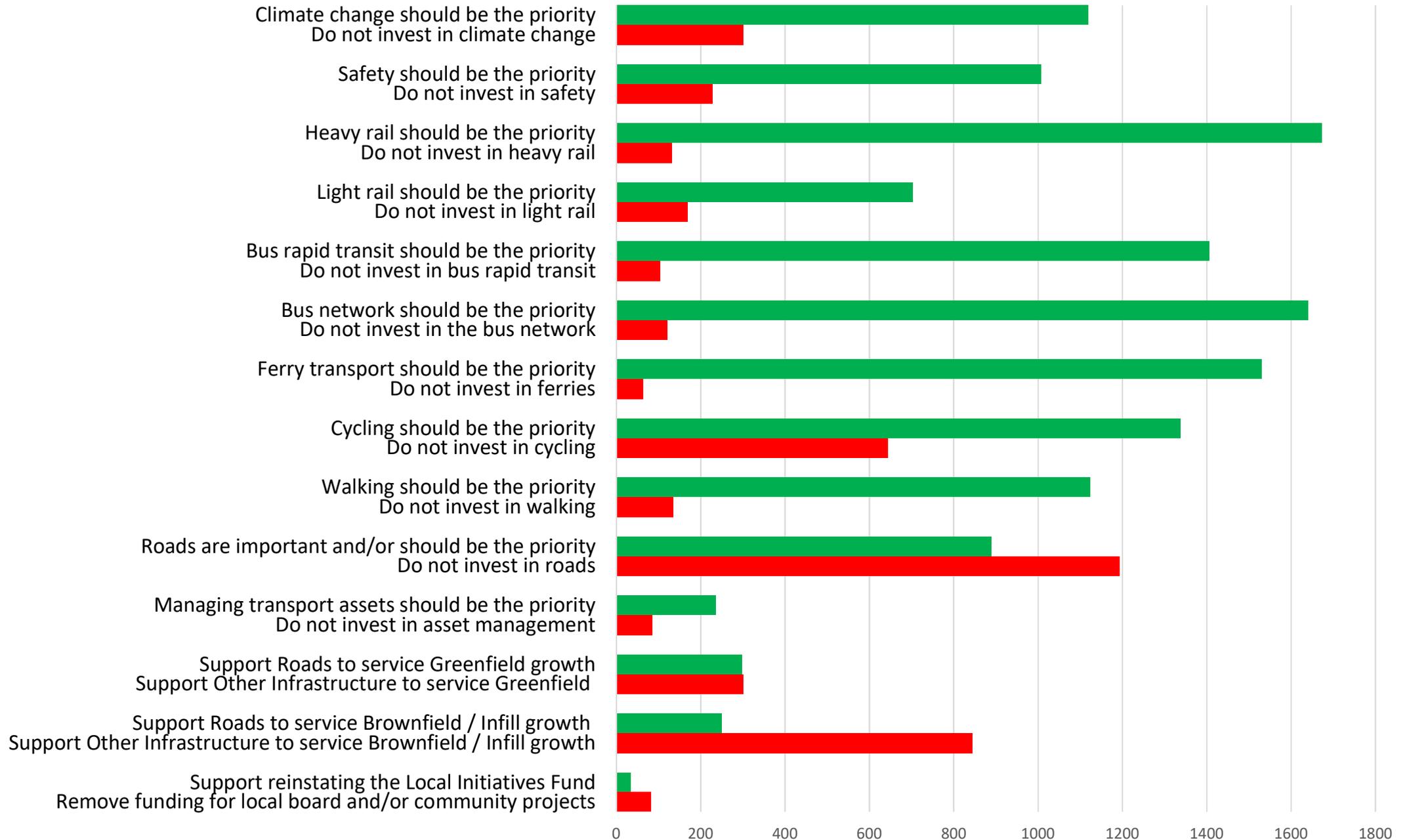


Policy Initiatives

How important do you think the following policy changes are to deliver an effective and efficient transport system?



Sentiment towards RLTP priority areas

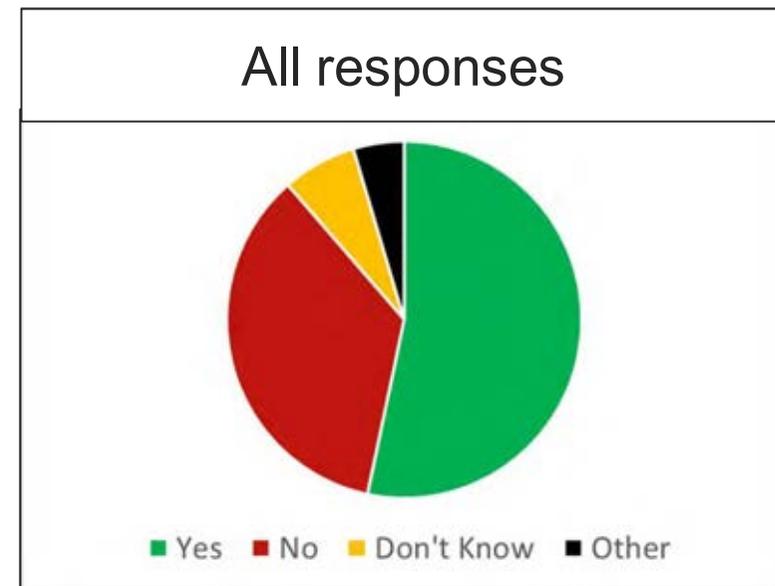
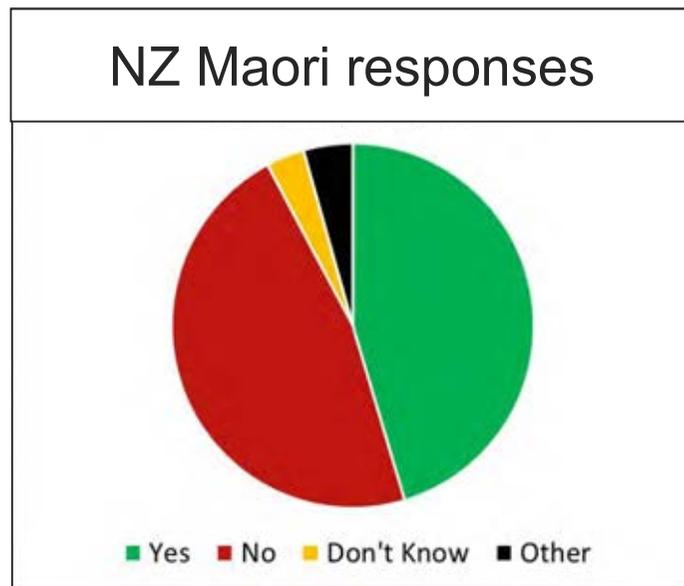


NZ Maori views

- 206 respondents identified themselves as Maori

Transport Challenges

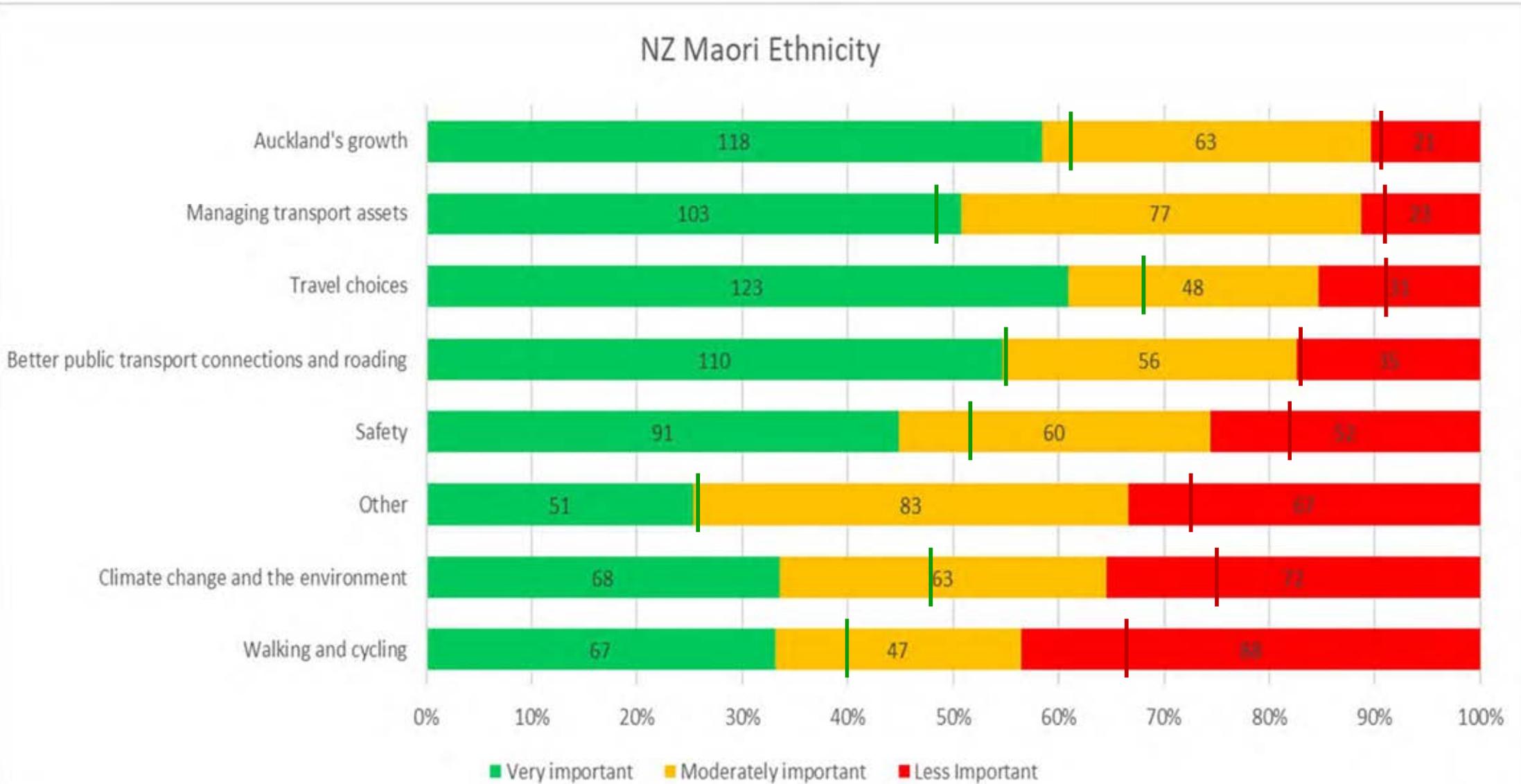
Do you think we have correctly identified the most important transport challenges facing Auckland?



Note: people who identified as themselves as Cook Islands Maori have been included in the Pacific Island views section that follows.

NZ Maori views

To help us understand whether we have correctly allocated funding, please indicate how important the following focus areas are to you (bars show corresponding results for all responses).

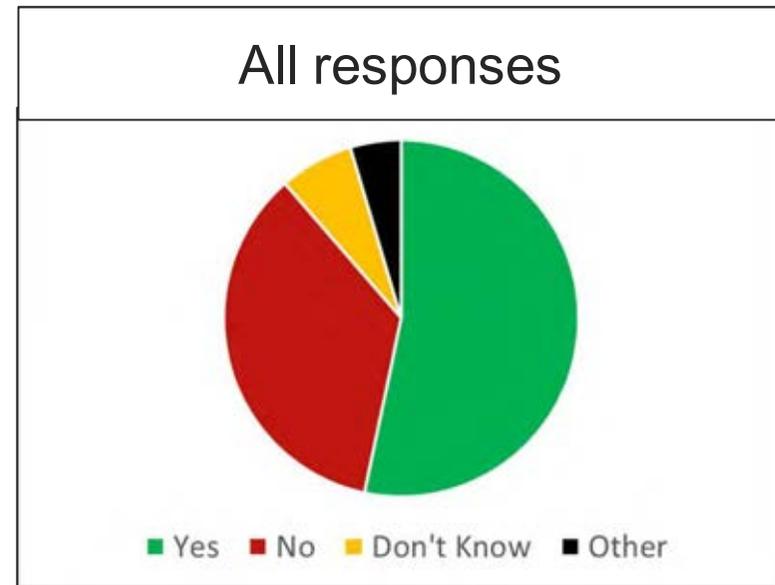
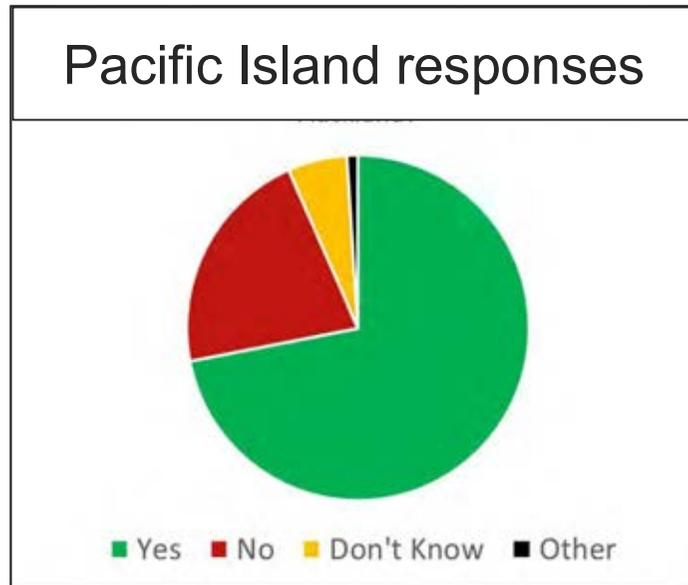


Pacific Island views

- 199 respondents identified with a Pacific Islands ethnicity (e.g. Samoan, Cook Islands Maori, Tongan etc)

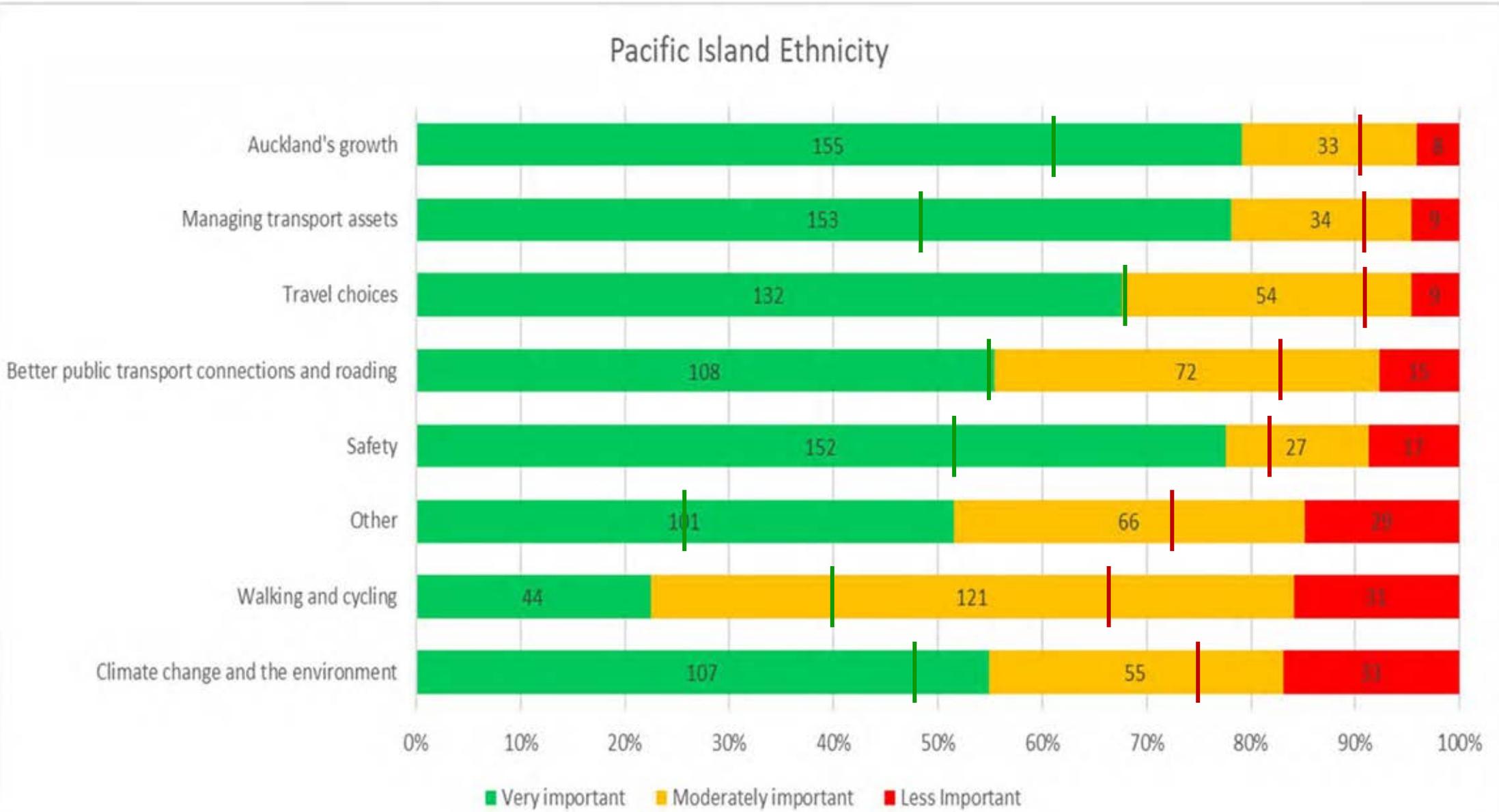
Transport Challenges

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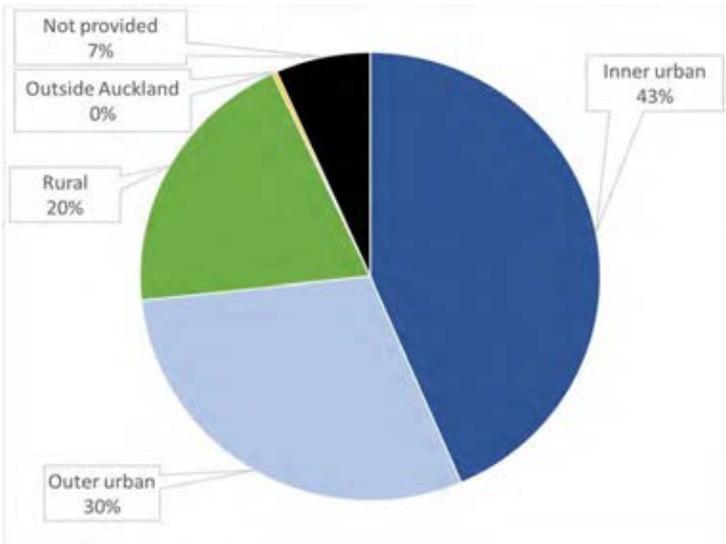


Pacific Island views

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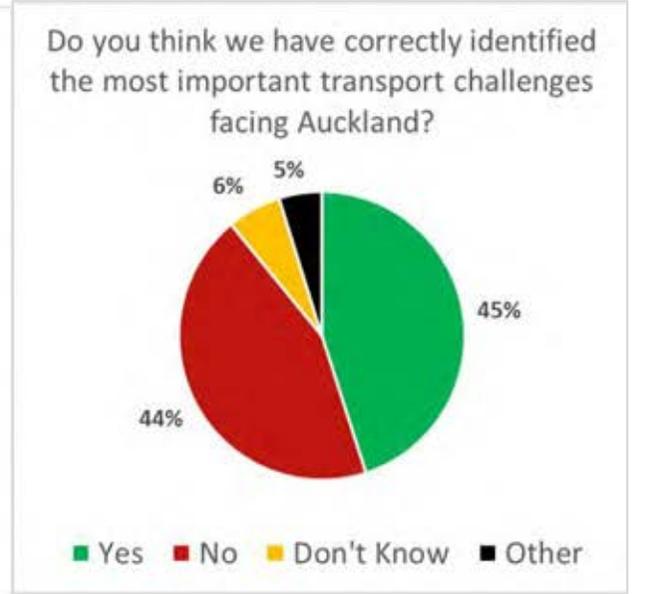
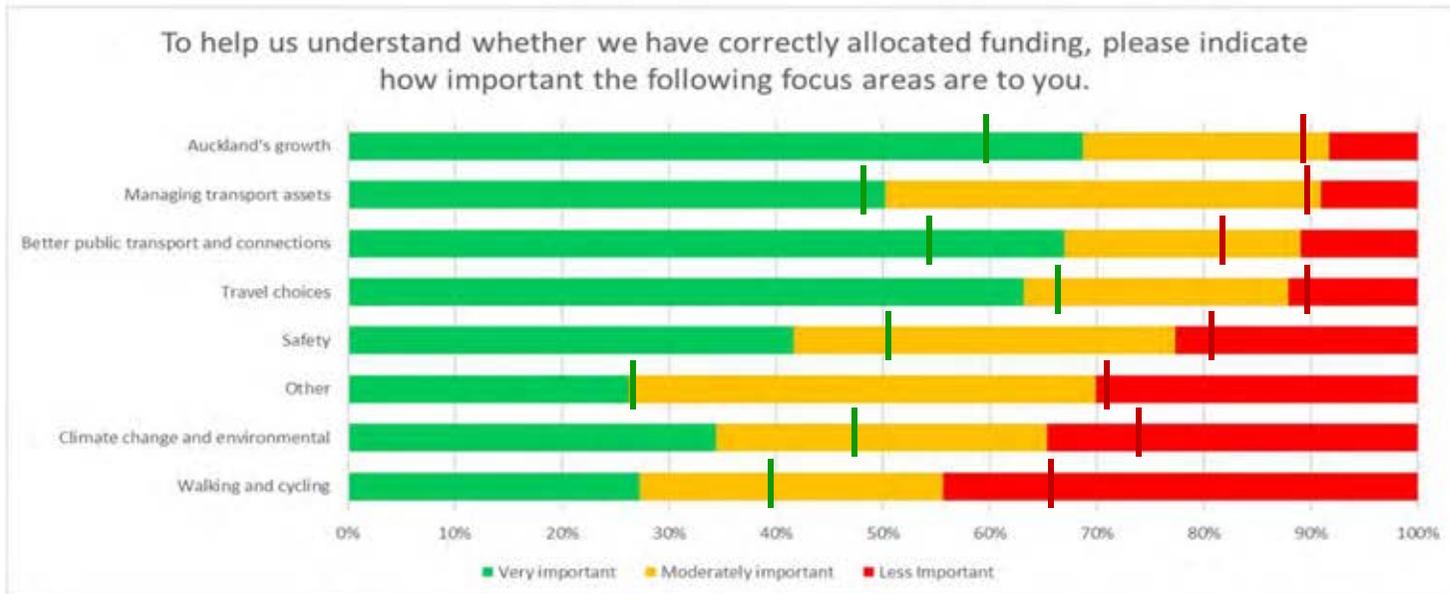


Geographic view



| | Local Boards |
|-------------|---|
| Inner urban | Albert-Eden, Devonport-Takapuna, Kaipatiki, Maungakiekie-Tamaki, Orakei, Puketapapa, Waitemata, Whau |
| Outer urban | Henderson-Massey, Hibiscus and Bays, Howick, Mangere-Otahuhu, Manurewa, Otara-Papatoetoe, Papakura, Upper Harbour |
| Rural | Franklin, Great Barrier, Rodney, Waiheke, Waitakere Ranges |

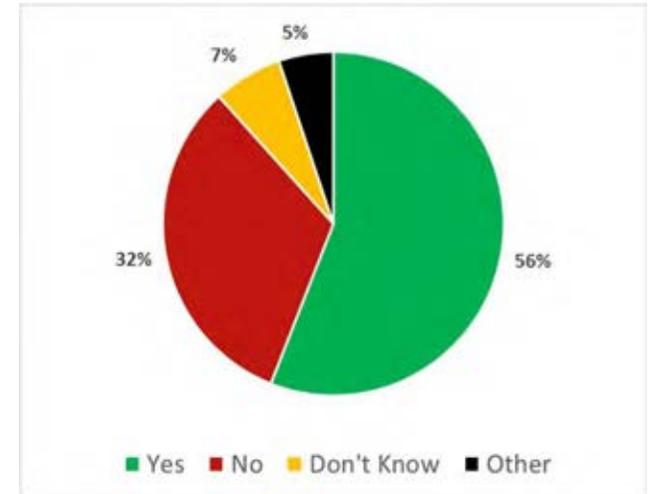
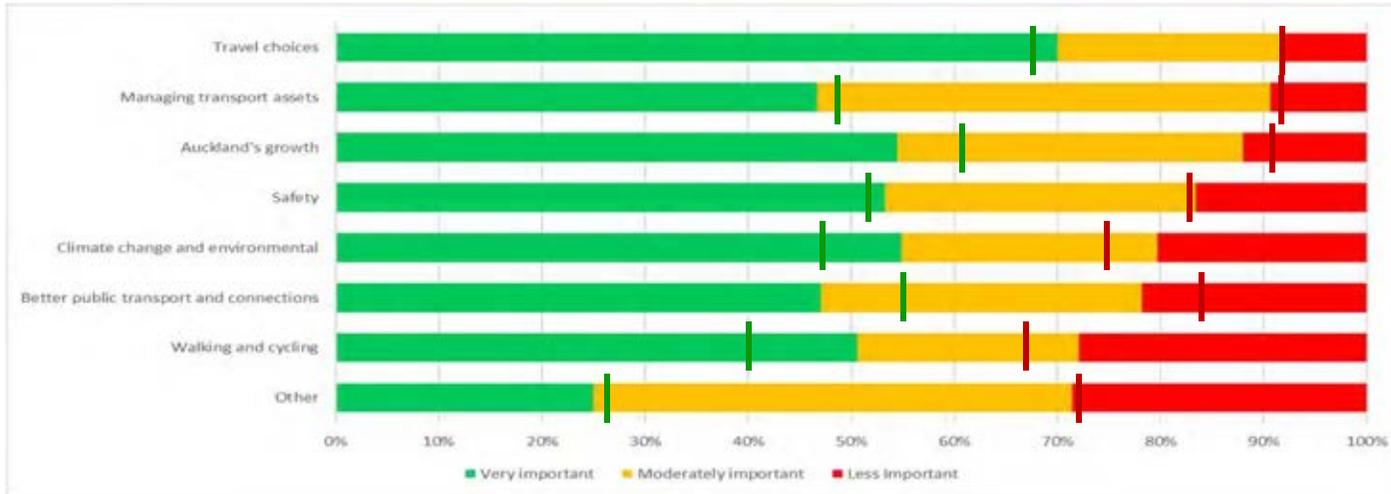
Rural



Relatively lower support for walking and cycling, higher support for roads and access improvements, strong support for public transport.

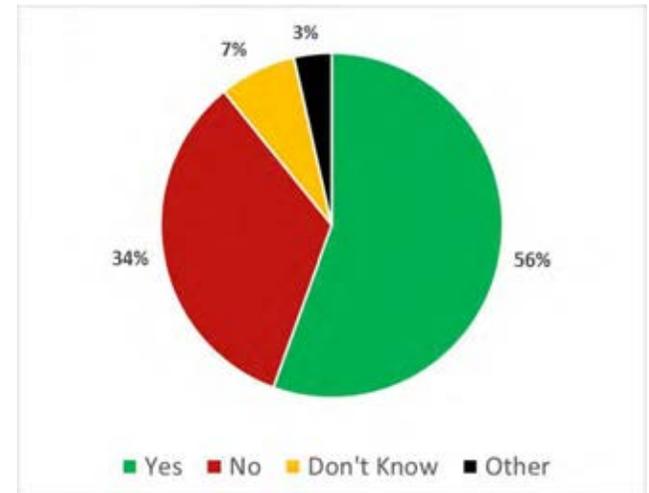
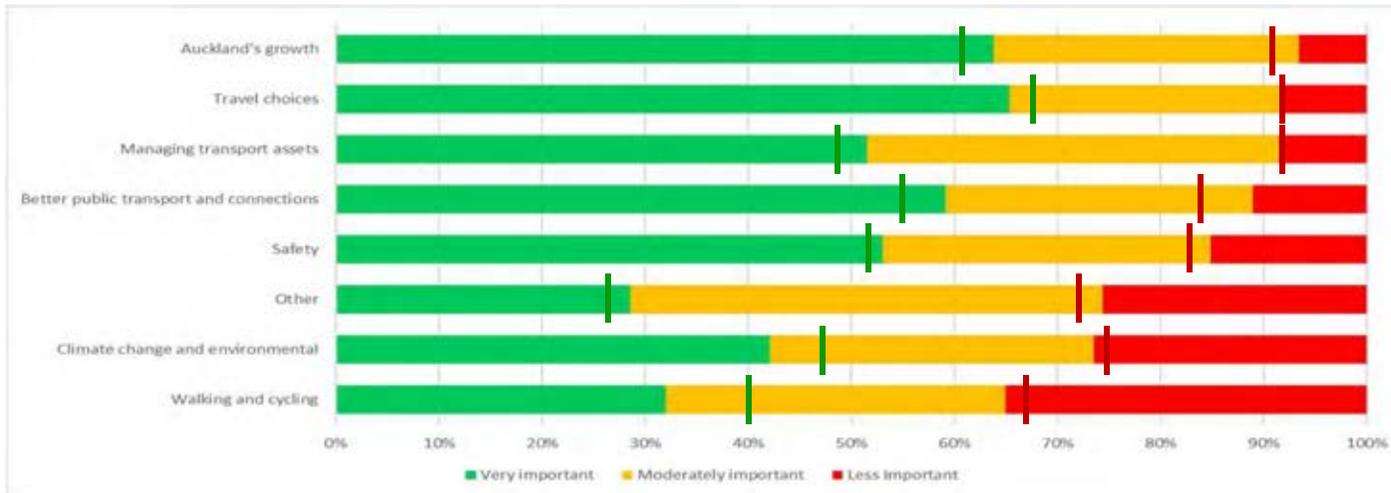
Geographic view

Inner urban



Relatively higher support for walking and cycling, roads less of a priority, strong support for public transport.

Outer urban



Views expressed for and against roads and active transport improvements, strong support for public transport.

Survey conducted by Cr Sayers

Survey of 1,053 people

Questions did not require respondents to make trade-offs against other projects or priorities.

Areas of support for investment in Rodney:

- Road sealing
- Building infrastructure prior to new housing
- Dairy Flat Highway (some)
- Kumeu Bypass
- Diesel trains to Huapai
- Footpaths
- Bus Services

Themes from Local Board (based on 19 LBs)

| Theme | Number of LBs (n=19) |
|---|----------------------|
| Support for Safety | 18 |
| LB Transport Capital Fund & Community Safety Fund | 18 |
| More funding for footpaths/ greenways/ pedestrian improvements | 17 |
| More Public Transport | 16 |
| More investment in cycling | 16 |
| More priority for climate change mitigation | 16 |
| Electric public transport / Electric vehicles / alternative fuels | 13 |
| Increased renewals and maintenance | 12 |
| Supporting Growth | 10 |
| Rapid Transit Projects | 10 |

Key requests from Local Boards (1)

| Local Board | Request |
|---------------------|---|
| Albert-Eden | Implementation of Greenways Plan Grade Separation of rail |
| Aotea Great Barrier | Public transport service Electric vehicle infrastructure |
| Devonport Takapuna | Lake Road Improvements projects Renewal of Bayswater Ferry Terminal |
| Franklin | Pine Harbour developments Park and rides for Drury, Runciman and Paerata |
| Hibiscus and Bays | Glenvar Road Improvements Bus turnaround on Whangaparaoa |
| Howick | Airport to Botany RTN Restoration of LBTCLF lost due to Emergency budget |

Key requests from Local Boards (2)

| Local Board | Request |
|------------------|---|
| Kaipatiki | A large number of requests |
| Mangere Otahuhu | Te Whau Pathway Free public trans |
| Manurewa | Improvements to Te Mahia Station Walking and cycling infrastructure in Manurewa |
| Otara Papatoetoe | Social procurement Green infrastructure investment |
| Orakei | Investment in their Greenways Plan Continuation of their cycleway projects |
| Papakura | Papakura Station park and ride upgrade Electrification of the rail line from Pukekohe to Hamilton to reduce carbon emissions |

Key requests from Local Boards (3)

| Local Board | Request |
|---------------|---|
| Puketapapa | Missing cycle links between Queenstown Road and Hillsborough Road Avondale – Southdown Rail corridor designation |
| Rodney | Retain funding for additional seal extensions Retain funding for the Albany Transport Network improvements |
| Upper harbour | Retain funding for the Albany Transport Network improvements Retain Public transport to Albany Heights and Scott Point |
| Waiheke – | 10 Waiheke Transport Plan Electric Ferries |
| Waitakere | Waitakere Ranges Greenway Plan Shuttle bus service to Piha and Huia |
| Waitemata | They have a list of 18 unfunded projects that they'd like to see funded |
| Whau | Multi storey park and ride in New Lynn Reduction in emissions |

Requests from Local Boards for RFT

| Local Board | Request |
|----------------------|---|
| Puketapapa | Increased footpath funding An extra \$40m for active modes A change to the Connected Communities programme (with possible funding change) |
| Albert Eden | Possibly additional funding for Safety, active, bus improvements New project for second Mt Eden entrance |
| Maungakiekie- Tamaki | Funding for lower PT fares (possibly under RFT?) |
| Papakura | More funding for active modes (local routes in south) More funding to allow rural roads to be made suitable for urban environments |
| Upper Harbour | Addition of DFH/The Avenue |
| Devonport-Takapuna | Instate \$40m for Active modes |
| Kaipatiki | Increased funding for PnRides Increased funding for safety projects Additional funding for ferry improvements Additional funding for Bus Priority (Onewa Road) |

Stakeholder views

All Aboard

A coalition of climate and transport advocacy groups, including Generation Zero, Bike Auckland, Movement, Women in Urbanism, Greenpeace, Lawyers for Climate Action NZ

“Our primary submission is that the draft RLTP does not comply with the law and must be entirely overhauled. The law requires that the RLTP be ‘in the public interest’.”

“Council has declared in Te Tāruke ā Tāwhiri (Auckland Climate Plan) that achieving [net zero by 2050] requires a 64% decrease in transport emissions by 2030, from 2016 levels.”

“Rather than providing for this necessary reduction in transport emissions, the draft RLTP provides for transport emissions to increase by 6% by 2031, or, at best, reduce by 12% if the Government makes certain policy interventions. **The draft RLTP is therefore plainly not in the public interest.** It is no exaggeration to say that the public would be harmed by the implementation of this RLTP. “

“We urge AT and the Council to comply with the law and create a RLTP that achieves the necessary reduction in transport emissions. If this requires the Council to liaise with the Government on ATAP, then that is what must happen. **If AT and the Council do not produce a RLTP that achieves the necessary emissions reductions, All Aboard Aotearoa will issue legal proceedings.**”

Campaign for Better Transport

Overview:

The Campaign for Better Transport would like to see a bigger aspiration in both targets and investment in public transport, particularly bus lanes, technology and rail infrastructure.

Would like to see:

An increase in the number of rail tracks on the southern line, a rail service to Huapai, integrated ticketing (with credit card functionality) and programme to grade separate all the level crossings within the life of this RLTP

Selection of quotes:

“We are pleased to see that Auckland Transport are considering the need of public transport to be time competitive with the private car.”

“...we welcome discussion around the development of a network of bus lanes but do consider this needs to be accelerated.”

“We note the Mill Road and Penlink We are somewhat disappointed that public transport alternatives were not investigated”

“... would like to see a [public transport boardings] target closer to the 250 to 300 million annual boardings level”

“...welcome the proposals ... such as “Community Connect” and increasing of discounts for interpeak fares on bus, train, and ferry services.”

Public Transport Users Association

Overview:

The PTUA is disappointed with the overall lack of investment to expand the rail network and the lack of focus on the north-west area.

Would like to see:

An increase in the number of rail tracks on the southern line, a rail service to Huapai, light rail in the Isthmus and heavy rail to the Airport.

- *The most disappointing omission in this plan is the total failure to deal with the most road congested problem in Auckland currently, which is centred in the Northwest of Auckland around Huapai.*
- *The PTUA are concerned that there is not enough development of rail networks throughout Auckland as too much transport infrastructure spending goes on developing expensive land consuming roads to new developments and too little on new and improved rail developments. It is a mentality that has been stuck in the Auckland psyche since 1954 and the PTUA feel that it is time for a new paradigm. New roads to Paerata and Drury should be replaced with high quality public transport systems to lessen the impact of these areas putting more strain on the inner city roading infrastructure and to provide better levels of equity and accessibility to green travel options from these (and other) areas of Auckland.*

Auckland Business Forum

ABF's membership incorporates broad-based user and industry perspectives on transport issues, and consists of: Auckland Business Chamber, Civil Contractors New Zealand, Employers and Manufacturers Association, Infrastructure New Zealand, National Road Carriers, NZ Automobile Association, Ports of Auckland.

- *We do not believe... that the Draft RLTP provides the policy prescription and project mix required to succeed. The network performance outcomes that document points to represent **bad news for the bulk of transport users and for Auckland's economy**, and reflect an approach that is too heavily geared towards mode shift.*
- *The congestion outcome **reflects a strategy that is too heavily weighted towards public transport (PT)**. There is no question of the validity and urgency of increased investment in PT and active modes, but it **must not come at the expense of adequate investment to support travel by general traffic and freight**, which accounts for the vast bulk of travel on the network and will continue to do so well into the future.*
- *There needs to be a **far stronger focus on freight**... Rather than treating freight as a sub-set of other network concerns, AT needs to approach it as a strategic priority in its own right, building on the work done through the development of the Auckland Freight Plan.*

New Zealand Automobile Association

Overview:

“We believe the results will fall well short of the needs of the transport system, the expectations of the public, and the aspiration of a liveable, climate-friendly and productive city that AT seeks to help realise.”

*“The current approach appears to set Auckland on a **path towards intolerably poor levels of service for the bulk of transport users** in order to improve conditions for a much smaller sub-group. This outcome would lead us to seriously question whether AT was delivering on its statutory purpose of delivering an effective and efficient transport system.”*

*“AT’s strategy manifests itself in a **project mix that does not do enough to address the needs of general traffic** – the mode that will provide for the bulk of growth in motorised person-kilometres travelled on the network and will remain the dominant form of travel in Auckland through the period of the Draft RLTP”*

“Under-investment in road maintenance around the country is a key concern for the AA nationally. We are therefore disappointed by the sub-optimal outcome expected as a result of the Draft RLTP, as reflected in delivery against the key road maintenance indicators.”

“Question marks around the availability of central government funding (through Waka Kotahi) cast an unwelcome shadow of uncertainty over the Draft RLTP”

Members’ responses:

- *AA surveys consistently show that, above all else, Auckland AA Members want to see interventions that will improve the efficiency of the network, and take the delay and stress out of the trips they make.*
- *When asked what would be needed to make Auckland’s transport system more efficient, the response is the same in every survey we run – more investment to address general traffic congestion and, alongside that, better quality public transport.*
- *.... when it comes to the ‘how’, Auckland AA Members indicate they want to see a balance between roading improvements, and upgrades and extensions to the public transport network – not solely a focus on one or the other.*
- *We are pleased to see AT’s continued focus on road safety.... AA Members tend to support road safety initiatives when they agree there is a safety problem and can understand the safety benefits of the interventions that are being proposed.*

Road Transport Association

Overall, we can support the RLTP, but can identify issues of concern from a heavy transport point of view.

*We see the purpose of the projects and **support them in principle.***

*We **support the completion of many of the very positive roading projects** under construction and slated for construction in the near future.*

The Road Transport Association would support a review to looking at other options where Heavy Transport Vehicles could support communities without causing problems.

***Opposed to the RFT...** it fails to deliver the results that a demand-based road pricing mechanism would*

National Road Carriers

Recommends that the DRAFT Regional Land Transport Plan (RLTP) makes detailed mention of Auckland's critical challenges for freight movement

***Strongly agrees with the freight plan that the key challenge will be to limit the growth in congestion on the freight network**, particularly in the interpeak, and to improve the efficiency of connections to major freight hubs*

*Seeks inclusion of a clear programme or works (projects) in the RLTP **designed specifically to ease (not just limit) growth in congestion on the freight network**, supported by targets (KPIs), milestones and timelines.*

*Notes that NRC **agrees with The Congestion Question** report that in principle introducing congestion charging in Auckland as soon as possible makes sense, but recommends that before a scheme is formally adopted, a pilot be undertaken to test the potential benefits will emerge in practice.*

Auckland Council's Disability Advisory Panel

*"The Panel believes it is vital that Auckland Council **advocates to central government on national ticketing matters**... the Panel is keen for people to have a streamlined experience when travelling outside of Auckland."*

*"While the Panel welcomes low carbon and accessible transport mode shifts that enhance the accessibility of disabled people, **we do not welcome the current micro-mobility / scooter and bike first and last mile lease arrangements** with private organizations."*

*"**The Panel requests that more attention is given to informing the public of designated cycle ways.** Accessible indicators could include strengthened visual clues and tactile ground surface indicators."*

"The Panel requests that Auckland Transport brings its Disability Action Plan to the panel for comment and input when it is due for review."

Blind Low Vision NZ (BLVNZ), Kāpō Māori Aotearoa NZ Inc. (KMA), and Parents of Vision Impaired (PVI)

"Accessibility for disabled people, including people who are blind, deafblind, or who have low vision is a low priority within the RLTP."

"... the RLTP primarily discusses access in terms of access for fully-able people..... Currently, the RLTP gives little consideration to the access issues faced by disabled people."

"Projects that improve accessibility for disabled people must be prioritised as Category 1 or Category 2 projects."

"The draft RLTP must ensure that new modes of transport are designed to be accessible for disabled people. For example, light rail must be designed so that people who are blind, deafblind or have low vision can access and navigate the facilities safely and independently."

"...footpaths should be prioritised as safe and accessible for pedestrians, and that transport devices and recreational items (such as eScooters, micro-mobility devices, and adult cyclists) should be used on cycle paths or the road, not the footpath, to ensure pedestrian safety."

Auckland Seniors Advisory Panel

General: **Seeking more input and advocacy for safer and fit-for-purposes infrastructure to ensure seniors can participate in society.**

- *For seniors, transport and access impact on their sense of belonging and ability to participate in their community.*
- *We need to make it as easy as possible for seniors who need or want to, to use public transport.*
- *At the same time, the independence associated with private car travel is important to seniors and enables them to get where they need to go.*
- *Seniors need good footpaths without trip hazards or obstructions, footpaths that recognise pedestrians as the priority users of this space e.g. ensuring kerb cut-downs are provided in areas seniors frequent.*

Would like to see:

- *.....ensure the pedestrian space is safe and clear e.g., investigate options to better manage e- scooter issues, such as placement after use, use of footpaths, and riding at speed on footpaths.*
- *Identify key bus routes seniors use and prepare a programme to install seating and bus shelters which are lit and safe in high-use locations.*
- *Work with AT to identify and establish bus services which run to/from the places that seniors frequent.*
- *Advocate for gold HOP cards to be usable before 9am to enable seniors to meet key appointments such as doctors and hospital visits.*

Grey Power

General: **Seeking more accessible services and infrastructure and car parking to support the requirements of senior citizens (including preferential parking in close proximity to services).**

- *No specific mention in made in the Draft Plan of the the senior community specifically, and the Draft must be aligned with the Auckland Council Age Friendly Action Plan currently part of the Council's own 10 Year Budget planning.*
- *A specific dialogue with the Council Senior Advisory Panel should also be part of the consultation process.*
- *An absolute element in Auckland Council transport planning is the continuation of the SuperGold travel arrangements. It is greatly valued and appreciated.*
- *The recognition of the special requirements of the senior community are basically sub sets of the major policy points of the Draft Plan which is an extensive and complex document.*
- *The process of getting a SuperGold HOP card is extremely frustrating and needs to be improved, with a "one stop shop" system being introduced, and with many more places where the Card can be obtained*
- *AT should work with the villages both at the design and construction phase, as well as current existing ones, to ensure that the footpaths and bus stops in the vicinity of the village are appropriate and safe for the residents, as well as road entrance access.*

Youth Advisory Panel

“Auckland could be more creative in our transport. A lot of the train stations are concrete - could be more green - make them more environmentally friendly including plants etc”. Given Auckland's growth, what can we do differently?

General Concerns

- Access to public transport / travel options
 - Affordability including recommendation for free public transport for young people, On-time running, Safety and comfort – shelter, surveillance (cameras)
 - *“A lot of employers expect young people to have reliable transport which generally means having a car. Don't feel confident relying on buses. For public transport to be accessible, it needs to be affordable, timely, and use appropriate routes. The public perception of taking the bus also needs to be improved so that it is seen as a viable option.*
- Active transport
 - Improved lighting, Concerns over e-scooters on walkways
- Climate change
 - *“Big emphasis on electrifying the fleet. Is that all we can do? Can the buses be converted from diesel to hydrogen (example of this happening overseas which was cheaper than buying new)? Some people can't afford electric cars - how can they be supported?”.... Reduced traffic flow should be more of a focus. Want people to see buses as more convenient - need a culture change*
 - *“Should start implementing emission control on vehicles”*
- Safety – focus on impaired driving, designing roads to be safer for people, *“not 5 lane roads which encourage you to drive fast”*
- Network Management – *“Lanes that change based on direction of peak traffic flow - think more of these would be helpful*

Auckland City Centre Residents' Group

"While there are some good projects in the plan, it fails to deliver cycling infrastructure at anything like the rate required, and it fails to reduce emissions in line with our commitments."

"The overarching aim must be to decarbonise our transport system."

"Our view on this draft RLTP is that these proposals will not achieve this, and therefore do not recognise the urgency of our climate change situation."

Support for:

- A4E
- Complete low traffic neighbourhood plan
- Major road reallocation to active

Does not support:

- Motorway widening, road capacity expansion
- New park and ride facilities
- Additional Waitemata Harbour Bridge (that does not focus on PT and active modes)

Heart of the City

"There must be a strong focus on "dig once". Projects must be sequenced to ensure this is achieved."

"There must be equitable access. Importantly, we maintain that until such a time there is universal public transport, day and night, Auckland Transport needs to continue to have a role in affordable, off street, short term parking. The inclusion of short-term parking in the redevelopment of the Downtown carpark is essential."

"Funding for Access for Everyone and bus priority infrastructure...is a priority and should not be put at risk through insufficient funding."

"There must be appropriate levels of investment for maintenance and enforcement. We continue to see examples of public spaces deteriorating after significant investment due to assets not being fixed or replaced in a timely manner, and ongoing poor enforcement, particularly for illegal parking."

On policy:

- Supports removal of Fringe Benefit Tax for PT
- Supportive of the principle of congestion charging
- Does not support Employee Remote Work policy response

Response to key themes from consultation



RTC's scope to amend Draft RLTP

The RTC's ability to amend the investment programme in the draft RLTP is limited to activities that falls under section 16(3)(b) of the LTMA. i.e. have been proposed for inclusion by Auckland Transport (AT), Auckland Council or Waka Kotahi and funding must be being sought from the NLTF.

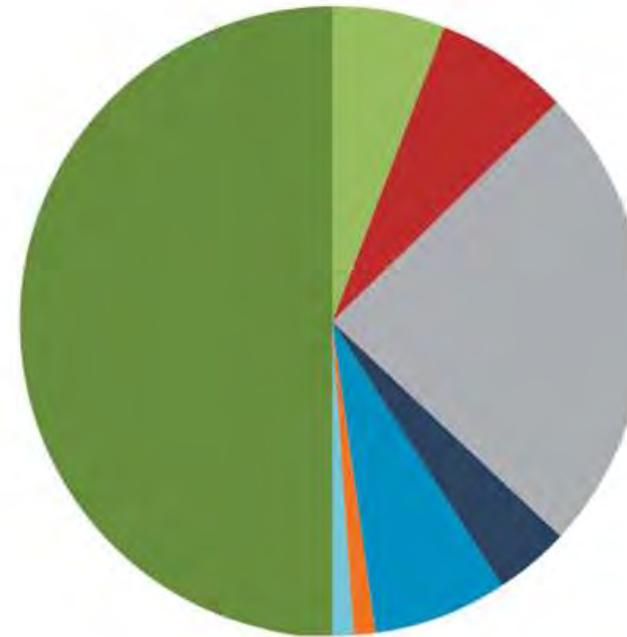
The RTC cannot remove or amend any 'regionally significant' expenditure on activities that are funded from sources other than the NLTF; or remove or amend a significant rail activity proposed by KiwiRail.

The RTC may amend the draft RLTP before it submits a final draft to the AT Board for approval. If the changes to the draft RLTP were material, the draft RLTP may need to be consulted on afresh. The RLTP must still be submitted to Waka Kotahi by 30 June 2021.

Any changes to the draft RLTP post-consultation would need to reflect feedback received through the consultation process. Other than minor or technical changes, the RTC should not make changes to the draft post-consultation that are not supported by or respond to feedback received through the consultation.

Recap on RLTP allocations

- 56 percent of RLTP improvements are directly invested in sustainable modes
- Large proportion of investment in other areas will support sustainable modes



■ Public transport and environmental **50%**
■ Walking and Cycling **6%**
■ Spatial Priorities **7%**
■ Strategic and Local Roads **24%**
■ Optimisation and Technology **4%**
■ Safety **7%**
■ Planning for the Future **<1%**
■ Local Board Priorities **1%**

Doing more to address climate change...

- RLTP already heavily geared towards addressing greenhouse gas emissions through mode shift
- Programme contains few pure roading capacity projects, these are largely either committed or included in NZUP and need to be balanced against other objectives
 - Mill Road still has a role to address Papakura choke point that will otherwise eventually impact inter-regional movement
- Critical that progress is made on fleet decarbonisation and pricing mechanisms
- Emissions reduction pathway work being scoped out

Increase Public Transport

- Strong support for PT in general, and rail and bus in particular is already reflected in the programme
- Much of the investment in growth areas is also geared to mode change
- Ideally, more would be done but we are limited by funding and need to address other objectives (even at a low level)
- Exception is public support for ferry, a mode which is arguably not well reflected in the programme
 - additional Council Opex funding will be directed towards increased bus and ferry services
- Additional opex funding delivers increase from 145m to 156m boardings per annum in 2031



Walking and Cycling

Cycling

- Significant cycling investment already included in RLTP



Walking

- Limited direct investment in walking in RLTP
- Potential area for increase



Growth

- Investment in priority growth areas already heavily focused on sustainable modes and brownfields areas
- Greenfield investment targeted at improving PT infrastructure
- Limited scope to increase investment here – will depend on new funding tools



Proposed changes to Draft RLTP



Constraints

- Ability to make changes heavily constrained
- We have already been through two rounds of ‘reprioritisation’:
 - To include the ‘omitted projects’
 - To include additional funding for AHP
- Constraints include: Renewals, RFT-enabled projects, committed projects, projects supporting CRL, projects that support the Mayor’s 5% rates rise, projects that support govt objectives
- Very little remaining discretion

Proposed changes to the draft RLTP programme

Given the nature of the overall programme and the constraints, we only propose small refinements targeted at the following projects:

- Include Dairy Flat Highway improvements (or some part)
- Footpaths – increase programme
- Hill Street - include funding for local share
- Whangaparaoa Bus Interchange – business case

and

- Increasing Local Board participation in allocation of minor programmes

Total cost of the proposed increase is \$40 million

Propose to manage this through a new category 'projects that we will seek to complete as opportunities arise' (aka over-programming)

Dairy Flat Highway & The Avenue

- Raised in approx. 325 distinct submissions, and by Upper Harbour and Rodney Local Board
- Full cost around \$58m, cost of the Avenue is around \$12.5 million (uninflated from Business Case)
- Was included in 2018 RLTP at \$17 million Considered but not prioritised for inclusion in ATAP

Recommendations:

- (i) Include \$12.5 million for Dairy Flat Highway/The Avenue Intersection in draft RLTP
- (ii) Include support, in text of RLTP, to progress the other stages of Dairy Flat Highway (with Gills Link Road being 2nd Decade)

Regional Footpaths programme

- Draft RLTP has \$49m for new footpaths (\$4m p.a. in each of first three years). The estimated programme budget to deliver all requests on the list is approximately around \$600 million.
- Significant Local Board interest
- Significant public feedback in support of improved footpaths / pedestrian infrastructure (total 764 responses in favour) but some public feedback opposed to footpaths (119 in opposition) **check this when it comes through**

Recommendation:

- (i) Increase funding for footpaths by \$20 million over ten years

Hill Street Warkworth

Hill Street is already included in RLTP, but only if 100% funded from NLTF

- Not prioritised for inclusion in ATAP but ranked highest in the PIA assessment
- Identified in 30 submissions. Cr Sayers' survey also showed significant local support
- An assumed 75% NLTF funding would require \$4.7m of Council funding. 75% is more likely given this arises from the revocation of SH status once Puhoi to Warkworth is opened

Recommendation:

- (i) Move to 75% NLTF/ 25% local share

Whangaparaoa Bus Interchange

- Identified internally as important, assuming Penlink is delivered through NZUP by 2025. Without an interchange, bus stops would be needed on side of street.
- Funding of ~\$20m could deliver a bus turnaround facility
- Project was submitted to ATAP, ranked 18/38 in PIA but was not included in final ATAP package.
- Business case is being prepared
- Options to progress Whangaparaoa Bus Interchange are to include the full Interchange or do preparatory work, including Business Case and Design, and re-consider in 2024 RLTP

Recommendation:

- (i) Undertake preparatory work as part of 'Strategic Business Case' work

Local Board Transport Capital Fund

Proposed increase of \$200m to LBTCF

Issues

- \$167 already allocated to Minor Improvements, Regional Improvements and Community Safety Fund
- Not typically eligible for NLTF co-funding
- Strong local board support as responds to local issues
- Significant trade-offs with other projects

Recommendation:

- (i) Develop up a proposal that would allow greater Local Board participation in the allocation of minor programme budgets, and potentially renewals budgets (along with the LBTCF)

Advice on specific issues

| | |
|--|--|
| | |
| <p>East-West Link</p> | <p>In 2017 the Government requested a review to ensure it focused on addressing the most significant congestion and freight access problems in the area. With the High Court appeal resolved, this work can now be completed. Until there is more clarity, ATAP 2021 has set aside some funding for essential land acquisition arising from the current consenting process.</p> |
| <p>Additional Waitemata Harbour Connections</p> | <p>ATAP 2018 highlighted the need to provide more certainty about the optimal timing, function, configuration and operation of future cross-harbour improvements. As discussed in the rapid transit section, this work has been progressed by Waka Kotahi, Auckland Transport and Auckland Council through a programme-level business case.</p> <p>Funding has been allocated to enable completion of more detailed investigation, as well as potential need for strategic property purchases that will protect the ability for the future investments to be progressed.</p> |
| <p>Cycleway business case for Queenstown Road / SH20</p> | <p>Given the potential spatial overlap with light rail, Waka Kotahi proposed not to progress the business case at present</p> |

Technical changes



Technical and Other Changes

A number of amendments are required that to meet statutory requirements, ensure consistency with or are added for the final RLTP. The main changes are set out in the following table

Our review of the Legal Checklist may identify further changes that are required.

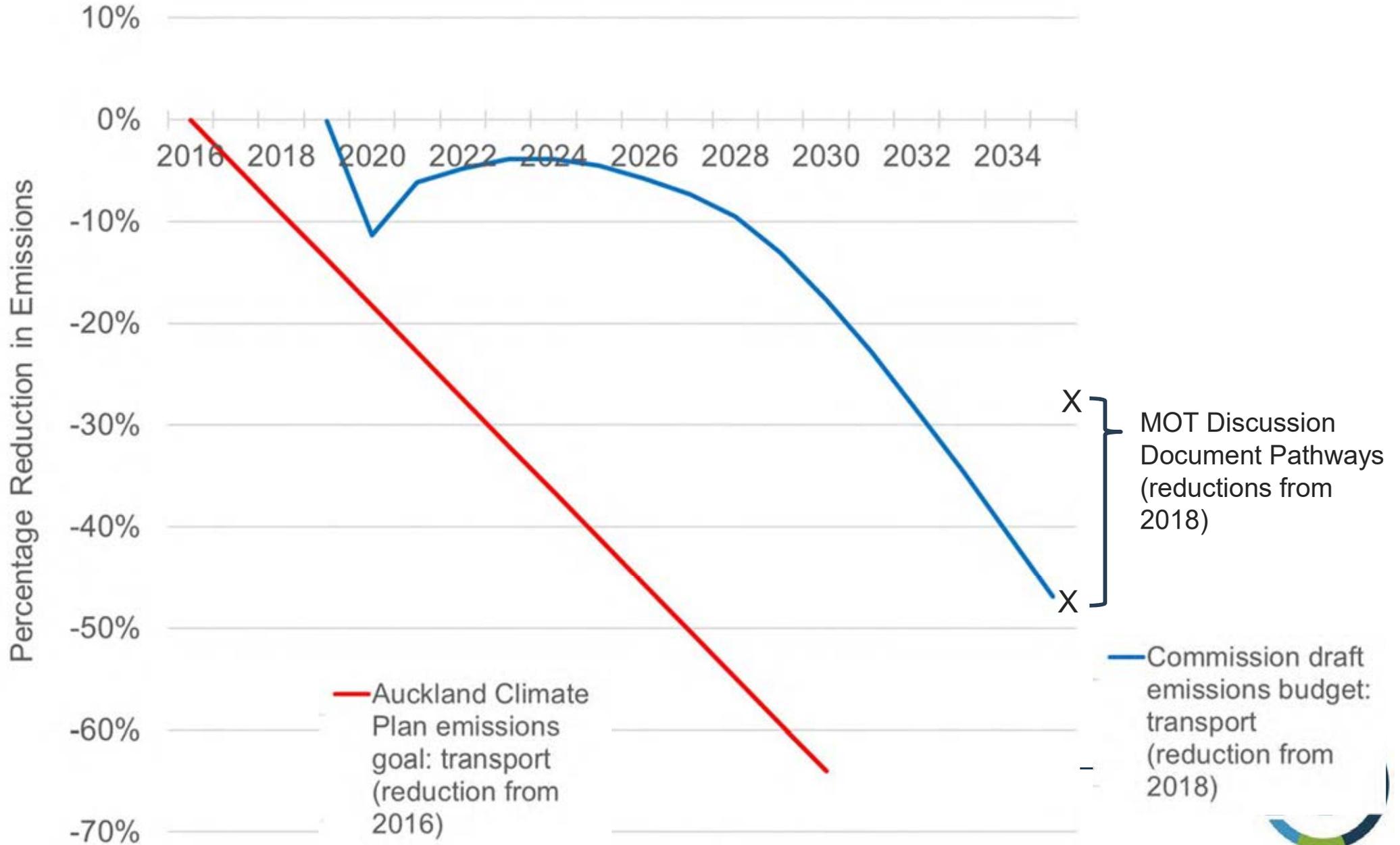
| Proposed Changes | Reason |
|---|--|
| Chairs forward | |
| Summary of Consultation Feedback | Required s.16(6)(f) of LTMA |
| Section on consistency of RLTP with s.14 of LTMA | Required s.16(6)(a) of LTMA |
| Table of a list of activities that have been approved for NLTF funding but are not yet completed | Required s.16(6)(c) of LTMA |
| Amendment of AT forecasts and capital programme tables to reflect Council's revised funding levels for Opex and Capex | Reflects Council decisions following its consultation on draft LTP |
| Inclusion of definition of 'Significant Activity' in Significance Policy | Omitted in error |
| Technical changes – split of Waka Kotahi's Low Cost/Low Risk projects; inclusion of Waka Kotahi's share of NW Busway | |

A pathway on climate change and other work



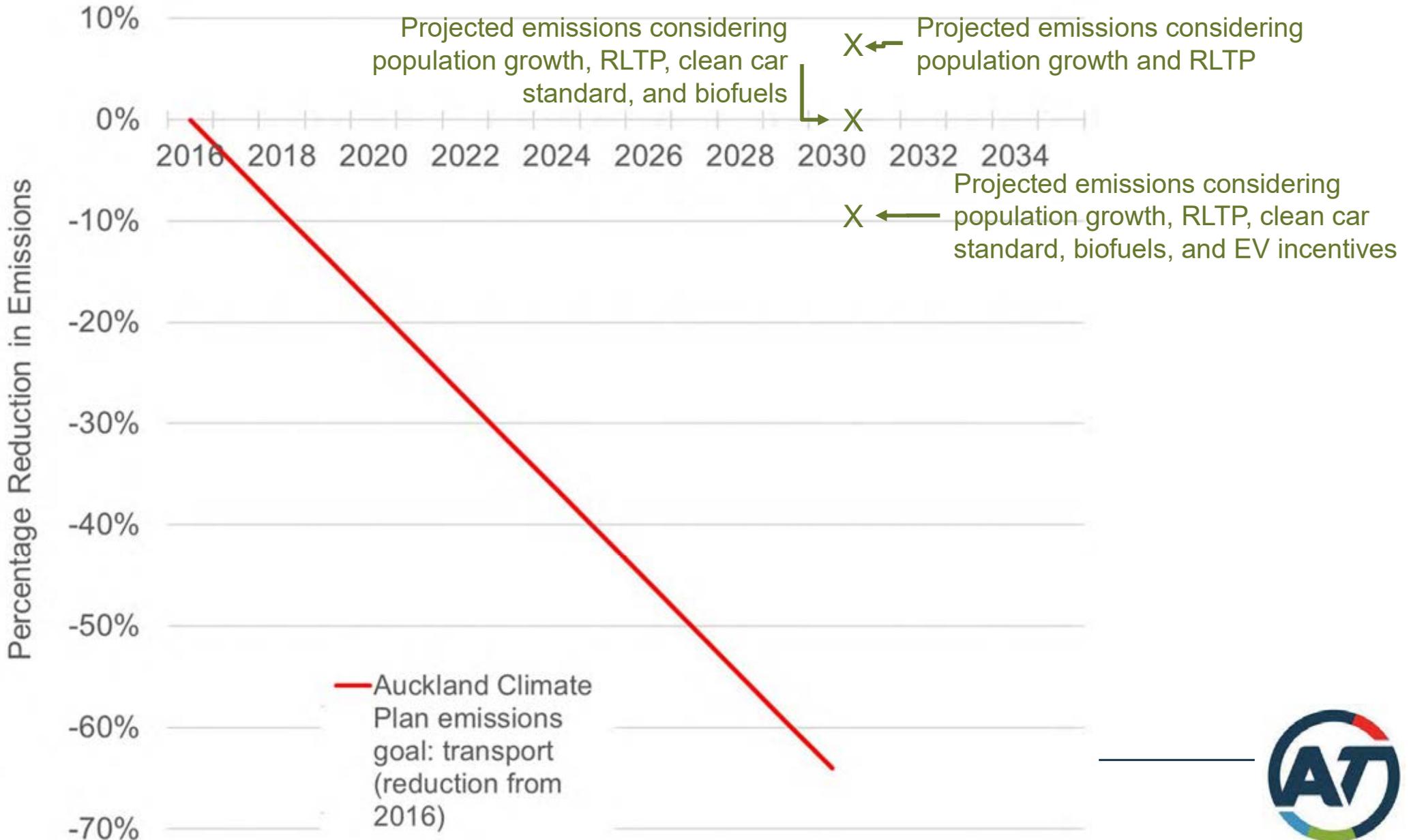
Emission Reduction Targets

Current government targets are well short of the Auckland Climate Plan. The Plan's overall target (50% reduction by 2030) reflects the reduction needed to avoid the worst impacts of climate change.



Emission Reduction Targets

The RLTP contributes to emissions reductions by partially offsetting the impact of population growth. However, even considering potential Government interventions, we are well short of the Auckland transport reduction goals. Slower national targets make the Auckland goal more challenging. An emissions plan for Auckland is needed.



Developing a Transport Emissions Reduction Plan for Auckland

We (Council and AT) are developing our approach and currently seeking feedback on it. Its steps are:

- ❶ Identify a wide range potential actions to reduce emissions
 - Across the Government, AT, Council, business and the public.
 - Incorporate existing work by MOT (Hīkina te Kohupara), Climate Change Commission, Waka Kotahi, and Council.
 - Review international best practise.
 - Workshops with internal and external stakeholders.
- ❷ Size the potential impact of actions
- ❸ Build a range of pathways to meet the Climate Plan transport goal (64% reduction by 2030)
 - Assess the equity impact and other trade-offs of the pathways
- ❹ Councillors to select a pathway for Auckland

Developing a Transport Emissions Reduction Plan for Auckland

We are developing the principles to guide the plan. Our starting point are Hīkina's principles:

- ① The transport sector will play a lead role in meeting our 2050 net zero carbon target
- ② We need to focus on moving to a zero carbon transport system, rather than offsetting emissions
- ③ We need to take a strategic approach to reducing transport emissions
- ④ Co-ordinated action is required across the transport system to avoid and reduce emissions
- ⑤ To ensure a Just Transition we need to manage the impacts and maximise the opportunities brought about by changes to the transport system
- ⑥ We need to forge a path to zero transport emissions by 2050, while recognising that there is not one way to get there
- ⑦ Innovation and technologies will play an important role in reducing emissions, but people are the key to our future

Developing a Transport Emissions Reduction Plan for Auckland

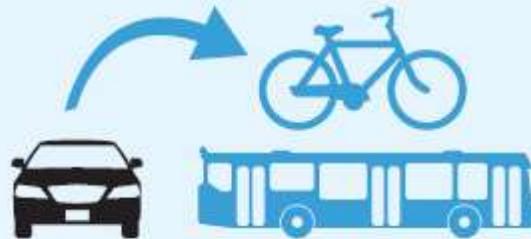
We intend to adopt a common framework (also used in Hīkina) called ASI, some potential interventions include:



AVOID

Motorized trips

- Encourage less trips (e.g. remote working)
- Congestion charging
- Fuel taxes
- Carpooling infrastructure and support programmes
- Compact urban design



SHIFT

To more efficient modes of transportation

- PT improvements
- Improve active mode infrastructure and support programmes
- Encourage employers to promote PT and active modes
- Transport orientated development
- Parking management



IMPROVE

Efficiency of remaining travel activity

- Lower carbon fuels
- EV purchase incentives
- Fuel efficiency standards
- Optimising freight routes

Other ATAP work

Next phase of ATAP work includes:

- Planning for decades 2 & 3
- Addressing issues around equity and Maori outcomes
- Addressing strategic funding issues



Approach to Planning Committee



Approach to Planning Committee discussion

- Propose to provide a modified version of this slide pack to Planning Committee
 - More limited reference to legal challenge
 - Direct recommendation on additional projects

Regional Fuel Tax

Update on proposal to vary the scheme

Regional Transport Committee workshop

24 May 2021



Key points

- Draft proposal prepared following government funding decisions and ATAP process with consultation held alongside draft RLTP
- 4,693 items of public feedback
 - Much outside of scope
 - Generally supportive of proposed changes
- All Local Boards provided formal feedback
 - All 20 boards included in the scheme supported a variation
 - Many asking for more funding for specific projects
- Recommendations
 - Changes to funding allocations will need to be led by changes to investment levels in RLTP
 - The proposal is largely unchanged, pending final RLTP decisions



Context

- Regional Fuel Tax scheme established in 2018 to enable additional investment in transport infrastructure
- Impacted by NZUP and Shovel-ready announcements in 2020
- Draft Proposal consulted on alongside draft RLTP
- No changes to core components – amount of tax, area, period etc.
- Changes proposed to the allocation of the tax between the 14 projects
- Key funding source for 10-year Budget 2021-2031

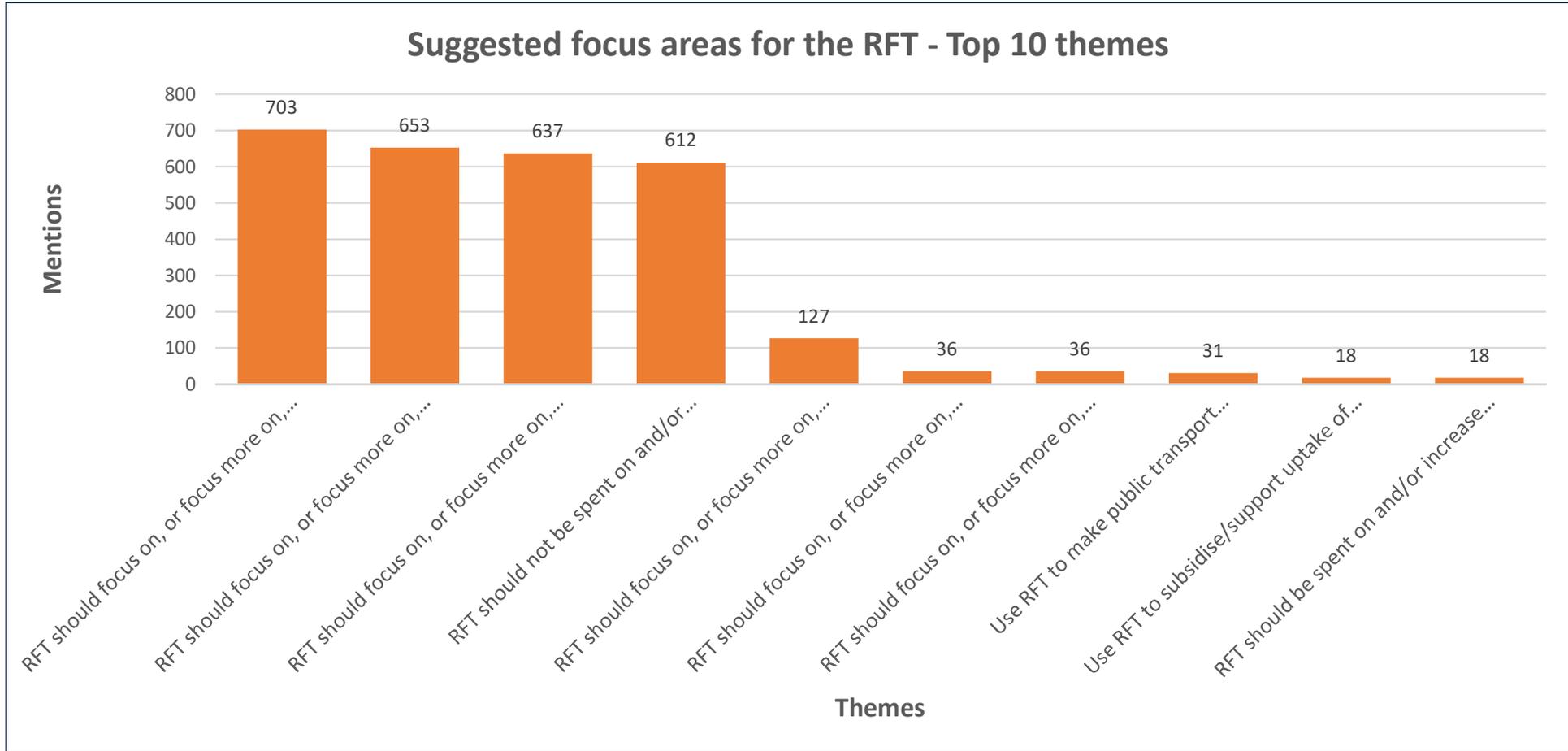


Public Feedback

- 4,693 pieces of feedback
- Much of the feedback was outside the scope of consultation
 - Discussed the overall merits of a Regional Fuel Tax
- On the specific question more supported the proposal than opposed.
- More detailed analysis of sentiment indicated overall support was higher



Comments on focus areas for the RFT



Feedback from Local Boards

- All local boards provided specific feedback
- The 20 included in the scheme supported a variation
- Key suggested areas for change:
 - Support more funding for public transport and active modes
 - Support more funding for road safety
 - Support more funding for specific local projects
- Some more operational feedback provided such as support for social procurement and increasing public transport subsidies



Mana Whenua engagement

- Draft proposal presented to hui alongside draft RLTP (25 March, 14 April, 5 May)
- Feedback focused on overall transport programme and RLTP topics rather than on specific RFT issues



Key considerations

- Much of the feedback not relevant to the key issue of allocation of RFT revenue to projects – there is no proposal to increase, decrease, or remove the tax
- Feedback highlights importance of priorities already included in ATAP, draft RLTP and 10-year Budget (such as public transport, active modes and safety)
- Overall funding for discretionary projects constrained in ATAP - limited ability to accommodate new initiatives
- Allocation of RFT to projects should be informed by the final RLTP



Potential RFT changes from draft to final

- Timing changes within the draft programme
- Changes to other funding assumptions (e.g. Waka Kotahi or Development Contributions)
 - Reallocation of funding from purchase of EMUs or Eastern Busway
- Changes to the RLTP projects, for example:
 - Increase to planned investment in footpaths
 - Inclusion of Dairy Flat Highway
- Other new information
 - Reallocate opex funding from EMUs to Puhinui / Airport access



Endorsement we are seeking

- Agree that the scheme should be varied
- That changes to the RFT scheme are led by changes to the RLTP
- That only minor changes to the allocation of RFT funds are made





Thank you.

Irrelevant

-----Original Message-----

From: Jenny Chetwynd (AT)
Sent: Monday, 14 June 2021 2:51 p.m.
To: Wayne Donnelly <waynedonnelly@xtra.co.nz>
Cc: Shane Ellison (AT) <Shane.Ellison@at.govt.nz>
Subject: RE: RLTP and RTC workshop

Hi Wayne - thanks for these pieces of feedback, they are exactly what we are looking for in the next 24 hours. Im expecting the session today to focus on the legal advice - look forward to seeing you soon.

Kind regards
Jenny

Jenny Chetwynd | Executive General Manager Planning & Investment Planning & Investment Division
Auckland Transport
20 Viaduct Harbour Avenue, Auckland 1010 DDI 09 447 4613 | P 09 355 3553 | M 021 345 988
Jenny.Chetwynd@at.govt.nz | www.at.govt.nz

Executive Assistant:
Kim Heathcote
Kim.heathcote@at.govt.nz
Mobile 021 326 142

-----Original Message-----

From: Wayne Donnelly <waynedonnelly@xtra.co.nz>
Sent: Monday, 14 June 2021 11:54 a.m.
To: Jenny Chetwynd (AT) <Jenny.Chetwynd@at.govt.nz>
Cc: Shane Ellison (AT) <Shane.Ellison@at.govt.nz>
Subject: RLTP and RTC workshop

Hi Jenny,

The team has done really well with the papers for the RTC under great time pressure.

I look forward to the workshop.

There is one area that I would like you to think about.

On page 40 of the RLTP there is a statement “ To achieve the benefits of scale, Auckland’s transport strategy (the “transport strategy”) to avoid congestion increasing is to absorb future growth in travel demand by improving the public transport and active modes networks and encouraging Aucklanders to change the way they travel”.

This is a fundamental statement of what we are trying to do in the RLTP and perhaps this needs to be more strongly positioned and put in lights earlier in the document (including the Chair’s Forward).

Paragraph 3 of the Executive Summary in the RTC paper states “ There were two areas of significant criticism of the RLTP that the programme did not do enough to address climate change and should be reprioritised to increase investment in sustainable modes; and the programme does not do enough to address congestion and needs reprioritising to address freight connectivity in particular”.

The first area of criticism is addressed comprehensively in the paper and supporting information (possibly because of the likelihood of of legal challenge) but the second area of criticism is hardly directly addressed at all.

There is an opportunity here to reinforce the “transport strategy” hidden on page 40 in a more direct response to

the criticism.

That response could be along the lines that congestion does need to be addressed and it is being addressed as strongly as possible in this RLTP within the resources available. However the "transport strategy" being implemented through this RLTP is not to comprehensively increase network capacity for vehicles (especially private single occupancy vehicles) but to provide effective alternatives to that form of travel removing the demand. The "transport strategy" is not being changed in response to submissions especially in the context of the climate challenge.

It is acknowledged, however, that there is a significant risk to Auckland that the "transport strategy" does not perform as intended in the timeframe necessary because the availability and the uptake of the alternative forms of transport is too slow to avoid more severe congestion especially in the medium term. This risk remains despite the commissioning of CRL, EBW, NWBW, new ferry services, increased bus services and potentially ALR within the timeframe of this RLTP.

For this reason the RLTP strongly advocates for the implementation of policy levers to accelerate the uptake of alternative modes and identifies where investments could be made to improve the implementation of the "transport strategy" should more resources become available in the timeframe of this RLTP.

I would be interested in your thoughts at the workshop.

The other area that perhaps needs more commentary is that public agreement that the RLTP addressed the right issues has dropped from 57% to 37% from 2018 to 2021.

Should we be offering a rationale for this? I suspect it is tied up with the climate and congestion issues discussed above. We are at a crossroads.

Regards Wayne

Sent from my iPad

2021 – 2031 Regional Land Transport Plan

For decision:

For noting:

Ngā tūhunga / Recommendations

That the committee:

- a) Acknowledge and thank the submitters and the local boards for their time and effort in preparing their submissions.
- b) Notes the independent assurance that the 2021-2031 Regional Land Transport Plan (RLTP) was developed in accordance with the Land Transport Management Act (2003) (LTMA).
- c) Agree that it is satisfied that the RLTP complies with the LTMA including that it:
 - i. contributes to the purpose of the LTMA; and
 - ii. is consistent with the Government Policy Statement on Land Transport 2021/22- 2030/31 (GPS).
- d) Adopt the significance policy presented in Appendix 11 of the RLTP (in accordance with Section 106(2) of the LTMA).
- e) Approve the proposed changes from the draft RLTP outlined in this paper resulting from feedback during the consultation period and where appropriate as a result of changes to Central Government programmes funded from outside the National Land Transport Fund (the New Zealand Upgrade Programme) and Central Government policy (the Clean Car Discount) announced after the commencement of consultation on the draft Regional Land Transport Plan.
- f) Recommend the attached RLTP:
 - i. to Auckland Council's Planning Committee (Planning Committee) for endorsement at its meeting on 24 June 2021, noting minor changes may to be made to it prior to this meeting to reflect for clarity and consistency purposes.
 - ii. to the Board of Auckland Transport (board) for approval at its meeting on 28 June 2021, noting minor changes may to be made to it prior to this meeting to reflect for clarity and consistency purposes.
- g) Agree that minor and technical changes may to be made to the RLTP with the approval of the Chief Executive prior to submission to Planning Committee and the board.

Te whakarāpopototanga matua / Executive summary

1. The RLTP was publicly consulted on between 29 March 2021 and 2 May 2021 using the special consultative procedure and approximately 5,800 submissions were received.
2. There were a wide range of responses from the public, local boards, Planning Committee, and stakeholder groups. The local boards were strong in their support for more investment in footpaths and asset renewals. There was also strong support for investment in travel choices, safety, and asset management from the public and stakeholder groups.
3. There were two particular areas of criticism of the RLTP – that the programme did not do enough to address climate change and should be substantially reprioritised to increase investment in sustainable modes; and, that the programme does not do enough to address congestion and needs reprioritisation to address freight connectivity issues.
4. A number of changes are proposed 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); however significant changes to increase or reprioritise the programme are limited by funding constraints and the impact to other priority areas to enable an effective, efficient and safe transport system in the public interest.
5. The committee must also be satisfied that the RLTP is consistent with the GPS. The analysis at Attachment 5 shows the RLTP is consistent with the GPS as it seeks to achieve a set of objectives that are consistent with the four GPS investment priorities, follows an investment direction that is consistent with the GPS, and, is forecast to achieve outcomes that are consistent with the Primary Outcomes and delivery expectations included in the GPS.
6. The committee is now requested to approve the proposed changes and to recommend the RLTP to the Planning Committee for its endorsement and to the board for approval.

Ngā tuhinga ō mua / Previous deliberations

| Date | Report Title | Key Outcomes |
|------------|--|--|
| March 2021 | Approval of the Draft Regional Land Transport Plan 2021 – 31 | The committee: <ol style="list-style-type: none"> i. approved the attached Draft Auckland RLTP 2021-31 for public consultation, noting minor changes will continue to be made to it prior to public release to reflect RTC feedback, and for clarity and consistency purposes. ii. endorsed the proposed approach to public consultation on the draft – RLTP, planned to take place between 29 March and 2 May 2021. |

| Date | Report Title | Key Outcomes |
|---------|--------------|---|
| | | iii. delegated to the Chair and Deputy Chair of the AT Board the approval of the final draft RLTP for release, and approval of the Statement of Proposal required under Section 83 of the Local Government Act for consultation purposes. iv. noted that following consultation, the draft final RLTP will be presented back to the RTC where the committee will consider any amendments to the document and recommend it to Council for endorsement and the AT Board for formal approval. |
| Various | N/A | The committee was briefed at a number of workshops on the issues raised by the submitters following the closure of consultation on 2 May 2021. |

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

7. 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.
8. The RLTP is the culmination of 15 month’s work combining the Auckland Transport Alignment Project 2020 update (ATAP) and the development of the RLTP. The RLTP reflects the ATAP agreements between Auckland Council and central government. The RLTP is also consistent with the funding made available in Council’s Long-Term Plan (LTP), and with the Regional Fuel Tax Scheme.
9. 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 identified following feedback from the consultation process and the announcement on 4 June 2021 from the Minister of Transport on the NZUP.
10. The draft RLTP has been updated to reflect the proposed changes and is now presented in Attachment 1 as the draft final RLTP.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

11. This RLTP represents the most efficient (as defined in the GPS) transport package to advance the Central Government and Auckland Council 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.

12. 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 Auckland Transport (AT) and Auckland Council to Central Government to progress, including the following areas:
- Climate Change (refer to the section Ngā whaiwhakaaro o te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations).
 - Access equity (implementing a 50% discount on public transport fares for Community Services Card holders).
 - Safety (penalties, enforcement, speed limit reviews).
 - Congestion pricing (through The Congestion Question).

Feedback from Consultation

13. The draft RLTP was widely consulted on to seek the views of Iwi, elected members, stakeholders and the wider public. AT received 5,818 submissions, including 110 from partners and stakeholders. This included submissions from all 21 democratically elected local boards who together represent Auckland's communities.
14. The Consultation Summary Report is provided in Attachment 2, and the Local Board Feedback on the RLTP is provided in Attachment 3

Summary of Mana Whenua Feedback

15. AT presented at 5 hui attended by 12 Iwi and received written submissions from Te Ākitai Waiohū, Ngāti Whātua Ōrākei Whaimāia and Te Uri o Hau.
16. Generally speaking, there was support for travel choices, active modes and public transport; 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 on lower socio-economic communities.

Summary of Public Feedback

17. 53% of respondents felt that the 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.
18. 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 public transport. This strong support for public transport was reflected across all categories in the consultation.

19. 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 and only “roads” received more responses that they should not be a priority compared to that they should be a priority.
20. 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

21. All local boards were provided with a specific briefing on the RLTP and projects in their local board area as part of the consultation process.
22. Most of local boards endorse the proposed investment package in the 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.
23. The majority of the local boards support the investment in travel choices (active modes and public transport) 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.
24. There was support for investment in 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.
25. Several local boards noted that low renewal expenditure over the 2018-2021 period (including due to budget impacts from the COVID-19 pandemic) has created a renewal backlog and support 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

26. A wide variety of stakeholder and advocacy groups submitted on the RLTP advocating for more action on climate change, more action to improve congestion and provide choices, and to enable equitable access (particularly in relation to footpaths). A snapshot of the key 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, Lawyers for Climate Action NZ) indicated that their view was that the RLTP does 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. New Zealand Automobile Association (AA) indicated that their view was that the current approach 'would be a transport programme that severely degrades levels of service in for the transport mode that the vast majority of Aucklanders depend on', and called 'for an appropriate level of balance between encouraging public transport use and the need to adequately support private vehicles'. Their members indicated that they want to see 'a balance between roading improvements, and upgrades and extensions to the public transport 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 public transport and not enough was being done to ease congestion for people and freight which make up the majority of the users of the network. They 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 RLTP following consultation

27. Overall, we see much of the consultation feedback providing support for the direction of the RLTP, and particularly strong support for investment in public transport which is a key theme of the RLTP. However, in many cases respondents wanted the RLTP to do more and sought higher investment in favoured areas. While further investment - particularly in public transport, active modes and to support freight - would be desirable, there is limited opportunity to increase investment due to funding constraints.
28. Within the feedback, there were two particular areas of criticism of the RLTP. The first was that the programme did not do enough to address climate change and should be substantially reprioritised to increase investment in sustainable modes. The second was that the RLTP does not do enough to address congestion and needs reprioritisation to address freight connectivity issues.
29. The emphasis of this RLTP in addressing congestion 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. For this reason, the RLTP advocates for the implementation of policy levers to accelerate the uptake of alternative modes.
30. Although the RLTP is consistent with the outcomes in these key GPS priority areas, we agree with the submitters that it is desirable to seek better outcomes in terms of emission reductions and improving freight connectivity (amongst other areas). However, we are also cognisant that there is limited opportunity to reprioritise the RLTP towards one area without compromising other GPS priorities or the overall contribution to efficiency, effectiveness, safety, or the public interest. Scenario testing as part of ATAP indicated that any significant reprioritisation of activities is unlikely to make a significant difference to greenhouse gas emissions.
31. Although there is limited flexibility for major change, several refinements are proposed address more localised issues. 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; they can be funded within the current funding arrangements; and they are consistent with the GPS and the intent of ATAP.
32. Notwithstanding the above, the committee's ability to change the investment programme in the RLTP is limited to activities that fall under section 16(3)(b) of the LTMA. i.e. have been proposed for inclusion by AT, Auckland Council or Waka Kotahi and funding must be being

sought from the NLTF. The committee cannot remove or amend any 'regionally significant' expenditure on activities that are funded from sources other than the National Land Transport Fund; or remove or amend a significant rail activity proposed by KiwiRail.

33. The details of the proposed changes are outlined in Attachment 4, and 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 (DFH) and the Avenue Intersection.
- c. Providing a 25% local share for Hill Street Intersection (Warkworth).
- d. Progressing the Business Case for Lake Road by spreading the allocated funding such that \$1m is allocated in each of 2021/22 and 2022/2 financial years
- e. 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.
- f. Modifying the text and tables to reflect the Ministers' announcement on 4 June 2021 of changes to the NZUP. These changes do not trigger a need to reconsult on the RLTP.
- g. Changes to the AT capital and operating programmes to align with Council's LTP, as well as updates to the Waka Kotahi and KiwiRail programmes. These are set out in Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts
- h. Including commentary to demonstrate AT's commitment to work with Local Board around the funding and allocation of smaller local projects that improve community outcomes. This continues the success of what we have achieved with the local boards in the last 12 months.
- i. Various technical changes to ensure that it fully meets the requirements of the LTMA and remains consistent with ATAP
- j. Acknowledgement of the Clean Car Package announced by the Minister of Transport on 13 June 2021

34. The financial implications of the proposed changes are outlined in Paragraph 45 under Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

Satisfying the key statutory requirements of the RLTP

35. In reaching a decision to recommend the RLTP for approval by the board, the committee must be satisfied that the RLTP meets the requirements of the Land Transport Management Act 2003, including being satisfied that the RLTP:

- a. contributes to the purpose of the LTMA (section 14(1)(a)(i) LTMA), which is also aligned with AT's statutory purpose (section 39 Local Government (Auckland Council) Act 2009));

- b. is consistent with the GPS (section 14(1)(a)(ii) LTMA);
 - c. other matters in section 14 of the LTMA; and,
 - d. is in the form and contains the content required under section 16 of the LTMA (the proposed changes to the draft RLTP to reflect this requirement are outlined in Attachment 4).
36. Attachment 5 sets out in full how these legislative requirements have been satisfied during the development of the RLTP and by the final RLTP itself.
37. In particular, the committee must be satisfied that the RLTP contributes to the purpose of the LTMA, which is to contribute to an effective, efficient, and safe land transport system in the public interest (noting that the GPS defines public interest as a transport system that that supports economic, social, cultural and environmental wellbeing). The analysis at Attachment 5 shows that is achieved in the RLTP by setting out a range of investments that will support an effective and safe transport system and advance public interests. The investment programme is efficient as it has been rigorously tested and prioritised through the ATAP interagency process.
38. The committee must also be satisfied that the RLTP is consistent with the GPS. The analysis at Attachment 5 shows the RLTP is consistent with the GPS as it seeks to achieve a set of objectives that are consistent with the four GPS investment priorities; follows an investment direction that is consistent with the GPS; and, is forecast to achieve outcomes that are consistent with the Primary Outcomes and delivery expectations included in the GPS.
39. Attachment 6 also provides assurance of the advice in Attachment 5 that the analysis is legally sound.

Implications of deciding not to adopt the RLTP

40. In the event that the committee does not recommend the RLTP to the board for approval:
- a. the 2018-28 RLTP would remain in effect.
 - b. AT would only be able to access funds from the National Land Transport Fund (NLTF) to the extent that is provided for in the National Land Transport Plan (NLTP) at any time (which is unlikely to provide for any activities in the 2021-2031 RLTP until that RLTP is approved by the board).
41. The implication is that a decision not to recommend the RLTP:
- a. is likely to impact on \$345 million of new activities over the next three years, including (but not limited to): CRL Day one activities; Northwest bus improvements, Airport to Botany Rapid Transit Route Protection, and Decarbonisation of the Ferry Fleet Stage 1; Minor Cycling and Micromobility (Pop-Up Cycleways); supporting electric vehicles; and 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): EMU Rolling Stock and Stabling Tranche for CRL, Connected Communities; Urban Cycleways Programme; and, Glenvar Road/East Coast Road intersection and corridor improvements.

42. Notwithstanding the advice, 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 s18D of the LTMA. This allows the committee to prepare a variation to the RLTP where good reasons exist, or at the request of Waka Kotahi or Auckland Council.

Significance Policy

43. Section 106(2) of the LTMA requires the committee to adopt a policy that determines significance in respect of activities included in the RLTP and variations to the RLTP and requires a separate resolution to the RLTP approvals. The significance policy is included in the Appendix 8 of the RLTP.

44. The significance policy in the RLTP has been amended to include a definition of a Significant Activity in line with the legislation.

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 Auckland Council, to advocate for policy changes required. Work closely with Auckland Council to develop an Auckland specific Climate Change pathway |
| Funding availability: Changes to available funding, or inability by AT to access National Land Transport Fund (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. | Continue to advocate to MOT and Waka Kotahi to progress work to enable the full funding allocation of the programme. |
| Statutory Compliance: The RLTP is not compliant with legislation, and is successfully challenged through a judicial review, resulting in the inability to access funds from the NLTF. | AT has undertaken a comprehensive review (including independent legal review) to ensure that the RLTP meets statutory requirements |

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

45. The impact of the proposed changes to the RLTP and alignment with Council’s LTP are as follows:

- a. **Source of funding for the new footpaths, DFH/Avenue intersection and Hill St (Warkworth) local share:** Through AT's Portfolio Management approach, we propose that these projects be delivered when and if funding becomes available due to delivery of another project being delayed. This reflects the very limited options to make adjustments to AT's capital programme, given the current priorities to fund committed projects, complete major projects such as Eastern Busway, EMUs and infrastructure to support the CRL, and Urban Cycleway Programme, as well as priorities such as One Local Initiatives.
 - b. **Operating Funding:** 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 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. Initial indications from Waka Kotahi are that AT will not receive all the NLTF funding we requested for public transport operations and road renewals in the first three years of the programme. AT is working with Auckland Council on mechanisms for mitigating the funding shortfall.
 - c. **Capital Funding:** AC's capital funding for AT has been re-phased to reflect (i) AT's confidence in shifting to a \$820 million capital programme in 2021/22; (ii) AT's capex profile in the draft RLTP which exceeded funding in 2024/25 and 2025/26, and (iii) the Council's own funding parameters. While the total funding is the same over ten years, this has required a re-phasing of AT's capital programme, with around \$450 million re-profiled from the 2021-26 to the 2026-31 period
46. The Auckland Council 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 Auckland Council's LTP.
47. Waka Kotahi and KiwiRail have also made changes to the timing and costs of some activities in their programme. These changes together are not material in the context of the 10-year programme.

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

48. The RLTP's key contribution to emissions reduction is investment in infrastructure and services support mode shift away from private vehicles and towards public transport and active modes. Additionally, the RLTP also contributes through the electrification of public transport services, like buses and trains.
49. With this investment 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. This based on the regional transport model outputs including vehicle emissions parameters published by Waka Kotahi and the MOT. Over the 2021-31 period, the reduction in emissions is estimated to be in the order of 5% – despite Auckland's population being expected to grow by 16%.

50. Draft national emissions targets to 2030, for the entire country for all sectors, is a 20% reduction on 2019. The MOT is currently consulting on actions necessary to meet the target, and by the end of 2021, they are required to announce policies that achieve the target.
51. Te Tāruke-ā-Tāwhiri: The Auckland Climate Plan (ACP) is more aggressive in seeking a greater reduction in transport emissions than the MOT. AT is working with Council to develop an AT Emissions Reduction Plan to identify pathways and the additional significant policy changes needed to align with the ACP scenario. These pathways will describe the actions required by AT, Council, and government. This approach reflects the LTP requirements for AT to support the implementation of actions identified in the ACP.
52. The climate change actions provide environmental and well-being co-benefits from reduced air pollution. The RLTP also has a target for water run-off from roads, which will improve water quality. The capital projects will also support environmentally focused programmes on minimising construction waste and water use and improving biodiversity through greening the network with more trees and vegetation.
53. In looking at the long-term the RLTP takes into account the target of reaching net zero emissions by 2050, through the objective of *Improving the resilience and sustainability of the transport system and significantly*. This objective is addressed through the investment in alternative modes.
54. The RLTP also considers the 2050 forecast and notes that the accelerated uptake of low emissions vehicles (e.g. EV's) is vital to reduce road transport emissions. This is reinforced by the Minister's announcement of the Clean Car package on 13 June 2021 which aims to 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 EV's.

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

55. This area was covered in Feedback from Consultation

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

56. The RLTP contributes to reduced harm from the transport system through the adoption of Vision Zero principles along with:

- a. Investment in AT's Safety programme (a wide-ranging programme that includes safer speeds, investment in high risk corridors and intersections and improving outcomes for vulnerable users), Mara and Papakainga Turnouts programme, School Speed Management and other safety programmes, as well as Waka Kotahi's Safer Networks and other programmes.
- b. A major investment in mode shift, to encourage a greater uptake of this safer mode of travel.
- c. The delivery of over 200 kms of new or improved cycling infrastructure.
- d. The promotion of a number of policy levers to make the transport system safer.

57. 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

58. Following recommendation of the RLTP by the committee, it will be presented to:

- a. Planning Committee for their endorsement at its meeting on 24 June 2021; and
- b. the board for their approval at its meeting on the 28 June 2021.

Ngā whakapiringa / Attachments

| Attachment number | Description |
|-------------------|---|
| 1 | Regional Land Transport Plan 2021 – 31 |
| 2 | Full Public Feedback Report |
| 3 | Submissions from local boards, partners and key interest groups |
| 4 | Proposed Changes to the draft RLTP |
| 5 | How the draft RLTP 2021-2031 meets the requirements of section 14 of the LTMA |
| 6 | Independent Assurance |

Te pou whenua tuhinga / Document ownership

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

Auckland Regional Land Transport Plan 2021-2031



The Regional Land Transport Plan 2021-2031 sets out the land transport objectives, policies and measures for the Auckland region over the next 10 years. It includes the land transport activities of Auckland Transport, Auckland Council, Waka Kotahi NZ Transport Agency, KiwiRail, and other agencies.



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VERSION TO RTC 18 JUNE 2021

01.

Introduction from the Chair



VERSION TO RTC 18 JUNE 2021

To come



VERSION TO RTC 18 JUNE 2021

Atkinson

02.

Context

Auckland, Tāmaki Makaurau, is home to 1.7 million people – one third of all New Zealanders – and is forecast to grow by another 260,000 over the next decade, reaching around 2.4 million by 2050. This rapid population growth presents a number of challenges in our quest to be a liveable, climate-friendly and productive city.

Growth represents opportunity but when combined with Auckland's challenging natural setting and urban form the outcome has been increased congestion and limited connectivity. When we add in housing affordability, a global climate emergency and the Covid-19 health pandemic, Auckland has a lot to contend with.

Over the past 20 years, Auckland's civic leaders and Central Government have significantly boosted investment in transport and significant effort has gone into providing Aucklanders with more choices about how they travel around the region. A committed effort has been made to improve bus, train and ferry services and develop better infrastructure for those who walk and want to use a bike.

Evidence tells us that Aucklanders like the improved experience, particularly on rapid and frequent bus and train services where the number of trips has almost doubled in 10 years.

In 2019, Tāmaki Makaurau achieved a milestone with more than 100 million public transport boardings made – the first time that number had been achieved since the early 1950s, but we need many more Aucklanders to access better transport choices to reduce congestion, GHG emissions and deaths and serious injuries (DSI) on our roads.

More than a third of Aucklanders live within 500 metres of a frequent public transport service, yet the majority of us still choose to use our private motor vehicle for most of our trips.

Auckland needs a well-coordinated and integrated approach to help people and freight get around quickly and safely – one that significantly reduces harm to the environment and where there are multiple transport choices.

This Auckland Regional Land Transport Plan 2021–2031 outlines our response to these challenges over the next 10 years.



The big picture – what has changed since the last RLTP

While it's only been three years, a lot has happened that makes updating the Auckland Regional Land Transport Plan 2018-2028 (2018 RLTP) necessary.

The 2018 RLTP represented a step-change in transport investment for Aucklanders, with a transformational programme to tackle existing and future transport problems. The introduction of a Regional Fuel Tax (RFT) and a \$28 billion package to deliver 14 large-scale infrastructure projects provided the region with certainty and sparked accelerated momentum.

Focus on climate

Late 2019 Auckland Council declared a climate emergency, with strong pledges to introduce improved fuel emissions standards and accelerate the decarbonisation of Auckland's public transport bus fleet. In July 2020 the council unanimously passed the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, which boldly aims to halve Auckland's GHGs by 2030. The plan's main transport actions are to encourage more of us to utilise public transport and active modes, decarbonise Auckland Transport (AT) contracted buses, and advocate to central government for policies to support lower and zero-emission vehicles.

This year, the New Zealand Climate Change Commission issued its 2021 Draft Advice for Consultation. Transport features strongly with advice to decarbonise the light vehicle fleet, step up to challenging growth targets for public transport, walking and cycling, and reduce the need to travel through remote working practices.

In 2019, an additional 16,600 cars (330 per week) were registered in Auckland, adding to congestion, contributing to increased emissions, clogging freight movements and costing Aucklanders time and money.

The road transport system contributes to 38.5 percent of Auckland's emissions and the Commission's advice and central government's response to it is critical to tackling climate change.

Aucklanders tell us they are supportive of tackling climate change yet the way to successfully execute the transition is both complex and unclear. It must be tackled using both a systems and evidence-based approach, and result in equitable outcomes.

Context cont.

The Impact of Covid-19

The team of five million has done a great job managing the risks of Covid-19. As a result, the economic impacts have been less than many initially anticipated. The transport response has also been very good when compared internationally¹ and as a consequence, the use of buses, trains and ferries has been much better than almost all other international cities.²

But Covid-19 has changed the way we work. The rise of office meeting software such as 'Zoom' and 'Teams', has significantly impacted transport in Auckland, with major structural shifts in the need to travel for work purposes. People travel on buses, trains and ferries less frequently, while some having returned to the perceived 'safety' of private motor vehicles.³ As a result, Covid-19 has severely impacted key cash revenue streams. AT has had to rely on greater funding support from Auckland Council, the National Land Transport Fund (NLTF) and the Covid-19 Response and Recovery Fund to maintain services and top-up reduced capital expenditure through the government's 'shovel-ready' programme.

Covid-19 has also impacted some parts of our community harder raising social equity issues. It's raised the need for a continued focus on sustainable procurement practices and a heightened response to Māori, Pasifika and low income communities.

Transport through the provision of supporting services can be an enabler of more housing supply and help shape the type of housing that is built. In 2021 housing affordability and funding to provide roads for light vehicles, freight, buses and people on bikes, as well as train and ferry services to support housing growth at the scale required, remain challenges to be solved.

Review of Auckland Council Controlled Organisations

In 2020 the Independent Review of Auckland Council Controlled Organisations (CCOs) highlighted opportunities to improve responsiveness as well as the delivery of minor projects. A key recommendation was that Auckland Council and AT work with the Ministry of Transport (MoT) and Waka Kotahi NZ Transport Agency (Waka Kotahi) to streamline funding processes. This goes to the heart of delivering the transport system Auckland needs at a greater pace.

Transport system progress

Safety

Consultation on the Draft 2018 RLTP showed that Aucklanders were firmly behind greater investment to make the roading network safer. While much more needs to be done, subsequent investment has helped to reduce the number of DSI across Auckland's Transport system.

In 2017, over 800 people died or were seriously injured on Auckland roads. DSI results have improved since the 2017 peak, with 525 DSI recorded on Auckland roads during 2020. This represents a 37 percent reduction, minimising the burden of road trauma on whanau and saving hundreds of millions of dollars in socio-economic costs to New Zealand. But we can do better.

Auckland continues to have one of the highest rates of pedestrian, cyclist and motorcyclist road deaths in the world and, following the second Covid-19 lockdown in Tāmaki Makaurau with less traffic on our roads, we saw the average speeds at which people travel in their cars increase, along with a significant uplift in DSI. Eleven people died during the last two months of 2020 and a further seven people died on Auckland's road network in February 2021 alone.

¹ AT's Covid-19 Response: A Review, January 2021, Draft for Discussion – An independent review completed by PwC

² Covid-19 Ridership Evolution, March 17, 2021 prepared by UITP

³ AT RLTP Public Preferences Study, January 2021



Rapid and frequent train and bus services

Aucklanders have voted with their feet since the Britomart Train Station opened in 2003 and the Northern Busway opened in 2008. Use of these rapid transit networks has substantially increased, indicating that rapid and frequent public transport is critical to helping people move around the city. Annual train patronage increased 755 percent between 2003 to 2019 (2.5 million to 21.4 million) and annual bus patronage grew from 43.6 million in 2008 to 73.1 million in 2019.

As a result of broad scale effort, over \$7.5 billion of new rapid transit projects are now either in construction or are in detailed design.

Since 2018, more electric trains have been delivered and more pieces of the Rapid Transit Network (RTN) are progressing including construction of the transformational City Rail Link (CRL), Eastern Busway, Puhinui Interchange to Auckland International Airport

rapid bus services and Northern Busway extensions. The design of the Northwest Bus Improvements along SH16 and electrification of the rail network from Papakura to Pukekohe is also underway.

A third track between Wiri and Westfield is progressing. This will eventually allow express train services between the south and the city centre and unlock more freight capacity from the Ports of Auckland to distribution centres throughout Auckland and other regions.

Changes to rail legislation will also benefit Auckland by aiming to address longstanding rail funding issues and arrest the ‘managed decline’ of rail infrastructure.

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Context cont.

The bus and ferry network

Auckland's modern bus fleet does the heavy-lifting in terms of public transport services. Coupled with the rollout of more dedicated bus and transit lanes that have increased productivity of key arterial roads, a regionwide new bus network was rolled out in 2018, doubling the number of Aucklanders who have nearby access to frequent bus services.

Early steps have been taken to decarbonise the bus fleet. Battery electric buses have been trialled and new electric fleets have been commissioned on Waiheke Island, on services between Puhinui and the Airport, and on City Link services running between Karangahape Road and Wynyard Quarter.

A smaller but still important transport task is undertaken by ferries. The new ferry basin in Downtown Auckland will be the jewel in the crown of the ferry network. In the mid to longer-term we believe further improvements for ferry customers are an important part of Auckland's transport future.

Fare initiatives and promotions

Investment in new infrastructure and services has been supported by new public transport fare initiatives such as Child Fare Free Weekends, discounted off-peak fares and ferry fare integration.

AT's 'Home Free' promotion held on the last Friday evening before Christmas 2018, promoted public transport and, with the support of the New Zealand Police, discouraged drink-driving. This initiative was repeated in 2019 and 2020.

Safe cycleway infrastructure and shared paths

New safe cycleway infrastructure and shared paths have been built, and progress is being made on the remaining elements of the Urban Cycleway Programme such as Te Ara Ki Uta Ki Tai (Glen Innes to Tāmaki Shared Path).

The following projects are completed or progressing:

| | |
|--------------------------------|---|
| 2020/21 Completed | Herne Bay to Westhaven Cycleway |
| | Victoria Street Cycleway |
| | Murphys Road Corridor Improvements |
| 2020/21 To be completed: | Karangahape Road Streetscapes Upgrade |
| | Tāmaki Drive Cycleway and Flood Resilience Project – Separable Portion 1 |
| 2021/22: Planned | Eastern Busway Stage 1 Shared Path |
| | New Lynn to Avondale Shared User Path |
| | Glen Innes to Tāmaki Drive Shared Path – Section 2 (delivered by Waka Kotahi) |
| | Links to Glen Innes Cycleway – Package 1 |
| | Tāmaki Drive Cycleway – Separable Portion 2 |
| 2022/23: Planned | Waitematā Safe Routes Cycleway – Section 1 |
| | Great North Road Cycleway |
| | Links to Glen Innes Cycleway – Package 2a |
| | Glen Innes to Tāmaki Drive Shared Path – Section 4 |
| 2023/24: Planned | Waitematā Safe Routes Cycleway – Section 2 |
| | Links to Glen Innes Cycleway – Package 2b |
| | Point Chevalier to Westmere Cycleway |

There has been a 16 percent increase in trips on bikes since 2016 and this will accelerate once the Urban Cycleways Programme (from the inner west to Glen Innes) and the Northern Pathway are completed.

New Lynn to Avondale Shared User Path artist rendering



Roading

Over the past three years there has been significant capacity improvements on our state highways to the northwest and south of Auckland. Similar improvements are underway between Puhoi and Warkworth.

Roading optimisation projects, including the introduction of transit and dynamic lanes on Whangaparāoa Road and Redoubt Road, have reduced travel times for locals and boosted productivity. Multi-modal roading projects such as Murphys Road, Medallion Drive Link and Matakana Link Road are helping to unlock housing developments.

Congestion in some parts of the region is affecting the productivity of the arterial roading network, which impacts freight movements and private journeys. Intersection improvements have been made at Great South Road/Church Street, Ti Rakau Drive/Gossamer Drive, and Favona Road/Savill Drive.

In early 2020, central government announced the transfer of some RFT-funded projects and other projects to the New Zealand Upgrade Programme (NZUP). It was revised on 4 June 2021. The programme brings large-scale investment forward through multi-modal roading projects such as the South Auckland Package and

Penlink on the Whangaparāoa Peninsula, the Northern Pathway, electrification of the rail line from Papakura to Pukekohe, and new train stations in Franklin.

Value for money and financial sustainability

There has been a significant escalation in programme costs. As well as land costs, real effort has been made to ensure workers – such as bus drivers – enjoy wages and conditions which make the industry attractive to work in. The demand for more services over time will mean more frontline staff are required to make our transport system work.

Parts of the construction industry have struggled over the last three years and it's clear that New Zealand needs a construction industry which is financially sustainable and safe. Auckland is just one of a cluster of cities in Australasia investing heavily in transport, and the way we procure, share risk and partner with industry is crucial to bringing this RLTP to life.

Context cont.

Looking to the future

The experience we give customers – whether making a trip in a car, in a truck, on a bike, bus, train, ferry or on foot – are at the heart of a successful transport system. An efficient, safe, connected transport network is critical to get everyone where they want to go, deal with freight, encourage more sustainable transport choices, and serve as a catalyst for a more compact city.

For the last 15 years transport agencies have worked to maintain a growing stock of existing and new infrastructure. There is still more to come, including additional Waitematā Harbour connections and rapid transit, but funding is limited and decisions are required in terms of priority projects.

New Zealanders are beginning to see the consequences of existing infrastructure failing and are quickly understanding it needs to be looked after. The 2020 closure of the Auckland Harbour Bridge (which led to significant reductions in lane capacity for close to three weeks), rail track problems, and issues with water infrastructure have all highlighted the impact and disruption that can occur when assets are damaged by weather or inadequate maintenance and renewals.

We must look after transport assets on behalf of the region. Auckland does not have the same economies of scale as some other like-minded cities so a focus on innovation, technology, value for money and integrated planning is key to deliver what people want.

This 2021 RLTP builds on the 2018 RLTP, but seeks to speed up progress. It has a greater emphasis on looking after the region's transport assets, safety and climate change.

The need for sustained investment in transport infrastructure, built as soon as possible, is a top priority. As underpinned by central government in its Covid-19 response, there is an opportunity for infrastructure works to generate jobs and help New Zealand recover while providing safe travel choices for residents and visitors, and better accommodating our daily lives and special events.

Transport in Auckland over the next 10 years might be viewed as a decade of two halves. In the first half we plan to finish what is already underway. Some very big construction projects are underway – CRL, the Eastern Busway, Northern Busway extension, Matakana Link Road and the Urban Cycleway Programme. KiwiRail is

advancing with electrification of rail services between Papakura and Pukekohe, and a little further behind are interim bus improvements to the northwest and the Northern Pathway.

In the second half of the period under this RLTP, a range of new programmes will gather momentum. Projects and programmes such as Connected Communities, service-led improvements on the Airport to Botany rapid transit route, and investment in renewals will really come into focus.

The link between technology and transport is more and more obvious. Covid-19 highlighted the value of previous investments in AT HOP and the AT Mobile app, and we are increasingly seeing the role technology can play in making our roads safer through the likes of red light cameras and more productive dynamic lanes. E-scooters and e-bikes for hire and car-sharing schemes are further evidence of how technology is enabling changes in the way we travel. The ongoing investment in technology with a focus on transport customers is an important piece of the puzzle when it comes to delivering a better transport system.

Now, more than ever, we need all those involved in setting the policy and regulatory framework, whether at a central government or local government level, to step up to the significant challenges of delivering an effective, efficient and safe transport system in the public interest. This needs to be done in a way which recognises that the transport system of Tāmaki Makaurau serves a diverse range of communities in what is New Zealand's largest and fastest growing region. What works in rural New Zealand may not be fit for purpose in Auckland, and vice-versa.

There are a number of opportunities to bring transport policy and regulation in line with the needs of Auckland's transport system. Whether it be safety outcomes to improve the deterrence framework, roading productivity outcomes and the existing ways in which Aucklanders pay to use their roads or parking or climate change, our future transport regime must look different.

The outcomes from the 2021 RLTP are covered in Section 8.

For the first time this RLTP includes a programme of activities targeted at policy and regulatory interventions which will provide Aucklanders with better outcomes from their transport system.

Population growth and the reliance Aucklanders have on their motor vehicles means it's essential to have conversations with other agencies about potential interventions to meet Auckland and New Zealand's climate change targets. We are already investing in low-emission buses and electric trains, completing scheduled cycle, bus and rail projects, creating low-emission vehicle zones, introducing charging stations for electric vehicles (EVs), and promoting cycling and walking. However, there is the potential to achieve so much more with financial incentives to purchase EVs, an increased use of biofuels, and improved vehicle fuel-efficiency standard regulations. There have been clear recent signals that central government is considering some of these changes.

Road pricing (or congestion pricing) is another important area of regulatory change. The current way Aucklanders pay for using their roads does not incentivise them to be used in the most productive way, or support climate change outcomes.

A better transport system depends upon regulation and policy, and this RLTP outlines a plan for policy advocacy and policy change. In many cases such change requires political assent, and so the plan is clear about where change must be driven from and the outcomes sought. It's crucial that the full range of tools is being used to deliver value for money for ratepayers and taxpayers.

The ATAP 2021 investment programme for Auckland is historically significant and substantial in the Covid-19 impact context. So much, like CRL or the Eastern Busway, is already underway or core to keeping

Auckland moving. Having so much already in construction or well advanced in project development is a good thing – it's a sign of progress. On the downside it leaves limited room for new or additional investments.

After operations, maintenance, renewals, committed and essential capital works, \$2.1 billion is available for new investments to deliver the transport outcomes Aucklanders want. Any new investment can only be progressed late in the decade when the funding demands of big transformational projects (such as CRL and the Eastern Busway) ease off, or if additional funding above and beyond that signalled in ATAP becomes available.

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03.

Feedback from consultation

This section summarises the feedback received through submissions on the draft 2021 RLTP.

Public consultation on the draft RLTP ran from 29 March to 2 May 2021. We presented at five hui (attended by 12 Iwi), held 21 local board workshops, 11 public drop-in sessions, two webinars, a workshop with advisory panels and a partner and stakeholder event.

The consultation was promoted in a number of ways, including:

- Distributing printed fliers to nearly 530,000 properties and post office boxes around the region
- Digital advertising which reached 744,000 unique devices in the Auckland region
- Newspaper advertising in the NZ Herald, 18 community newspapers around the region, AUT and Auckland University publications as well as the Chinese Herald, Kakalu O Tonga, Mandarin Pages and the Indian Weekender
- Advertising on digital screens across Auckland's transport network – located at exits and entrances at rail, bus and ferry terminals
- Posters on trains, buses and ferries which had the potential to reach 280,000 commuters each day
- A Facebook advertising campaign which reached 82,389 people in Auckland
- Translating consultation materials into Te Reo Māori, Tongan, Samoan, Simplified Chinese, Korean and NZ Sign Language.

We sought specific feedback on:

1. Whether we correctly identified the most important transport challenges facing Auckland
2. Funding allocation
3. Projects to add and/or remove from the RLTP
4. Policy changes.

Feedback received

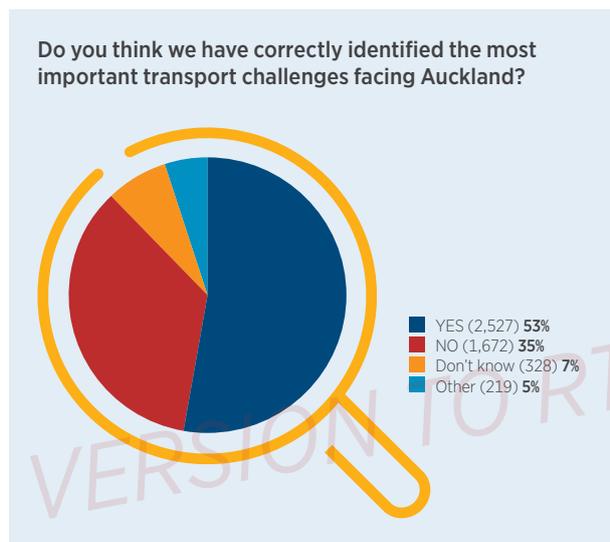
We received 5,818 submissions, including 110 from partners and stakeholders. This included submissions from all 21 democratically elected local boards who together represent 100 percent of Auckland’s population.

Submitters responded to a mix of tick-box and open-ended questions in the consultation feedback form, and we received submissions via email and in person.

The feedback received was carefully considered. Every submission was read, analysed and collated into a public feedback report which is available at <https://at.govt.nz/rftp>.

The following is a high-level overview of the responses we received.

1. Have we correctly identified the most important transport challenges facing Auckland?



We asked people if they felt we had correctly identified the most important transport challenges facing Auckland, which were:

- Climate change and the environment
- Travel choices
- Safety
- Better public transport connections and roading
- Auckland’s growth
- Managing transport assets.

Fifty three percent of submitters agreed we have correctly identified the most important transport challenges facing Auckland.

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.

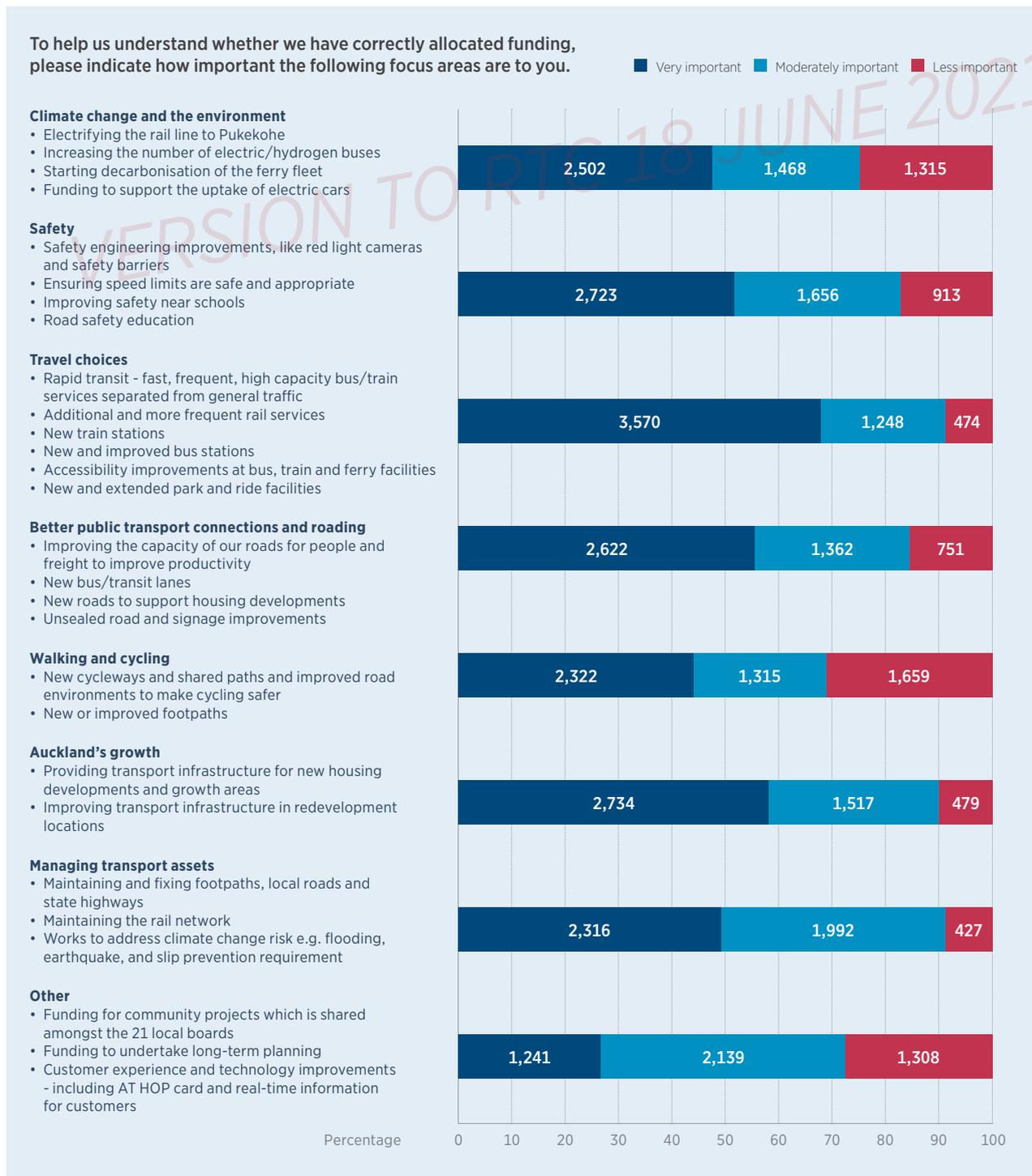
The most popular themes in the responses to this question are captured on page 15.

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Feedback from consultation cont.

2. Funding allocation

We sought feedback on the level of support for specific areas of focus that inform the prioritisation of funding. Between 68 percent and 91 percent of submitters said they were very or moderately important areas to allocate funding towards.



Top themes – sentiment on challenges/focus areas

Feedback theme

No. of mentions

| | | |
|---|--|--------------|
|  | Heavy rail is important and/or should be the priority | 1,673 |
|  | Bus network is important and/or should be the priority | 1,639 |
|  | Ferry transport is important and/or should be the priority | 1,530 |
|  | Bus rapid transit is important and/or should be the priority | 1,405 |
|  | Cycling is important and/or should be the priority | 1,337 |
|  | Roads are not important and/or do not invest in roads | 1,193 |
|  | Walking is important and/or should be the priority | 1,123 |
|  | Climate change is important and/or should be the priority | 1,119 |
|  | Safety is important and/or should be the priority | 1,007 |
|  | Roads are important and/or should be the priority | 889 |

Other viewpoints

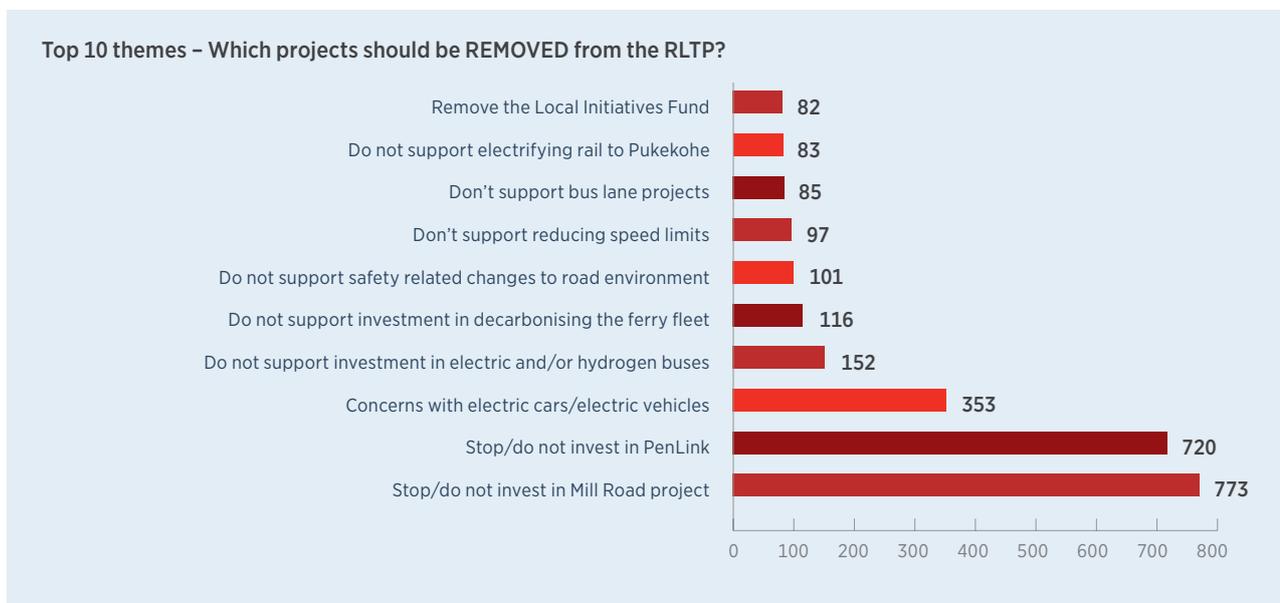
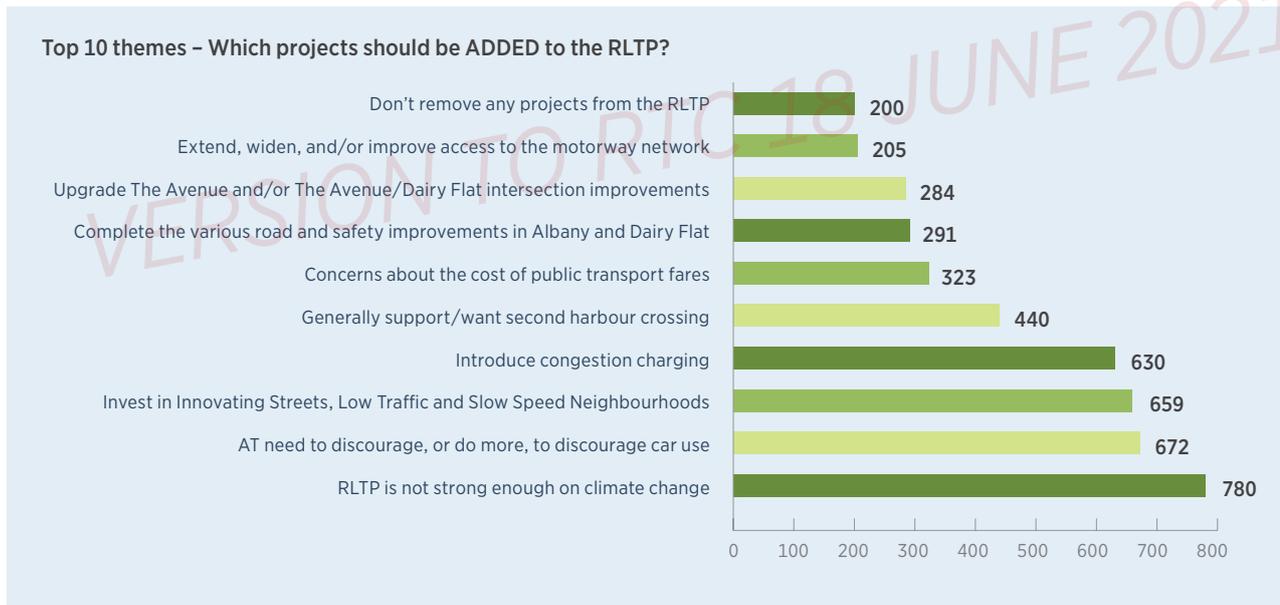
We received 110 submissions from partners and stakeholders, who, in some cases, represent large groups of people, businesses and industry sectors. Their submissions covered a range of matters, many of which are not reflected in the condensed commentary above.

Some submitters, particularly those that represent road users, noted their concerns at the levels of congestion in Auckland and the concern that this could worsen. This impacts negatively on access and connectivity for road users, including freight. They felt the RLTP should have a greater focus on easing congestion for people and freight which make up the majority of users of the network.

All partner and stakeholder submissions are available in full in the public feedback report on our website.

Projects to add / remove from the RLTP

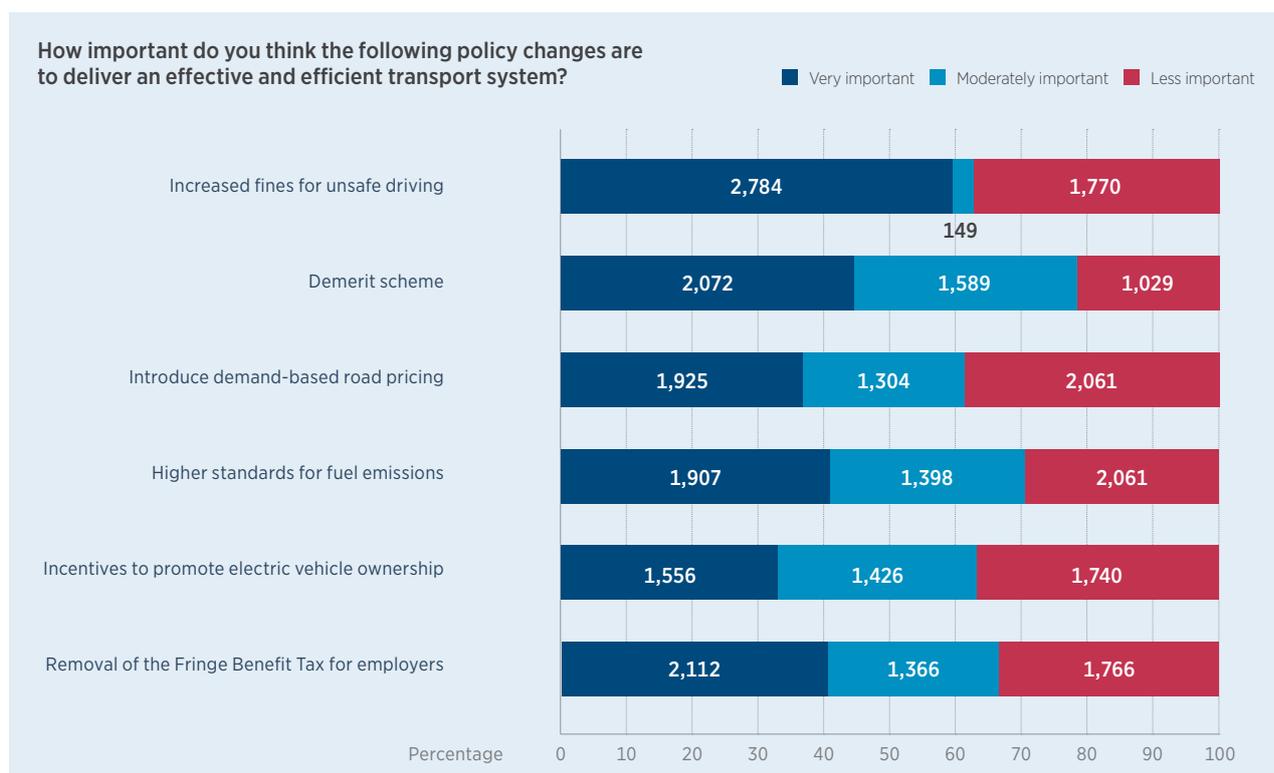
We asked people to consider all of the projects included in the draft RLTP and let us know if there are any other projects they felt should be included. And if so, which project(s) would they remove in order to add new projects.



4. Policy change

Delivering a transport system that works effectively and efficiently relies on transport policy and regulations. In order to further improve the safety of our roads, reduce congestion and tackle climate change, policy changes will be required. Some changes can be implemented by AT but the most significant ones would need to be led by central government. This would require strong advocacy to central government to progress.

Between 61 percent and 78 percent of submitters felt the policy changes put forward were very or moderately important to deliver an effective and efficient transport system.



Key themes from Māori

AT presented at five hui attended by twelve iwi. The feedback provided at the hui covered a range of issues, including:

- Safety, particularly around schools but also rural roads
- The uptake of electric vehicles, including leadership by Auckland Council and Auckland Transport in converting to hybrid/electric vehicles,
- The environment, including impacts of transport on freshwater management, and
- The Regional Fuel Tax (RFT).

We received written submissions from Te Ākitai Waiohua, Ngāti Whātua Ōrākei Whaimāia and Te Uri o Hau. A summary of the themes raised through these written submissions is provided below.

Electric vehicles and higher standards for fuel emissions

There were concerns that policies that reduce the number of higher-emitting vehicles, or that incentivise the uptake of EVs, can disadvantage lower income households including Māori who may be unfairly impacted by these policies or unable to access the benefits from these incentives.

Environment and climate change

There were concerns about the ‘low’ prioritisation of funding for the environment, sustainability and climate change. Increased population will put further stress on the environment and more resource needs to be dedicated to reducing carbon emissions. It was noted that no chemicals should be used on roading and footpath projects, (especially near waterways), to avoid polluting waterways.

Feedback from Consultation cont.

Travel choice, walking and cycling

There was support for projects which encouraged mode shift and active modes of transport, and for greater investment in the public transport network. Iwi felt more needs to be done to reduce public transport journey times and make it more attractive, reliable, affordable and better integrated.

It was also pointed out that there are limited travel choices for communities in the outer areas of Tāmaki Makaurau, who are often lower income earners.

Equity

Iwi said the RLTP needs to give more consideration to lower income communities who are also adversely affected by the RFT.

Clearways and transit lanes

Iwi want greater enforcement to improve bus journey times by reducing the number of vehicles illegally parking in clearways and transit lanes.

Congestion

They said more needs to be done to reduce the number of single occupancy vehicles clogging our roads. One hapū expressed support for congestion charging on urban arterial routes that are already well-catered for by public transport. Another expressed concerns about implementing congestion charging where it is not preceded by a public transport system that is efficient, safe and priced to meet the needs of lower-income households including Māori and other disadvantaged groups.

Local Board feedback

Auckland Council staff carried out an analysis of the draft RLTP feedback from local boards (which can be viewed in full in the public feedback report on the AT website).

Below is an overview of the main themes which came through in the feedback from the 21 local boards.

Local Board Initiatives Fund (previously Local Board Transport Capital Fund)

All local boards endorse the proposed investment package in the 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.

Climate change and the environment

Local boards broadly supported the key shift from the previous RLTP to respond to climate change and its impacts, but observed that the actions outlined will not reduce emissions enough to achieve the targets outlined in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.

Mode shift

Ten boards expressed support for projects and programmes that encouraged Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth.

Four local boards noted that public and active transport is not a choice available for many Aucklanders, particularly for those in greenfield developments, semi-rural and rural areas.

Electric/hydrogen buses

Eight local boards supported a funding acceleration of the Low Emissions Bus Roadmap to ensure at least half of Auckland's bus fleet is low emissions by 2031.

Funding to support the uptake of electric cars

Seven local boards supported the inclusion of funding to support the uptake of EVs.

Most boards see the appropriate role for AT as providing and supporting charging infrastructure, and several local boards would like to see this extended to electric bicycles and other micro-mobility modes as well.

Impacts of climate change on the transport system

Eight boards supported investment in projects that mitigate the impact of climate change on the transport system.

Their concerns included sea level rise, extreme weather events (including drought), wave inundation, flood-prone areas and run-off systems, and slips. This is especially so in those rural and island areas where there are no alternative access points. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.

Green infrastructure

Ten local boards supported increased investment in infrastructure that reduces negative environmental impacts and increases the restoration and regeneration of the environment.

Rapid transit

Twelve local boards supported investment which increases the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic

Local boards emphasised the importance of local connections to rapid transit hubs, including for people walking and on bikes.

Active transport

Fourteen local boards supported initiatives that increase the safety of people on bicycles across the wider transport system.

Ten local boards would like to see AT invest more in creating and maintaining safer footpaths and walkways.

Nine local boards supported investment in walking and cycling as core business for AT, and would like to see a greater investment in these areas.

Accessibility improvements

Six local boards supported investment in accessibility improvements at bus, train and ferry facilities.

New park and rides

Eight local boards supported investment in new and extended park and ride facilities.

Ferry services

Nine local boards supported the inclusion of funding to start decarbonising the ferry fleet.

Four boards would like to see an increased focus on the ferry network and associated infrastructure (including feeder buses) to enable coastal communities to engage in off-road transport options.

Public health and safety

Eleven local boards supported continued delivery of the safety programme as set out in the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019, and supported investment in transport that reduces DSI, noting that the proposed RLTP investment aims to reduce DSI by 67 percent over the next 10 years.

Schools

Nine local boards supported investment which improves safety near schools.

Speed limits and traffic calming measures

Ten local boards supported measures that addressed speed limits and other traffic calming measures.

Access and connectivity

Local boards supported providing transport infrastructure for new housing developments and growth areas so long as this is focused on public transport and connections for active modes.

Managing transport assets

Several local boards noted that low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) has created a renewal backlog and support 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. They felt the renewal approach should include a review process that tests for mode shift opportunities rather than a default to like-for-like replacement, or that the budget allocated for road renewal and road improvements be combined so that roads can be assessed for improvement or renewal at the time of renewal.

Unsealed roads and chip seal

Five local boards supported investment in unsealed road and signage improvements.

Several local boards requested changes are made to sealing methods, particularly with cycling in mind.

Franklin and Rodney Local Boards advocated for increased renewal, rehabilitation, and maintenance funding to be made available to AT to renew at least 12 percent of Auckland's sealed roads and bridges in any given year (currently below nine percent).

Congestion charging

Five local boards expressed their support for congestion charging.

Process and communication

Several boards have requested that the process and timeframes for local boards to input effectively into the RLTP are improved. They wanted the opportunity for more input into the draft RLTP and to ensure feedback from their local communities.

04.

Purpose and scope

The Regional Land Transport Plan

The statutory purpose of the RLTP is to set out the Auckland region's land transport objectives, policies and monitoring measures for the next ten years. It includes the land transport activities of AT, Auckland Council, Waka Kotahi, KiwiRail, City Rail Link Limited (CRL) and other agencies, and must be prepared every six years in accordance with the Land Transport Management Act 2003 (LTMA).

The RLTP must contribute to the purpose of the LTMA and be consistent with the GPS and take into account a range of other matters, including likely funding from any source and any relevant national and regional policy statements. RLTP development is also expected to align with guidance provided by Waka Kotahi, which includes setting out specific problem statements, challenges, expected outcomes and funding priorities.

The vast majority of publicly funded land transport activities in Auckland are contained in the RLTP, including:

- Transport planning and investment in improvements for customers
- The road network, including state highways
- Road safety activities delivered in partnership by AT, Waka Kotahi, and the New Zealand (NZ) Police
- Public transport (bus, rail and ferry) services
- Improvements to bus stops, rail stations and ferry wharves, and the creation of transport interchanges and park and ride facilities
- Footpaths, shared paths and cycleways
- Management and improvement of rail track infrastructure by KiwiRail and CRL
- Parking provision and enforcement activities
- Travel demand management.

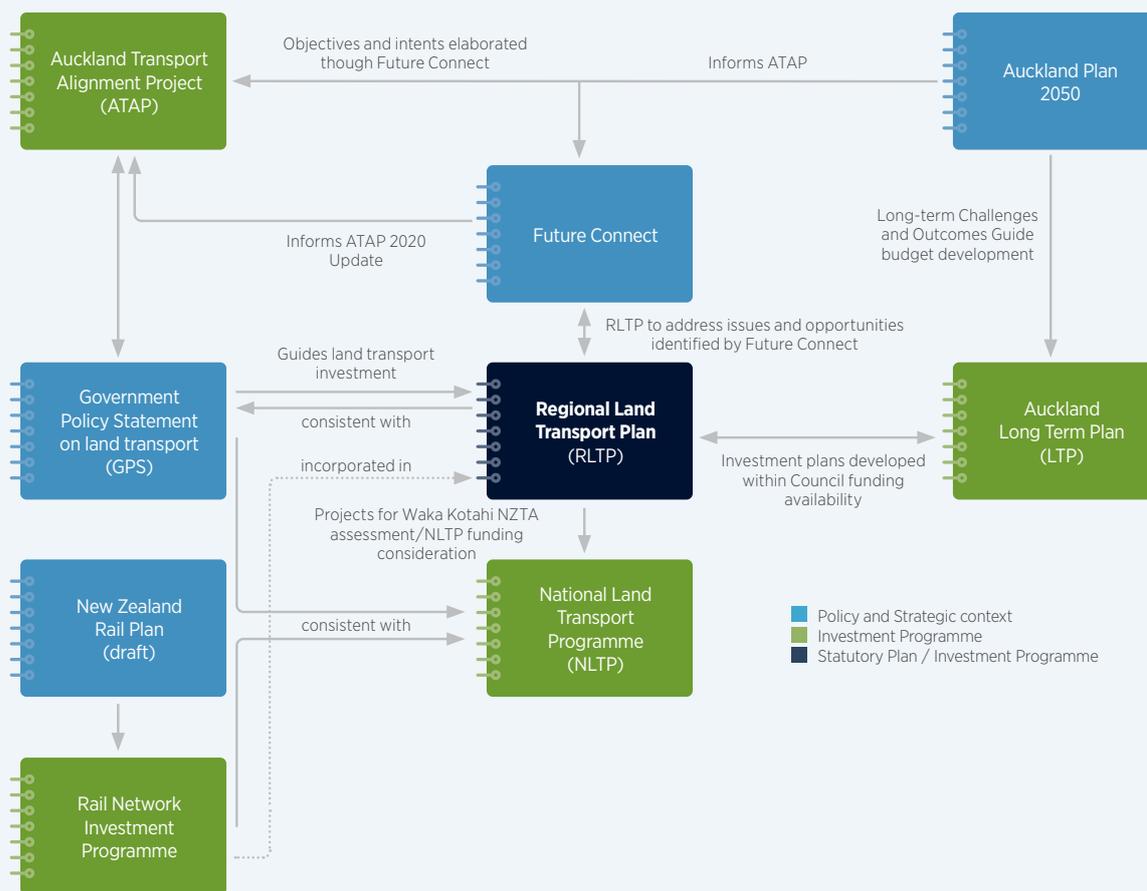
The RLTP does not cover transport activities carried out by private entities, such as private developers or Auckland International Airport Ltd (AIAL) or, for example, the important role that NZ Police play in keeping our roads safe.

The Regional Transport Committee (RTC), which comprises the AT Board and representatives of Waka Kotahi and KiwiRail, is required to prepare a new RLTP every six years, and to review it during the six months prior to the end of the third year of the plan to ensure it is relevant, aligned with the strategic context, and responds to the GPS.

Additional steps are being taken in the development and approval of this RLTP to reflect the Review of Auckland Council's Council Controlled Organisations (CCOs) which recommends:

AT and 'the council' jointly prepare the RLTP, the draft of which the council endorses before going to the CCO's board for approval.⁴

⁴ Report of Independent Panel (2020). "Review of Auckland Council's council-controlled organisations", P4.



Policy context

The figure above provides an overview of how the RLTP interacts and aligns with strategic policy documents, and central government and Auckland Council investment programmes.

Key planning documents and other information that have guided the preparation of this RLTP are briefly described below.

The 2021 Auckland Transport Alignment Project

In 2015, the New Zealand Government and Auckland Council joined up to address Auckland’s transport challenges and ensure the opportunities of a growing and diverse region are maximised. This strategic approach to transport was agreed through the Auckland Transport Alignment Project (ATAP).

ATAP includes a cross-agency partnership including the MoT, Waka Kotahi, KiwiRail, the Treasury, Auckland Council, AT and the State Services Commission, and decision-making with respect to ATAP rests with the Government and Auckland Council.

Since 2015, ATAP has delivered a series of strategic reports and develops an indicative 10-year package of transport investments for Auckland (the ‘ATAP package’) on a regular basis. This package informs statutory processes including the National Land Transport Programme (NLTP) and this RLTP.

In 2020, central government and Auckland Council requested that the ATAP 2018 package be updated to reflect:

- The impacts of Covid-19, including the impacts on Auckland Council and government revenue
- The NZUP of transport investment in Auckland
- Climate change and mode shift as increasingly significant policy considerations
- The need to provide direction to the upcoming round of statutory planning processes including the RLTP, the Auckland Long Term Plan (LTP), the GPS and the NLTP
- Emerging priorities for urban development (such as housing) in Auckland.

Purpose and scope cont.

Central government and Auckland Council also agreed a revised set of objectives for the ATAP 2021:

- Enabling and supporting Auckland's growth, focusing on intensification in brownfield areas, and with some managed expansion into emerging greenfield areas.
- Providing and accelerating better travel choices for Aucklanders
- Better connecting people, places, goods and services
- Improving the resilience and sustainability of the transport system, significantly reducing the GHG emissions the system generates
- Making Auckland's transport system safe by eliminating harm to people
- Ensuring value for money across Auckland's transport system through well-targeted investment choices.

One particular benefit of ATAP for Aucklanders is a dramatic increase in the funding available for transport investment. Because of the lead times for new infrastructure projects the noticeable benefits of this will become more apparent over the next three to four years.

For more information on ATAP 2021 visit www.transport.govt.nz/area-of-interest/auckland/auckland-transport-alignment-project

ATAP and the RLTP

The terms of reference for ATAP 2021 were explicitly intended to provide direction for this RLTP, along with other relevant statutory documents. In line with that direction, the ATAP process involved a detailed and extensive technical assessment of potential investment options and has provided a solid foundation for the development of this RLTP.

The agreed ATAP objectives, funding assumptions and investment programme underpin this RLTP.

The ATAP agreed objectives reflect the GPS and Auckland Plan.

This RLTP has been developed on the basis that the ATAP partners will continue to work together to realise the funding required to deliver the ATAP 2021 package, and make policy initiatives set out in the ATAP report. Specifically, that will mean making changes to the way current funding rules are applied. As discussed in later sections, this is critical to realising the full ATAP programme.

ATAP 2021, which has been agreed by Cabinet and Auckland Council, is seen as delivering the best possible outcomes, so long as it is accompanied by the policy changes identified in this RLTP.



The Auckland Plan 2050

The Auckland Plan 2050 is a long-term strategy for managing Auckland’s growth and development over the next 30 years. It considers how we will address the key challenges of high population growth and environmental degradation, and how we can ensure shared prosperity for all Aucklanders.

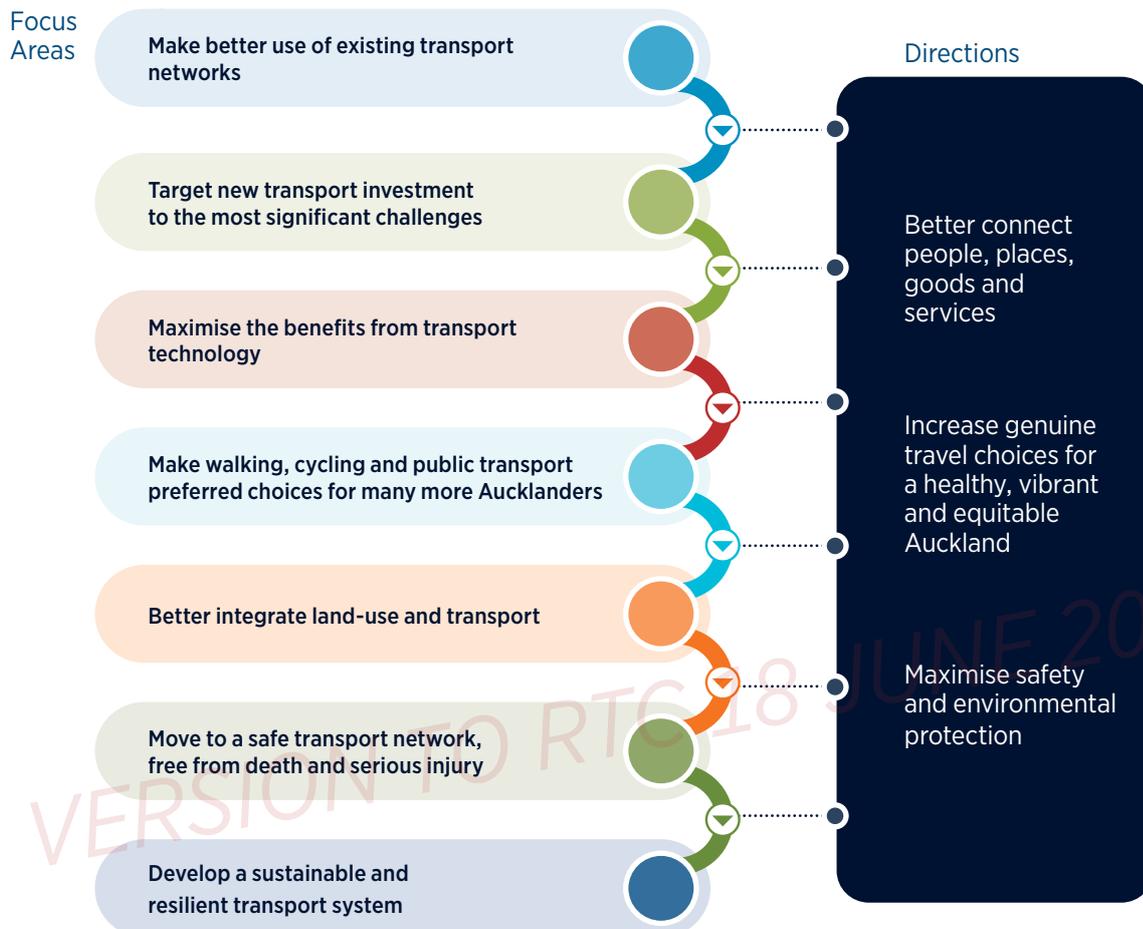
The first Auckland Plan was produced in 2012 and included a highly detailed series of objectives and targets. The Auckland Plan 2050, adopted in June 2018, is a more streamlined spatial plan with a simple structure and clear links between outcomes, directions (how to achieve the outcomes) and focus areas (how this can be done).

The plan aims to achieve the following outcomes:

- Belonging and participation
- Māori identity and wellbeing
- Homes and places
- Transport and access
- Environment and cultural heritage
- Opportunity and prosperity.

Transport contributes to achieving all six outcomes, with the strongest links to ‘Transport and Access’ (see below).

Aucklanders will be able to get where they want to go, more easily, safely and sustainably.



Purpose and scope cont.

Future Connect 2021-2031

Future Connect is a 10-year system planning tool for Auckland’s integrated transport system. It sets out strategic networks for each transport mode, outlines the deficiencies and opportunities expected in the next decade, and identifies Indicative Focus Areas for further investigation as future projects. The Strategic Case summarises the challenges facing Auckland’s transport system, objectives and performance measures.

Future Connect has been developed by AT in partnership with Waka Kotahi and Auckland Council in collaboration with Mana Whenua, and in consultation with MoT, KiwiRail and Kāinga Ora and major stakeholder groups such as the Freight Reference Group, Tāmaki Makaurau Road Safety Governance Group, Bike Auckland, NZ Automobile Association and Living Streets Aotearoa.

Problem statements

Travel options
A lack of competitive travel options and high car dependency as the city grows is limiting the ability to achieve the quality compact urban approach for Auckland

Climate change and the environment
Emissions and other consequences of transport are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change

Access and connectivity
Existing deficiencies in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities

Safety
The transport system has become increasingly harmful and does not support better health outcomes

Growth
Enable and support Auckland’s growth through a focus on intensification in brownfield areas and with some managed expansion into emerging greenfield areas

Safety
Make Auckland’s transport system safe by eliminating harm to people

Travel choices
Provide and accelerate better travel choices for Aucklanders

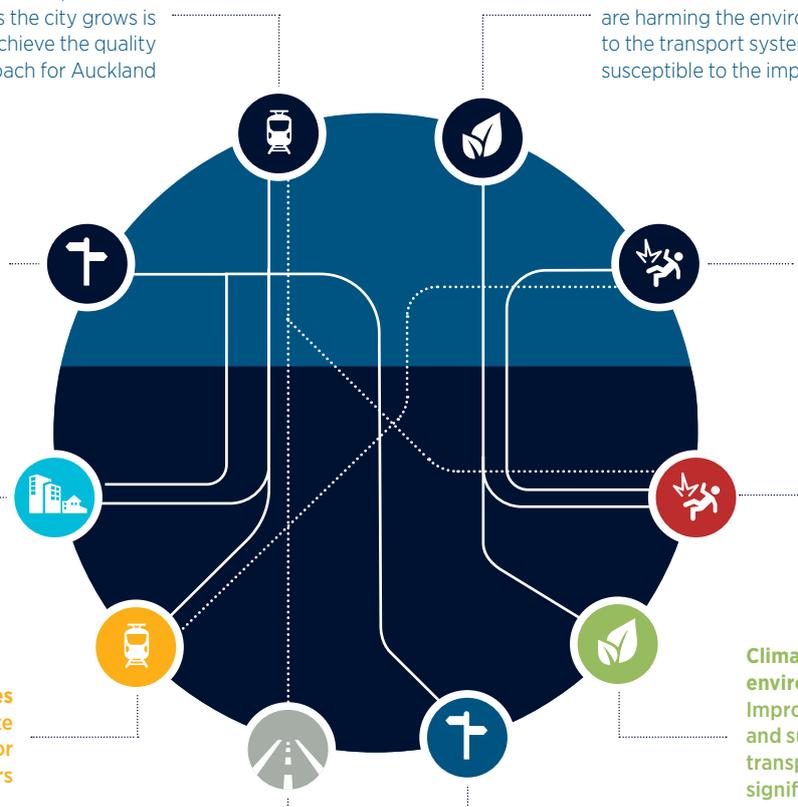
Climate change and the environment
Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates

Asset management
Sound management of transport assets

Access and connectivity
Better connect people, places, goods and services

Objectives

*Includes education, retail, recreation and community



Other relevant documents

The Land Transport Management Act 2003 sets out the planning, funding and operating framework for New Zealand's land transport infrastructure and services, including roading, public transport, the rail network and traffic safety.

The Government Policy Statement on land transport (GPS) sets out the government's NLTF expenditure priorities over the next 10 years. The GPS 2021-2031 is guided by four strategic priorities: Better Travel Options, Safety, Improving Freight Connections, and Climate Change.

It notes that providing and maintaining a transport system that will improve wellbeing and liveability requires coordination and investment by a number of different agencies and decisionmakers – both in central and local government. It also notes that a large proportion of land transport will continue to be focussed on maintaining the transport system at acceptable levels of service, taking account of the strategic priorities in GPS 2021. New investment (over this base) will be strongly driven by the strategic priorities, and four specific Government Commitments for GPS 2021, including ATAP.

An RLTP must contribute to the purpose of the LTMA 2003, which seeks an effective, efficient and safe land transport system in the public interest. It is also required to be consistent with the GPS.

The National Land Transport Programme (NLTP) is a three-year programme that sets out how Waka Kotahi invests land transport funding on behalf of the Crown to create a safer, more accessible, better connected and more resilient transport system.

The Regional Public Transport Plan (RPTP) sets out AT's policies, guidelines and activities for the delivery of Auckland public transport focused over a three-year period with a 10-year horizon.

The Auckland Long-Term Plan (LTP) underpins AT's RLTP programme by providing committed funding from Auckland Council and enabling AT to secure support from Waka Kotahi.

The Auckland Unitary Plan (AUP) seeks to help Auckland meet its economic and housing needs by determining what can be built and where, how to create a higher quality and more compact Auckland, how to provide for rural activities and how to maintain the marine environment. Of particular relevance for this RLTP are the objectives and policies for transport contained in the AUP.

Te Tāruke-ā-Tāwhiri: The Auckland Climate Plan

sets a pathway to rapidly reduce GHG emissions (50 percent reduction by 2030) and helps prepare Auckland for the impacts of climate change. Transport is one of eight priorities, and road transport accounts for about 38.5 percent of Auckland's total emissions in 2018. Of particular relevance are the seven transport actions involving AT as one of the implementation partners, which are set out in the Implementation Summary Table.

The Climate Change Response (Zero Carbon)

Amendment Act 2019 provides a framework by which New Zealand can develop and implement clear and stable climate change policies that ensure New Zealand has net-zero GHG emissions by 2050 and prepare for and adapt to the effects of climate change.

Vision Zero for Tāmaki Makaurau is a transport safety strategy and action plan to eliminate DSI on Auckland's transport network by 2050. It is a partnership between AT, Auckland Council, NZ Police, Waka Kotahi, ACC, Auckland Regional Public Health Services and the MoT.

New Zealand Energy Efficiency and Conservation

Strategy 2017-2022 seeks to have an energy productive and low emissions economy for New Zealand. It encourages businesses, individuals, and public sector agencies to take actions that will help us to unlock our renewable energy, and energy efficiency and productivity potential, to the benefit of all New Zealanders. The current strategy was put in place in 2017 and has three priority areas:

- Renewable and efficient use of process heat
- Efficient and low emissions transport
- Innovative and efficient use of electricity.

The target for efficient and low emissions transport in the strategy is for electric vehicles to make up two per cent of the vehicle fleet by the end of 2021.

The National Policy Statement on Urban Development

2020 (NPS-UD) seeks to ensure that new development capacity enabled by councils is of a form, and in locations, that meet the diverse needs of communities and encourage well-functioning, liveable urban environments.

The National Policy Statement for Freshwater

Development 2021 seeks to ensure that natural and physical resources are managed in a way that prioritises first, the health and well-being of water bodies and freshwater ecosystems; second, the health needs of people (such as drinking water); and third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.

Purpose and scope cont.

The (draft) NZ Rail Plan 2019 is a non-statutory planning document to guide investment in the rail system over the longer-term. It sets out the government's strategic vision and investment priorities and describes the changes made to the Land Transport Management Act to enable KiwiRail to access the NLTP. It also identifies the two investment priorities for a resilient and reliable network, both of which are relevant to Auckland: investing in the national rail network to restore rail freight and provide a platform for future investments for growth; and investing in metropolitan rail to support growth in our largest cities.

The Rail Network Investment Programme (RNIP) is a three-year investment programme and a 10-year forecast for the rail network, developed by KiwiRail. The draft NZ Rail Plan and the GPS guide the development of the RNIP, which needs to be reflected in the RLTP. The RNIP will be funded from the Rail Network activity class and the Public Transport Infrastructure activity class for metropolitan rail activities, supported by Crown funding.

Arataki 2020 is Waka Kotahi's 10-year view of what is needed to deliver the government's current priorities and long-term objectives for the land transport system.

The Auckland Freight Plan 2020 identifies the critical challenges for freight movement, desired outcomes, and includes an action plan to achieve them. It has been developed by AT in partnership with Auckland Council, Waka Kotahi and key freight stakeholders, including MoT, KiwiRail, Ports of Auckland, Auckland Airport, the Automobile Association, the National Road Carriers Association, Mainfreight and the Road Transport Association NZ.

The AT Māori Responsiveness Plan (MRP) outlines operational-level actions to enable AT to fulfil its responsibilities under Te Tiriti o Waitangi – the Treaty of Waitangi – and its broader legal obligations in being more responsible and effective to Māori.

Auckland Council Local Board Plans are developed by the 21 local boards across Auckland. Each local board plan includes outcomes related to transport and specific actions the relevant local board wishes to see progressed.



05.

Transport funding

Over the last three years Auckland Council and Central Government have invested more in transport than ever before in an effort to address Auckland's infrastructure deficit.

Auckland faces significant challenges in funding its critical infrastructure, including its transport network. The city's population has grown on average by 1.8 percent annually over the past 10 years and is expected to increase a further 260,000 (1.5 percent each year) by 2031.

Growth at this level requires additional capacity on the transport network. Where the growth is in greenfield areas (future urban areas), new roads, new stations, public transport, walking and cycling infrastructure and new services are required. In brownfield areas (existing urban areas), population growth puts pressure on the roading network, adding to congestion, as well as creating capacity constraints on the public transport network. In addition, population growth increases the rate of deterioration of roads and other transport assets, which increases the cost of maintenance and renewals.

How transport is funded in Auckland

Transport activities in Auckland are traditionally funded by Auckland Council (rates, development contributions and debt), Central Government (through funding from the NLTF and other Crown allocations for rail projects including the CRL) and user pays service charges (e.g. parking fees and public transport fares).

The level of future transport investment required for Auckland to meet its strategic transport objectives has meant a need to move beyond these funding arrangements.

One significant new source of funding has been the Regional Fuel Tax (RFT). From 1 July 2018, a 10-cent per litre tax on petrol and diesel has applied in Auckland through the Land Transport Management (Regional Fuel Tax Scheme – Auckland) Order 2018. The collection of the RFT allows Auckland Council to fund transport projects with positive economic, social, environmental and safety impacts.

By the end of January 2021, approximately \$220 million of money collected through RFT had been invested in transport projects. Combined with other funding from Auckland Council and Central Government (such as Waka Kotahi's NLTF), the RFT has enabled over \$565 million in investments that would not otherwise have got underway, for example, the Downtown ferry terminal redevelopment, Puhinui Interchange and safety projects.

The timing of RFT collection does not align with when it is spent. This reflects the fact that at the time it was created the RFT could only be applied to new projects (as opposed to projects already progressing), the need to secure additional matching funds (Auckland Council contribution and the NLTF) and the need to support a larger scale and pace of expenditure of many projects once they move into construction.

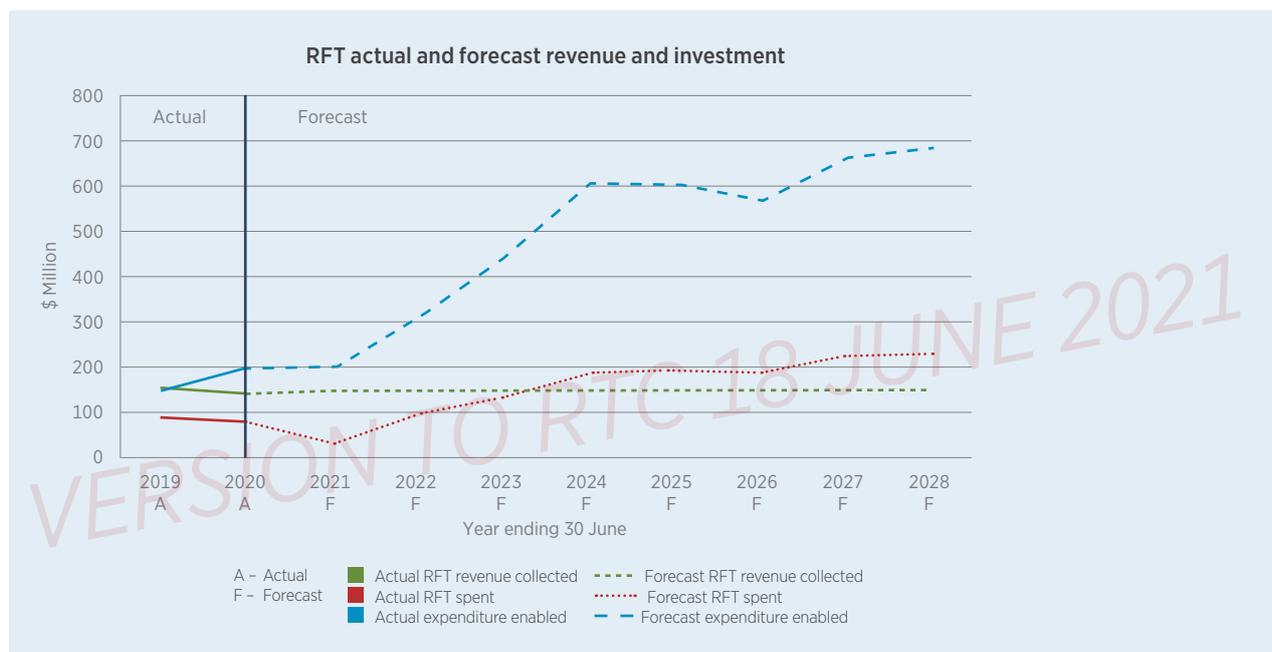
The following graph sets out the expected timing of collection and expenditure and the total transport investment enabled by RFT.

In January 2020, the government announced the New Zealand Upgrade Programme (NZUP), which included a \$3.48 billion package of investments for Auckland that allows earlier delivery of already planned road, rail, public transport and walking and cycling infrastructure.

The NZUP programme was revised in June 2021, with the funding increased to around \$4.3 billion and changes to the scope, cost and timing of these projects.

In July 2020 as part of its Covid response, the NZ government announced its 'Shovel Ready' initiatives, which provided funding for a number of transport projects that might otherwise have struggled to be completed (such as Puhinui Interchange and the Downtown Ferry Terminal) or be started quickly, creating jobs and benefitting the region. The Northwest Bus Improvements will see faster and more reliable bus services along SH16 with improved station and stop facilities at Westgate, Lincoln Road and Te Atatu.

The Government has also provided special purpose vehicles (SPVs) to allow funding of specific new growth-related projects, such as infrastructure for the Milldale development at Wainui. It's likely more of this funding approach will be required in the future.



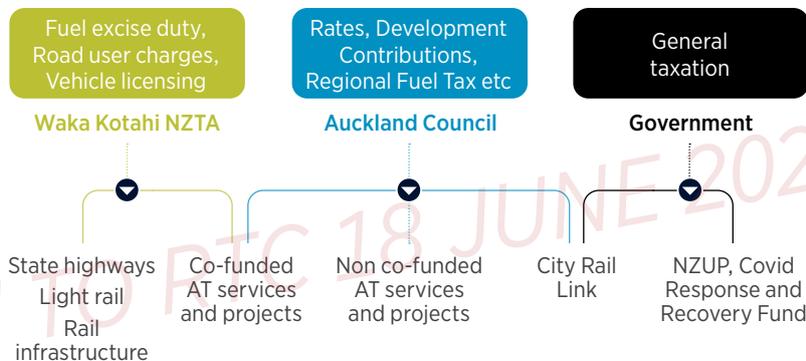
Transport funding cont.

Planned transport funding for Auckland

The ATAP 2021 Agreement between Auckland Council and the Government signals \$31.4 billion of funding for a programme of specified transport investments in Auckland over the next 10 years, endorsed by Cabinet and Auckland Council. This is an increase of \$3.4 billion when compared with that signalled in the 2018 RLTP. In June 2021, the government revised the NZUP programme with a further allocation of \$800 million.

Another \$4.8 billion of direct user pays fees, such as parking revenue and public transport fares, supports the investment being made in day-to-day transport services delivered by AT.

Funding sources by broad category



| TRANSPORT FUNDING 2021-2031 (INCLUDING DIRECT USER CHARGES) | ATAP FUNDING |
|---|-----------------------|
| Auckland Council for AT Operations | \$ 3.4 billion |
| Auckland Council for AT Capital | \$ 5.5 billion |
| Auckland Council for CRL | \$ 1.3 billion |
| National Land Transport Fund | \$ 16.3 billion |
| Crown funding for CRL | \$ 1.3 billion |
| Crown funded NZUP | \$ 3.5 billion* |
| Crown funded COVID-19 Response and Recovery Fund | \$ 0.1 billion |
| Subtotal: ATAP Agreed Funding | \$31.4 billion |
| AT User Pays Fees (PT fares, parking fees) | \$ 4.8 billion |
| Total Transport Funding 2021-2031 | \$36.2 billion |

* This figure does not reflect the further \$800 million allocation signalled by the Government in June 2021.

Consistent with the ATAP Agreement, the RLTP assumes that the NLTF will provide \$16.3 billion between 2021 and 2031. The delivery of the programme in this RLTP depends on the availability of the funding set out in ATAP 2021 and critically, ensuring that it is allocated according to the agreed ATAP programme. This is most important for AT’s elements of the ATAP/RLTP programme, which depends on financial assistance from Waka Kotahi.

ATAP has identified around \$11.4 billion of capital projects that would be delivered by AT. Of these, AT considers that around \$400 million relating to level crossings and school speed management, should be fully funded from the NLTF, although the funding arrangements for these are not finalised. Implementation of the ‘Community Connect’ Public Transport Concession Card Trial will be fully funded by the Crown.

This leaves an AT capital programme of around \$11 billion to be co-funded by Auckland Council and the NLTF. Auckland Council has committed \$5.5 billion in its LTP giving an \$11 billion envelope aligned to the ATAP assumptions. In practice, the matching co-funding from Waka Kotahi can vary, as individual projects are assessed for subsidy through a business case process. The share of AT’s capital funding from the NLTF over the past three years has been less than the levels assumed in ATAP.

The ATAP Parties have agreed to re-examine the funding arrangements for AT, as without a change to these arrangements, AT will not be able to deliver the programme set out by ATAP and presented in this RLTP. However, changes take time to implement, and still may not achieve the level of co-funding assumed. We have decided, therefore, to present the implications of these different co-funding scenarios.

Depending on the funding scenarios above, we will prioritise according to the categories below.

Category One (Committed and Essential)

This scenario is based on the assumption that AT continues to receive the NLTP subsidy at past rates across its capital programme, historically around a 59:41 funding split between Auckland Council and the NLTF. This would provide a capital funding envelope for AT projects of around \$9.3 billion which is \$1.7 billion less than the preferred allocation to AT in the agreed ATAP programme.

Category One projects reflect the highest priorities and are included in the ATAP Recommended Programme's Committed and Essential category.

Category Two (Prioritised)

This scenario is based on the assumption that all AT eligible projects and programmes receive the full 51 percent NTLF financial assistance rate at the cost levels included in this RLTP. Historically, this has not always occurred. Under this scenario, the expected level of funding for AT's capital programme increases to around \$10.4 billion.

Category Two projects reflect the second highest priority within the programme. RFT projects in Category Two will be the highest priority.

Category Three (Requires changes to current funding settings)

This scenario assumes that Waka Kotahi is able to use discretion within its funding rules to enable the full funding of the AT programme included in ATAP, for example, by applying a higher financial assistance rate for nationally significant rapid transit projects being delivered by AT (such as the Eastern Busway). Under this scenario, the expected level of funding for AT's programme would be \$11 billion, plus projects funded fully from the NLTF, which is the same funding level that Auckland Council has assumed in its 2021 LTP.⁵

Category Three projects, although still very important, are the lowest priority in the programme, and will be the first to be deferred if assumed funding levels are not achieved.

Although changes to Waka Kotahi funding approaches are needed to deliver the total ATAP programme, including AT projects, the overall Waka Kotahi funding allocation remains within the \$16.3 billion signalled for Auckland within the GPS.

As part of the ATAP Agreement, it is expected that the allocation to the Local Road Maintenance Activity Class in the 2024 GPS will need to be increased in the context of broader trade-offs and affordability. This is to ensure sufficient funding is available to cover the increase in renewals included within this programme.

Funding for operations

In addition to the above, there are challenges around the availability of operational funding. However, extra funding of \$200 million has been included in the AT budget for bus and ferry services compared to the draft RLTP. Auckland Council has agreed an additional \$50 million funding as part of its decisions on the final 2021 LTP, to be matched by an equivalent amount of funding made available by AT from operational savings, and co-funding from Waka Kotahi.

Other changes arising due to changes to Auckland Council's Long Term Plan

AT has also made changes to the phasing of its capital programme over the 10-year period. These changes arise due to an assessment of the deliverability of a large capital programme in the early years of the RLTP, as well as a re-phasing by Auckland Council of its capital funding to AT as part of its final 2021 LTP decisions.

⁵ Although it is important to note that the funding level would be reached by some AT projects receiving a higher than normal financial assistance rate to compensate for projects that do not receive any subsidy. There is no expectation of a 50:50 funding subsidy on every project.

06.

Auckland’s transport challenges

Auckland faces significant transport challenges now and into the future.

These reflect the region’s substantial ongoing population growth, a challenging natural setting and historical approach to land use, along with a legacy of under-investment (particularly in public transport and cycling), ageing roads and transport facilities, and global threats like Covid-19 and climate change.

A key part of developing this RLTP has been the upfront effort that has gone into defining the problems that need to be solved.

FOUR KEY CHALLENGES HAVE BEEN IDENTIFIED:



Climate change and the environment – Emissions and other consequences of transport are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change



Travel options – A lack of competitive travel options and high car dependency as the city grows is limiting the ability to achieve the quality compact urban approach for Auckland



Safety – The transport system has become increasingly harmful and does not support better health outcomes



Access and connectivity – Existing deficiencies in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities



Climate change and the environment

Emissions and other consequences of transport are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change

Climate change and GHG emissions

There is a growing global, national and local need to urgently address the threats posed by climate change through reducing GHG emissions. The scientific evidence is compelling. In New Zealand the Climate Change Response (Zero-Carbon) Act was enacted in 2019, which requires national GHG emissions to be net-zero⁶ by 2050. In June 2019 Auckland Council declared a climate emergency, followed by the endorsement in July 2020 of Te Tāruke-ā-Tāwhiri: Auckland’s Climate Plan.

Tackling climate change will require a very significant change to the way we travel around our region although the timing and the detail of how this change might unfold are still to become obvious.

Climate change targets

Development of the RLTP through ATAP occurred with a strong awareness of central government climate change legislation and Auckland Council climate change targets. Auckland Council – through its C40 obligations⁷ and the Auckland Climate Plan – has committed to a 50 percent reduction in emissions by 2030 – the amount required to keep the planet within 1.5°C of warming by 2100.

The Auckland Climate Action Plan outlines an indicative scenario of how that might be achieved (which assumes a 64 percent reduction in transport emissions) and a series of actions.

The Zero Carbon Act has a 2050 target of net-zero emissions. The Climate Change Commission 2021 Draft Advice for Consultation provides a 2030 target of reducing New Zealand’s total emissions by 18 percent, which assumes a 19 percent reduction of transport emissions.

Auckland’s emissions and road transport

The scale of the challenge presented by achieving either the Auckland Council or legislative targets is large and in Auckland the challenge is far greater than the scale of the change required for the rest of New Zealand. In 2018, Auckland’s total emissions were 11,500 kilo-tonnes, which is around 15 percent of New Zealand’s total emissions. Auckland’s road transport is around 5.5 percent of NZs total emissions.

Road transport has consistently been Auckland’s largest single source of GHG emissions at 38.5 percent in 2018. The overwhelming majority of these emissions (80 percent) come from private motor vehicles and light commercial vehicles. Heavy vehicles (or freight and buses) account for 20 percent of land transport emissions.

Given the scale of Auckland’s contribution to New Zealand’s transport emissions, failure to make substantial emissions reductions in Auckland will severely limit New Zealand’s ability to meet it’s climate change targets.

2030 Climate targets

| DOCUMENT | TARGET FOR | TARGET EMISSION REDUCTION | | REDUCTION RELATIVE TO.... |
|--|-------------|---------------------------|--------------------|---------------------------|
| | | ALL | TRANSPORT SCENARIO | |
| Te Tāruke-ā-Tāwhiri: Auckland’s Climate Plan | Auckland | - 50% | - 64% | 2016 |
| Climate Change Commission 2021 Draft Advice for Consultation | New Zealand | - 18% | - 19% | 2018 |

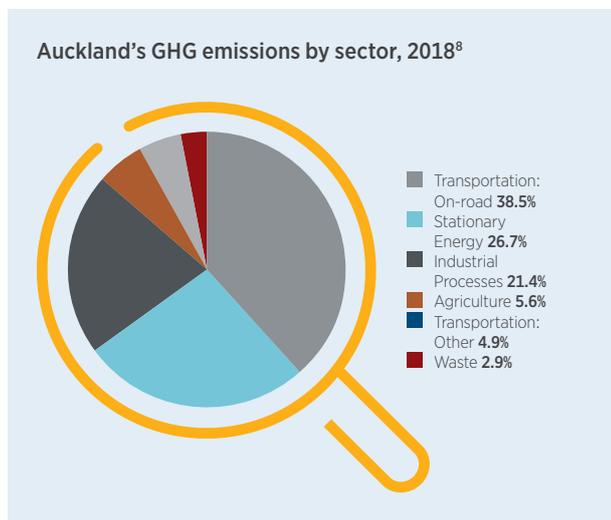
⁶ Net zero emissions, also known as “carbon neutrality”, is where the all GHG emissions produced by an entity (such as a country, city, or organisation) are fully sequestered or absorbed (typically by trees). That is, the amount emitted equals the amount absorbed.

⁷ C40 is a network of the world’s mega-cities committed to addressing climate change.

Auckland’s transport challenges cont.

Auckland’s total GHG and road transport emissions grew seven percent and 11 percent respectively between 2009 and 2018. These increases occurred over a period when public transport ridership increased by 75 percent. However a combination of the number of trips made and the length of the trips meant that the Vehicle Kilometres Travelled (VKT) by private motor vehicles, light commercial vehicles and heavy vehicles also increased by 28 percent (2009 to 2019).

Essentially, increased demand for travel around the region (generated by an increased population and improved economic growth) has more than off-set vehicle fleet efficiency improvements and increasing per capita public transport patronage.



What drives transport emissions

Understanding the transport emission challenge

Road transport emissions are driven by two key factors:

$$\text{Vehicle Kilometres Travelled (VKT)} \times \text{average vehicle CO}_2\text{e per km} = \text{Total CO}_2\text{e}$$

In simple terms this can also be described as ‘the length and number of trips we make in vehicles multiplied by the average carbon emissions of Auckland’s private and public vehicle fleet’.

The amount of kilometres travelled in vehicles is primarily driven by the demand for private vehicle travel, which is in turn influenced by the attractiveness of travel alternatives, trip purpose and length.

Vehicle emissions are influenced by the overall make-up and efficiency of the vehicle fleet (in terms of fossil fuel consumption), the type of fuel being used (diesel emits more than petrol) and travel speed.

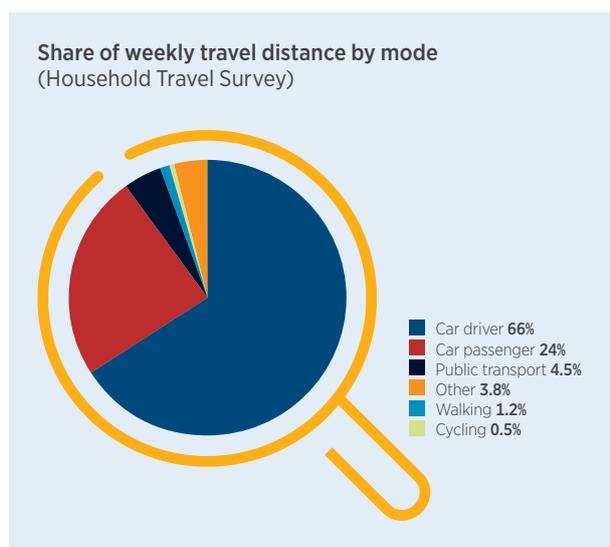
Critically, as the amount of kilometres we travel in vehicles is one of the two key factors in emissions, it is total distance travelled on a weekly or (more accurately) annual basis that is key.

The proportion of distance travelled in private vehicles on a weekly basis (around 90 percent) is significantly higher than what we see during the traditional peak period journey to work commute. This is because trips outside peak periods are for a different purpose. They are often social, business and personal trips, are more distributed, generally involve multiple locations, passengers or moving goods, and on average, are longer. They are also less affected by congestion or parking and are harder to serve with public transport.

⁸ Source: Xie, S (2019). Auckland’s GHG inventory to 2016. Auckland Council technical report, TR2019/002.

This means that the traditional transport planning, investment and monitoring focus on peak period trips (typically with congestion in mind) must be broadened to tackle distance travelled across the day and week and year.

It's estimated the proportion of kilometres travelled in the non-peak periods make up 67 percent of all kilometres travelled on the Auckland roading network.



Looking forward

Without action, population growth will drive up emissions

Reducing transport GHGs by reducing the weekly distance travelled by private vehicles in Auckland is extremely challenging. The projected reductions that can be achieved by investing in infrastructure and services alone are very modest due to the difficulty in encouraging changes in the way Aucklanders travel outside peak periods.

Auckland's population growth will continue, making the hill that needs to be climbed much steeper: our population is forecast to increase by 22 percent between 2016 and 2031, and we can expect a similar increase in private vehicle travel and therefore emissions.

Significantly reducing transport GHGs will require investment in projects, programmes and services that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth. However, at best, an investment-only approach could only hope to hold private vehicle travel to today's levels, leaving the problem of existing travel and emissions.

Consequently, to achieve significant reductions in Auckland's transport GHG emissions, we must also implement measures that move the private vehicle fleet towards low or zero emissions options as it is renewed. Unfortunately, current projections for 'decarbonising' the average private vehicle owned by New Zealanders do not see significant reductions in GHG emissions until 2035. Without some catalyst for change, the impacts of decarbonisation will take time to generate results, so additional measures must be introduced more rapidly if significant GHG emission reductions are to be achieved by 2030.

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Auckland's transport challenges cont.

Climate change impacts on the transport system

In addition to reducing emissions, Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.

Roughly five percent of Auckland's road and rail strategic networks are found in areas susceptible to coastal inundation, including parts of the state highway network which are crucial links for freight movements and access to key regional destinations.

Over 1,000km (or about 13 percent) of AT's local road network has recently been identified as vulnerable to a 1-in-100 year flood event. AT is currently identifying and prioritising the risks of climate change to the transport system (assets, services, customers and staff) to permit a more strategic approach to designing and managing our assets in the future.

Heat stress and drought increasingly impact the transport network with melted bitumen, low soil moisture content affecting street trees and buckling railway tracks that slow train travel.

In addition, the increasing frequency and severity of rain events is also causing damage to Auckland's transport infrastructure by creating slips, flooding road corridors and impacting seawalls that require expensive remediation, further increasing the likelihood of service disruptions.

Climate change adaptation looks at how the region's transport network can be designed and built to provide greater resilience. Changes include more green infrastructure, using natural systems to provide shade, and improved connections to stormwater.

Lifting the lower lying sections of Tāmaki Drive is an example of the work AT is currently doing in response to climate change.

Contaminants, stormwater and ecosystems

As Auckland grows, so does the impact on the environment that we live in. We need to provide infrastructure and services that reduce our impact on the environment and conserve and enhance it for future generations.

Protecting, improving, enhancing and restoring the mauri of our harbours and streams will improve the quality of life for all Aucklanders. Opportunities for green infrastructure to be incorporated into the road network include rain gardens to filter road runoff before it discharges to the harbour, and trees to provide shade, reduce runoff volumes and provide habitat and pollination pathways for insects and wildlife.



AT has raised the height of the Tamaki Drive seawall to improve resilience to sea level rises



“My local bus connects with the Northern Express and gets me to work faster than my car. It’s cheaper, easier and better for the planet.”

Maree, North Shore

Auckland's transport challenges cont.



Travel options

A lack of competitive travel options and high car dependency as the city grows, is limiting the ability to achieve the quality compact urban approach for Auckland

Public transport

The public transport network has transformed since its low point in the 1990s, but more is needed to deliver the requirements of Auckland's transport strategy and achieve a quality compact urban form. The network effectively supports the city centre and fringe, enabling this area to grow without an increase in peak period car travel.

Outside of the central area (which only accounts for around a quarter of employment), public transport attracts a lower share of commuting trips, even after an extensive reorganisation of the bus network to improve frequency, reliability and coverage. Following the rollout of the New Bus Network, approximately 39 percent of Aucklanders currently served by public transport live within 500 metres of a rapid or frequent public transport stop.

The RTN is the part of the network most likely to act as a catalyst for more intensified development. However, it is currently limited to the rail network and Northern Busway, which provides walk-up access for just over 300,000 Aucklanders. Although there is evidence of greater housing intensification around the RTN (which will be enhanced by changes to land use regulation) it is not enough to carry compact city objectives on its own.

Much of Auckland's public transport network is simply not fast enough to compete with private car travel, even during the peak periods. This is particularly the case for much of the frequent bus network, which operates on the same congested roads as general traffic.

At present, Aucklanders can access around three times as many job opportunities within 30 minutes by car as they can by public transport in 45 minutes. Between 2013 and 2018 around 60 percent of Auckland's growth in commuting trips, and 50 percent of its employment growth, occurred in outer urban communities which are heavily reliant on private vehicles.

Looking forward

Public transport needs to be faster and more reliable if it is to absorb a greater share of future trips and act as a catalyst for intensive development in centres, and rapid and frequent services need to extend more widely across the region.

For the public transport network to fulfil its role, further investment is required to:

- Continue improving the public transport customer experience making it simpler and easier to use
- Continue to serve the growth of the city centre as an employment destination
- Extend the catchment of the RTN across Auckland's urban area and developing greenfield areas
- Effectively serve a wider range of key destinations beyond the city centre
- Improve the coverage of the FTN by increasing investment in services
- Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic
- Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes
- Replace ageing ferries required to deliver existing ferry services.



Active transport

There is significant potential for walking and cycling to play a much greater role in meeting Auckland’s transport needs. Past urban development patterns and a lack of investment in safe environments or facilities has created barriers to Aucklanders walking and cycling more.

A very small proportion of people have access to a completed cycling network that will take them safely and comfortably to their destination. Investment has been made in recent years to extend the Auckland cycle network, however progress has been slower than anticipated. Nevertheless, there have been significant increases in trips taken by bike associated with the opening of new and improved facilities. Auckland’s highest monthly total of recorded cycling trips was recorded in February 2020, just prior to the Covid-19 lockdown.

The emergence of e-bikes and micromobility is rapidly making active transport more attractive to people who previously may not have considered it a viable mode. The distances people are able to travel is about 50 percent more than on a normal bike or scooter, and the travel time is reduced. Shared micro-mobility devices can increase the range of the public transport network as many people utilise shared mobility for first and last leg journeys to public transport.

Walking also has the potential to play a much greater role in how Aucklanders move around the region, in particular for shorter journeys by people who live close to the city, near public transport, for trips to and from schools, and within local neighbourhoods. However the time taken, and the quality of the pedestrian environment, is a key barrier to increasing the number of walking trips.

Looking forward

For active transport to increase across Auckland, further investment is required to:

- Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network
- Deliver cycleways in areas associated with the Cycling Investment Programme
- Deliver important travel behaviour change programmes such as safe schools and Travelwise to encourage more people to use active transport
- Continue to develop and improve safe cycling infrastructure on the cycle and micromobility strategic network
- Increase the comfort and safety of people on bikes across the wider transport system
- Make some historical cycling infrastructure fit-for-purpose and consistent with customer requirements.

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Auckland’s transport challenges cont.



Safety

The transport system has become increasingly harmful and does not support better health outcomes

The transport system has the potential to cause both direct and indirect harm to the people of Auckland. The most direct form of harm is through death and serious injuries because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health. These include harm caused by air and noise pollution originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.

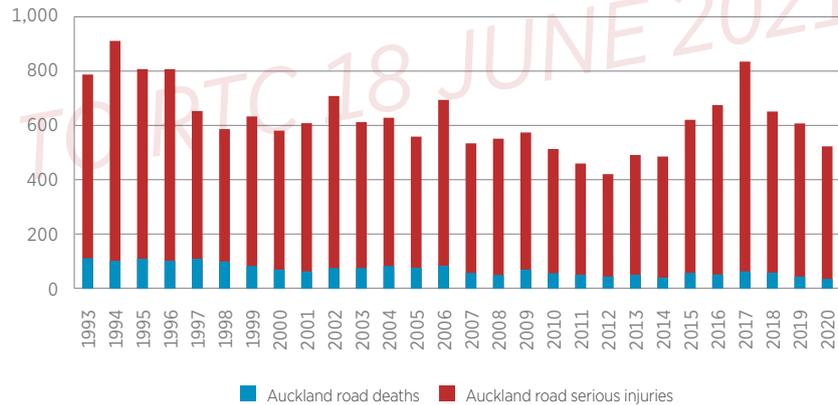
Death and Serious Injuries

Auckland has the highest rate of DSI per kilometre of road when compared to all other New Zealand regions.

While DSI on the Auckland road network had generally declined over recent decades, this trend reversed in 2013 and there was an alarming increase in road trauma between 2013 and 2017.

In response, a significantly enhanced and accelerated safety programme was provided for in the 2018 RLTP, and Auckland adopted the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019.

Auckland Death and Serious Injuries 1993-2020



Auckland’s Vision Zero goal is to have no DSI on the transport system by 2050. This approach puts people first, and recognises that humans are vulnerable and will make mistakes. The transport system needs to ensure that when those mistakes happen, no-one is killed or seriously injured.

Good progress has been made since 2017, with the increasing trend in DSI stopped and numbers dropping from the peak of over 800 DSI in 2017, to 526 in 2020. While this recent trend is encouraging, the results are still significantly above Auckland’s Vision Zero goal. In addition, we have since seen a significant upturn in DSI following the second Covid-19 lockdown in August 2020.

The following table shows the key contributing causes of DSI, and death only, on the Auckland network.⁹

| IMPORTANCE OF CONTRIBUTING CAUSE | DEATH AND SERIOUS INJURIES (DSI) | DEATHS |
|----------------------------------|-------------------------------------|--------------------------------------|
| 1st | Excess speed (22.2%) | Alcohol/other drugs (38.6%) |
| 2nd | Alcohol/other drugs (18.5%) | Excess speed (36%) |
| 3rd | Distraction (7.7%) | Non-restraint (seatbelt) use (23.3%) |
| 4th | Non-restraint (seatbelt) use (6.1%) | Distraction (6%) |

The above analysis highlights the importance of road safety education, ensuring speed limits on Auckland’s roads are safe and appropriate, and that there is compliance and enforcement with respect to alcohol and drugs, speed, and the wearing of seat belt restraints.

⁹ Drawn from Waka Kotahi Crash Analysis System data: Five-year average 2015-2019



Air and noise pollution

The transport system is a significant contributor of harmful emissions, such as nitrogen oxides (NOx) and airborne particulate matter (fine particles in exhausts).

Vehicle emissions are the largest contributors to poor air quality in Auckland. Human-made airborne particulate matter is associated with premature deaths, cardiac hospitalisations, respiratory hospitalisations and time away from work.

As the ageing vehicle fleet in Auckland is replaced with newer vehicles, the emissions from exhausts are reduced and air quality is improved. The introduction of EVs, particularly heavy vehicles like electric buses and trains, contribute significantly to improving the quality of the air we breathe along our busy roads and streets.

The transport system also creates significant levels of noise pollution, in particular for properties closest to state highway and arterial networks. Negative effects of noise pollution on humans include sleep disturbance, cardiovascular and physiological effects, mental health, and adverse impacts on the ability to perform cognitive tasks and memory.

Human health

An unsafe transport system limits the range of realistic travel options available to Aucklanders. With insufficient physical activity being a key risk factor for conditions such as cardiovascular disease, cancer and diabetes, removing barriers to walking and cycling provides a genuine opportunity to support Aucklanders to living longer and healthier lives.

Auckland's transport challenges cont.



Access and connectivity

Existing deficiencies in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities

Auckland has enjoyed a period of major investment in its public transport and motorway networks since 2005.

The public transport network has been transformed with increased public transport frequency across key corridors, the completion of the Northern Busway, the upgrade of trains, double tracking of the western rail line, investment in rail stations and electrification of the rail network. The bus network has been successfully re-organised with a significant increase in services using a modern bus fleet.

It's now easier to use buses, trains and ferries with the AT HOP Card (used for approximately 95 percent of all trips on public transport in 2019) and the AT Mobile app (used regularly by over 300,000 Aucklanders in 2019). Access and payment for AT's parking facilities has been simplified using the AT Park app.

The capacity of the motorway network and its connections have substantially increased, with improvements made to the central motorway junction, the completion of the western ring route including the Waterview Connection, improved access to the Auckland airport precinct and widening of the southern motorway.

Making it easier for Aucklanders to use multiple transport modes to complete a trip – in cars and bus, car and train, bike and bus, or bike and train – is also important. As a result there are now just over 6,000 car parks at park and ride sites (10 percent added in the last three years), and more bike facilities at public transport interchanges and in off-street car parks (such as in the Toka Puia car park in Takapuna). More of these improvements are planned at targeted locations across Tāmaki Makaurau.

As a result of these initiatives, there has been a renaissance in public transport with annual boardings reaching 103 million by November 2019 (before the impacts of Covid-19). More recently, an investment in cycleways has led to a rapid increase in the number of people on bikes in areas where safe infrastructure is available.

However, strong population growth, particularly from around 2013, has continued to put pressure on Auckland's transport network. This growth, combined with positive economic conditions, saw a major increase in per-capita car ownership, and the distance travelled by Auckland's private motor vehicle fleet, continuing to 2019. There has been an increase in congestion in both the peak and interpeak periods that was only eased with the opening of the Waterview Connection and SH16 improvements in 2017. Since then, congestion has held relatively steady at a regional level.

Substantial parts of the strategic bus and road networks are heavily congested, which impacts the everyday travel of public transport customers, and also for freight operators, who report worsening conditions impacting their business.



“As someone who takes the train all the way from Pukekohe to the city, I can’t wait for the Pukekohe to Papakura part of the line to be electrified. This will make my journey so much easier... I won’t need to change trains at Papakura and the journey will be a lot more convenient. I like to have the laptop out while I’m travelling, so being able to stay on the same train all the way to work will make a huge difference.”

Natalie, Pukekohe

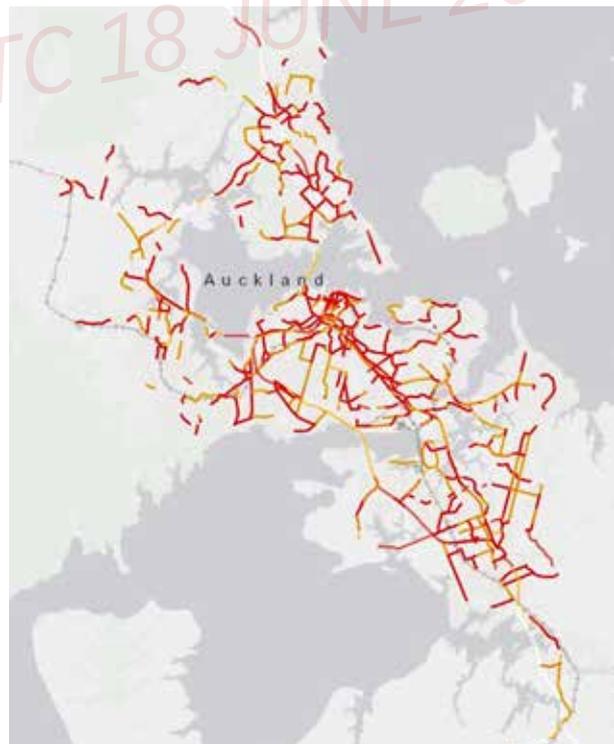


Auckland’s transport challenges cont.

The following figures show deficiencies in travel time reliability of buses and general traffic.



Current deficiency on the bus network
 Indicator: Bus travel time reliability LOS (AM peak)
 High LOS F
 Moderate LOS E



Current deficiency on the general traffic network
 Indicator: Traffic travel time reliability LOS (AM peak)
 High LOS F
 Moderate LOS E

Looking forward

Auckland’s population growth is projected to continue at a similar rate for the next 30 years. This presents the opportunity to harness benefits of scale as the region develops and becomes more compact, and public transport becomes faster, has increasing geographic coverage and becomes more competitive.

Meanwhile, the number of jobs able to be accessed within a reasonable travel time by private vehicle will remain critical to Auckland’s economy, particularly for those parts of Auckland where people are dependent on vehicles.

Greater equity in access to opportunities is also important if the benefits of growth are to be spread more evenly across Auckland.

Access to the transport network goes beyond how close transport services or facilities are to a person’s home or place of work. Access is also about how affordable the transport choices are that Aucklanders have.

To achieve the benefits of scale, Auckland’s transport strategy to avoid congestion increasing is to absorb future growth in travel demand by improving the public transport and active mode networks and encouraging more Aucklanders to change the way they travel. Targeted improvements to the road network to address key small-scale choke points also need to be delivered.

Without these improvements, changes in travel behaviour will not occur, congestion will increase, inequitable access to jobs and education will remain embedded, and Auckland will not see the full benefits of its ongoing growth.

Accommodating growth

Over 1.7 million people now call Auckland home, and the region is forecast to grow substantially in the coming decades, exacerbating housing shortages.

The Auckland Plan 2050 provides Auckland's 30-year development strategy, which shows that Auckland will grow through a combination of 'brownfields' (building up) infill development and 'greenfields' (building out) future urban areas.

Auckland Council and central government have identified a number of spatial priority areas where they expect concentrated growth to occur. As these large developments will concentrate demand, specific transport infrastructure is required to support sustainable travel outcomes and minimise the effects of congestion.

Supporting spatial priority areas requires both public and private investment. Generally speaking, the local private infrastructure required for growth is delivered by developers, for example, new local roads and footpaths inside subdivisions. Accompanying public investment can take the form of wider network improvements, (e.g. arterial upgrades) and the delivery of complementary public transport, walking and cycling networks. This last set of initiatives is important, as it enables growth to occur in a way that does not create future car-dependent communities.

Maintaining and renewing the network

AT is the regional guardian of \$21.1 billion of publicly-owned assets. This includes 7,638km of arterial and local roads, 7,431km of footpaths, 348km of cycleways, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands. In addition, Waka Kotahi manages transport assets valued at around \$15.9 billion which includes state highways, bridges, road tunnels and other structures.

Maintaining and renewing these assets is a significant undertaking. The temporary closure of the Auckland Harbour Bridge last year (due to an accident caused by freak wind gusts) and ongoing issues encountered with the rail network clearly demonstrate the importance of ensuring the resilience and reliability of our infrastructure.

Since the 2018 RLTP, a number of factors have placed increased pressure on the local road and asset network:

- Auckland's increasing population and demand for travel, leading to faster deterioration of road pavements
- Increasing numbers of heavy vehicles operating on the network including growth-related construction, service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses
- An increasing local network asset base, which is growing by around 1.5 percent every year through the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities)
- Significant increases in construction costs and the cost of renewals, in particular road rehabilitation which makes up the largest share of AT's renewal spend
- Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog
- Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation.

Without action to address the impact of these factors, the local network asset base will fall below standard leading to increased reliability issues and higher costs to resolve over the long-term.

07.

Responding to Auckland’s transport challenges

The pathway forward

This section describes the transport programme to respond to the challenges outlined in the previous section.

The responses reflect the direction set out in ATAP approved by central government (Cabinet) and Auckland Council (Planning Committee).

The programme is built off the landmark programme included in the 2018 RLTP. Most of the 2018 investment programme remain, which is expected noting that we are in year three of the 10-year investment programme.

A significant amount of the total RLTP programme is required to keep the existing transport network functioning effectively, renew the existing asset base, and complete committed and essential capital works.

This RLTP is focussed on completing transport projects that are already underway (such as the Eastern Busway), investing in new electric trains and infrastructure to meet the expected patronage boost from the \$4.4 billion CRL, and maintaining momentum on core priorities like reducing DSI on the transport network.

Committed and essential items account for over 90 percent of the \$31.4 billion programme presented in this RLTP. They include \$3.5 billion government-nominated and funded upgrade projects in the NZUP, and a further \$1.8 billion of government seed funding for the city centre to Mangere (CC2M) and northwest rapid transit projects.

This leaves \$2.1 billion over 10 years – less than 10 percent of the programme for new investments. This is applied to further address the issues of existing congestion, encourage alternative modes, ensure equity of access, provide infrastructure for growth, complement other climate change policies, and respond the requirements of local communities.



Travel choices – Provide and accelerate better travel choices for Aucklanders



Climate change and the environment – Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates



Access and connectivity – Better connect people, places, goods and services



Safety – Make Auckland’s transport system safe by eliminating harm to people



Growth – Enable and support Auckland’s growth through a focus on intensification in brownfield areas and with some managed expansion into emerging greenfield areas



Asset management – Sound management of transport assets



Other items – Local Board programmes, technology and organisational improvement initiatives

Twenty billion dollars of potential projects and initiatives competed for the allocation of the remaining ‘discretionary’ funding. Prioritisation of projects and initiatives was done using a range of inputs and utilising different methods, including:

- Future Connect assessments
- The Portfolio Investment Approach tool (PIA)
- The Urban Growth Assessment Framework
- Business case and project information and advice
- Assessment and advice from AT, Waka Kotahi and KiwiRail on a number of programmes and projects
- Information on the Auckland Housing Programme.

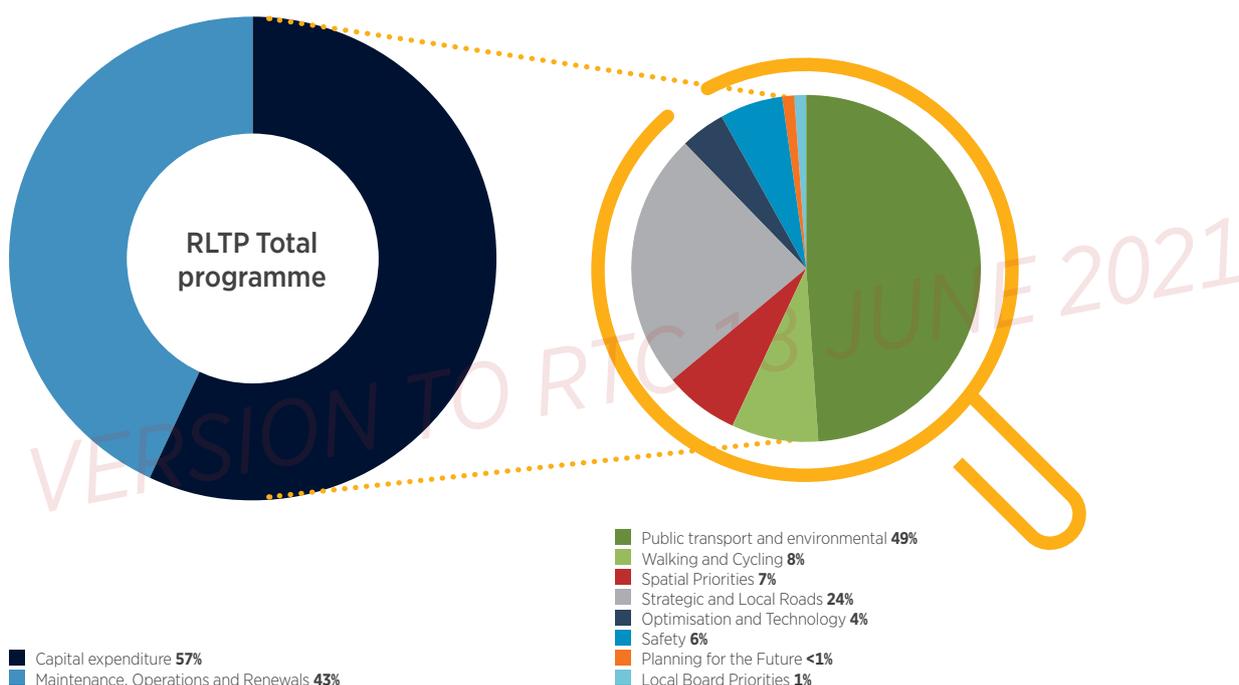
A short-list of prospective projects was evaluated using the PIA tool. These projects included existing projects not categorised as committed or essential, and new projects. The evaluation was based on Future Connect problem statements and ATAP objectives.

Multiple options or packages of investment were then developed to illustrate potential investment choices and trade-offs based on the ATAP objectives. The different packages are based on:

- a climate change option,
- a spatial response,
- a modeshift (PT) focused response,
- a modeshift (active modes) focused response,
- a Drury-focused response, and
- two blended packages.

Each option has the same base programme which accounts for \$29.3 billion of the \$31.4 billion funding available. The alternative package options focus on the potential investment choices and trade-offs for the \$2.1 billion of discretionary funds. Not surprisingly, given the limited amount of discretionary funding, there was limited difference between the packages.

The programme presented here is heavily weighted towards core expenditure on the maintenance and renewal of existing transport assets and to public transport services and other operating items. Together these make up around 41 percent (\$12.8 billion) of the total programme. Of the remaining investment in new projects and programmes, the focus is on public transport and active modes, which make up around 87 percent of the remaining package.



A full listing of the proposed programmes and projects, organised by delivery organisation, is provided in the Appendices.

Responding to Auckland’s transport challenges cont.

The proposed programme will enable significant progress and contribute to making Auckland an even better place to live. However, even with a programme of this scale – a record level of funding – Auckland’s transport challenges will not be solved in 10 years. Quite aside from funding, issues such as construction industry capacity and the community’s tolerance for much greater levels of construction are likely to limit what is required to be delivered over the next 25 years.

The need for policy change

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 includes a number of policy responses, many of which require significant advocacy from Auckland to progress. These are discussed in more detail as part of an integrated approach in Section 8.

Policy responses proposed by the 2021 RLTP

| OBJECTIVES | POLICY RESPONSE |
|---|---|
| Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates | Accelerate EV uptake with purchase incentives |
| | Change current road pricing mechanisms to better manage travel demand |
| | Motor fuel taxes (including the Emissions Trading Scheme) |
| | Greater use of biofuels for powering vehicles and vessels |
| | Improve vehicle fuel efficiency standards |
| | Employee remote working |
| | Remove the Fringe Benefit Tax (FBT) for public transport subsidies made by employers for employees |
| Provide and accelerate better travel choices for Aucklanders | Implement ‘Community Connect’ (Public Transport Concession Card Trial) which provides a 50 percent discount on public transport fares for Community Services Card holders |
| | Increase discounts for interpeak fares on eligible bus, train and ferry services |
| | Continue to offer the ‘Child Fare Free Weekend’ initiative on eligible bus, train and ferry services |
| Make Auckland’s transport system safe by eliminating harm for people | Higher penalties for speed, distraction, impairment and restraint offences |
| | Enhance enforcement of drug driving |
| | Improve the safety of heavy vehicles for vulnerable road users |
| | Introduce alco-locks for drink-driving offenders |
| | Ongoing implementation of speed limit reviews on high risk roads to ensure they are safe and appropriate |
| Better connect people, places, goods and services | Continue to develop an alternative road pricing scheme encompassing demand management to allow for more productive use of the roading network |
| | Continue to roll out automated enforcement of transit and bus lanes to ensure higher network productivity and improved safety |
| | Continue to roll out residential parking schemes in relevant suburbs |
| Enable and support Auckland’s growth through a focus on intensification in brownfield areas and with some managed expansion into greenfield areas | Increase urban density and provide new funding tools |



Travel choices

Provide and accelerate better travel choices for Aucklanders

The 2021 RLTP focuses strongly on providing Aucklanders with better travel choices to enable more sustainable and economically productive transport options. The goal is to reduce the number of single occupant vehicles, and particularly single occupant ‘fossil-fuel’ powered vehicles on our roads.

In the first half of the decade, extensions of the existing rapid transit network will be completed along with the CRL, a critical link in the existing rapid transit network. Significant improvements will be delivered to other parts of the rail network and the Urban Cycleway Programme will be completed.

By the end of the decade there will also be ongoing improvements to the underlying bus and ferry networks, separation of key FTN bus routes from general traffic lanes with a network of whole-of-route bus and transit lanes, and expansions and improvements to walking and safe cycling infrastructure across the region.

Rapid transit extensions

The RTN is a key investment priority and forms the largest category of capital investment in this RLTP.

Running free of congestion in dedicated lanes or corridors as much as possible, the RTN offers high capacity, high frequency services that are often faster than comparable private vehicle trips. The advantages offered, particularly in terms of access to the city centre and fringe, also make the RTN a key component when supporting the compact city strategy by encouraging high-quality intensive development alongside the network.

The transport programme in this RLTP will deliver a step-change in the coverage and performance of the RTN over the next 10 years. This RLTP will also see the RTN continue to diversify away from the city centre, providing high quality links to other key Auckland centres such as Botany, Pakuranga, Pukekohe, Drury, Albany, and Westgate.

Significant projects include:

- **Light rail:** Seed funding to progress new rapid transit lines from the city centre to Mt Roskill and Mangere (CC2M) and along the northwest corridor. In the near-term this project will focus on investigation, design, route protection and other pre-implementation activities.

The 2021 RLTP does not include completion of full light rail links from the city centre to Māngere and Auckland Airport, or to the northwest (as assumed in the 2018 RLTP). This reflects a revised view of the ‘additional funding sources’ that were assumed to be available for these projects in 2018.

- **Eastern Busway:** Completion of the Eastern Busway, providing a new rapid transit connection from Panmure to Pakuranga and Botany. This includes the Reeves Road flyover and new bus interchanges at Pakuranga and Botany. This project will improve travel choices by making public transport, walking and cycling realistic and safe options, and improve connections within the area and to the rest of Auckland.

The Eastern Busway is expected to carry more than 30,000 people per day between the rapidly growing south-eastern suburbs and the rail network in Panmure. This project will make journeys faster and more convenient, reducing travel time between Botany and Britomart. It will also help reduce traffic congestion and vehicle emissions.

- **Northern Busway** (part of Northern Corridor Improvements): The Northern Busway is currently being extended northwards to Albany with a new Rosedale Station added between Constellation and Albany Stations. This project will reduce journey times and improve bus reliability, with the Rosedale Station improving busway accessibility and reducing pressure on the existing Constellation and Albany Stations.
- **Northern Busway Enhancements:** A further \$62 million has been provided to deliver other improvements that enhance the capacity of the Northern Busway to meet current and projected demand (e.g. improvements at stations to increase the throughput and flow of buses).

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|---|--------------------|---|
| City Centre to Mangere & Northwest Rapid Transit (CC2M) | Waka Kotahi | 1,800 |
| Eastern Busway | AT | 874 |
| Northern Busway Enhancements | AT | 62 |
| Rosedale and Constellation Bus Stations | AT | 59 |
| SH18 Rapid Transit | Waka Kotahi | 3 |

Responding to Auckland’s transport challenges cont.

Rail network improvements

Auckland’s rail network forms a key part of the city’s rapid transit and freight networks. Recent investments in rail have resulted in substantial growth in rail passenger boardings, which reached 21.9 million trips in 2019 (before Covid-19 started to impact public transport use).

The rail network also plays an important role in the movement of freight, especially to and from the Ports of Auckland and Port of Tauranga. However, a step-change in use for freight and passenger rail needs over the last decade has also resulted in increased wear on the track. During 2020, KiwiRail started a significant track replacement programme which included temporary track closures and speed restrictions.

This RLTP will see a radical improvement in the performance and capacity of the rail network, particularly for accessing new areas of the city centre and fringe as the CRL comes into service in 2024. A key priority has been ensuring that the full suite of projects necessary to support the CRL is available, while simultaneously continuing to invest in maintenance and renewals.

Significant projects include:

- **The City Rail Link, new trains and supporting infrastructure**

CRL will be transformational, delivering benefits across the region. It allows for significantly improved travel times to the city centre and across the entire rail network, doubling capacity and providing a direct south to west link. It will also benefit road users, as making public transport a better travel choice option will ease pressure on roads for those who need to use them.



The completed project provides a connection between Britomart Station and the western line at Mt Eden via a 3.45km twin tunnel underground rail link below the city centre. It will increase the capacity of the Auckland passenger rail network by transforming the downtown Britomart Transport Centre into a two-way through-station and provide significantly enhanced access to the city centre via two new underground stations at Aotea and Karangahape.

Over \$400 million will be invested in new trains, stabling and associated infrastructure to provide increased rail capacity. These trains will allow increased train frequencies and provide additional capacity to cater for the expected growth in patronage following the opening of the CRL.

\$320 million will be invested in level crossing and pedestrian crossing improvements in two groups, with the first group required for the increased train frequencies associated with the CRL.

CRL is being future-proofed to cater for significantly more trains than currently operate on the rail network. Investment in this RLTP will enable trains on the three main lines (Western, Southern and Eastern) to operate more frequently both during peak times and throughout the day.

Timetables for Day One of the CRL’s operation are still being developed and are expected to be outlined in the 2021 Regional Public Transport Plan (RPTP). However, it is expected that the new Day One timetable will increase the number of people who can access the city centre by train from a pre-CRL capacity limit of 15,000 per hour to 22,500 per hour post-CRL. This is a capacity increase of 7,500 people per hour.

- **Papakura to Pukekohe Electrification**

Electrification of the rail network will be extended from Papakura to Pukekohe. This will allow the current old diesel fleet to be replaced by electric trains, reducing GHG emissions, enabling faster and more frequent services, and removing the need for customers to change trains at Papakura.

Three new, high-quality rail stations will be built at Drury and Paerata to support Auckland’s southern growth area. These stations will provide bus interchange, walking and cycling, and park and ride facilities to provide people with a range of choices on how best to access the rail network.

An improved park and ride facility at the Papakura Station will improve access to the rail network.

- **Wiri to Quay Park**

This project will ease congestion between freight and passenger rail services on the busiest parts of the network, and allow for increased services in the future to meet growing passenger and freight demand from the Ports of Auckland by better separating freight and passenger trains. Improvements will be delivered at Westfield and Wiri junctions, at Quay Park, and via a new third main track to be built between Middlemore and Wiri.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|--|--------------------|---|
| City Rail Link (CRL) | CRL | 2,600 |
| EMU Rolling Stock and Stabling Tranche for CRL | AT | 413 |
| CRL Day One - Level Crossing Removal | AT | 220 |
| CRL Day One - Infrastructure Package | KiwiRail | 61 |
| CRL Day One - Resilience and Asset Maintenance Programme | KiwiRail | 51 |
| CRL Road Side Projects | AT | 7 |
| Papakura to Pukekohe Electrification | KiwiRail | 375 |
| Wiri to Quay Park | KiwiRail | 318 |
| Drury Stations | KiwiRail | 495 |
| Level Crossings Removal - Group 2 | AT | 100 |
| KiwiRail Strategic Future Planning | KiwiRail | 47 |
| Progressive fencing and security | KiwiRail | 20 |
| Papakura Rail Station Park and Ride | AT | 10 |
| EMU Rolling Stock Current Tranche | AT | 5 |

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Responding to Auckland's transport challenges cont.

Bus, ferry and multimodal improvements

While the RTN operates at the top of Auckland's public transport hierarchy, the majority of boardings are on the frequent, connector and local bus and ferry networks. This RLTP contains a range of projects that will improve the reliability, capacity and attractiveness of these bus and ferry networks.

Significant projects include:

- **Downtown Crossover Bus Facilities:** Bus priority improvements along Customs Street and potential new bus facilities to the east and west of the city centre.
- **Midtown Bus Improvements** to enable an increasing number of buses to operate effectively there in the future. This project will deliver bus priority improvements along Wellesley Street and a new Learning Quarter/Grafton Gully bus facility.
- **SH16 Northwest Bus Improvements:** This project (part-funded by the Covid-19 Response and Recovery Fund) will deliver infrastructure to allow a new Northwest Express bus service to operate along SH16, connecting northwest Auckland with the city centre.

There will be interim bus interchange facilities delivered at Westgate, Lincoln Road and Te Atatu, with improved bus shoulder lanes along the Northwestern Motorway. A long-term rapid transit solution for the northwest corridor is expected to follow in the future.

- **Airport to Botany (A2B):** This rapid transit programme will improve travel choices and journey times for people in south and east Auckland.

Stage one of this project has delivered a new bus-rail interchange at Puhinui, bus and transit lanes between Manukau and the Auckland Airport precinct, and a new high frequency electric AirportLink bus.

The next stages to be delivered under this RLTP involve protecting the future A2B rapid transit corridor between Auckland Airport and Botany via Manukau, and extending the new AirportLink bus to Botany via Te Irirangi Drive.

Extending the AirportLink bus to Botany will be supported by bus interchanges and priority improvements along Te Irirangi Drive, with a move toward a rapid transit corridor in future decades.

- Over \$50 million to deliver new and extended **park and ride facilities** across the region, including in locations that support Auckland's growth.
- A new \$40 million programme to deliver **accessibility improvements** to public transport facilities across the region.
- Improvements to the landside transport infrastructure at **Matiatia Wharf** on Waiheke Island.
- **Other Public Transport Minor Improvements:** Almost \$200 million will deliver the ongoing programme of small but important public transport improvements across the bus, train and ferry networks. This includes new and improved bus stops, bus priority lanes, public information display signs (PIDs), rail station security and ticket control gates, double decker mitigation, Rosedale Bus corridor, and new neighbourhood bus interchanges.



Airport to Botany – Te Irirangi Drive Station artist rendering

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|--|--------------------|---|
| Downtown Crossover Bus Facilities | AT | 220 |
| Public Transport Safety, Security and Amenity | AT | 154 |
| Midtown Bus Improvements | AT | 132 |
| Northwest Bus Improvements | AT/Waka Kotahi | 100 |
| Airport to Botany Rapid Transit Route Protection | AT | 50 |
| Airport to Botany Stage 2 Bus Improvements | AT | 30 |
| Carrington Road Improvements | AT | 55 |
| Park and Ride Programme | AT | 51 |
| Accessibility Improvement Project | AT | 40 |
| Decarbonisation of the Ferry Fleet Stage 1 | AT | 30 |
| Double Decker Mitigation | AT | 29 |
| Matiatia Park and Ride | AT | 26 |
| 20Connect (SH20B) Route Protection | Waka Kotahi | 15 |
| Sylvia Park Bus Improvements | AT | 20 |
| Albert and Vincent Street Bus Priority Improvements | AT | 8 |
| Rosedale Road Corridor | AT | 8 |
| Neighbourhood Interchanges | AT | 6 |
| Community Connect (Public Transport Concession Card Trial) | AT | 4 |
| Downtown Ferry Basin Redevelopment | AT | 2 |

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Responding to Auckland’s transport challenges cont.

Rapid transit and the National Policy Statement on Urban Development (NPS-UD)

An implication of the NPS-UD requirements is that investment identified in this, or future RLTP’s may necessitate changes to the Auckland Unitary Plan.

The purpose of this section is to outline the status of Auckland’s RTN following the investment identified in this RLTP.

It also reflects the frequency of services described in the current Regional Public Transport Plan 2018-2028 (RPTP).

Auckland’s RTN will continue to develop over time. While some projects in this RLTP will improve the service characteristics of routes to the degree that they meet the criteria to be considered part of Auckland’s RTN, other projects are a stepping stone on the way to achieving this status in following decades.

Auckland’s existing RTN consists of the Northern Busway (between Constellation and Akoranga Stations), and the Western, Southern and Eastern rail lines.¹⁰ Within the 10-year timeframe of this RLTP, the network will be expanded to include the Northern Busway to Albany, the new Eastern Busway, and an extension of the Southern Line to Pukekohe.

The figure below shows:

- Existing and planned rapid transit routes (i.e. the RTN that will be in place at the end of the 10-year timeframe of the RLTP)
- Future rapid transit routes (as outlined in the Auckland Plan 2050) for which some investment is identified in this RLTP but will not meet the standard of rapid transit within the 10-year timeframe of this RLTP
- Parts of the transit network that do not meet the definition of rapid transit now or in the future, but are important to support the operation of the RTN, for example, the Onehunga branch line and Northern Busway section along SH1. These parts of the network are shown as ‘supplementary network’.

The locations of stops on planned services are finalised through processes outside of the RLTP (such as designations under the Resource Management Act). AT and Auckland Council will work together to determine where stops are for the purposes of meeting the NPS-UD’s requirements.



¹⁰ Some of these routes do not currently meet the frequency requirements for rapid transit; however they are proposed to do so by 2028 in the RLTP.

Connected Communities

The geography of Tāmaki Makaurau means that key strategic arterial roading corridors, mostly on the isthmus in Mt Eden, Mt Roskill, Remuera, Sandringham, Ponsonby, Grafton, Ellerslie, Panmure, Pakuranga and Manukau can become choked at certain times of day resulting in reduced productivity and impacting on the mental and physical wellbeing of Aucklanders.

A key driver for AT’s Connected Communities programme is separating buses on frequent transit routes from general traffic lanes with a network of whole-of-route bus or transit lanes, thereby creating more capacity in the remaining general traffic lanes for those who have no choice but to use private motor vehicles.

This project also pioneers AT’s ‘dig once’ philosophy to minimise disruption in local communities, incorporating and delivering 15km to 20km of safe cycling environments (and safety and walking improvements) along a number of key arterials. Notably 25 percent of DSI on strategic roading corridors are targeted by the programme.

Priority corridors for investment include:

- Symonds Street
- New North Road
- Sandringham Road
- Great North Road
- Ponsonby Road
- Mt Eden Road
- Manukau Road
- Ellerslie Panmure Highway
- Pakuranga Road.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|-----------------------|--------------------|---|
| Connected Communities | AT | 583 |

Programmes for train, bus and ferry services and asset maintenance

AT’s current funding for train, bus and ferry services and asset maintenance is set at around \$7.5 billion. This is earmarked to meet the additional costs of the CRL (such as more frequent services and station operation costs), low-emission buses (to meet climate change and public health objectives) and increased asset maintenance.

AT has a strong desire to increase both the coverage and frequency of bus, train and ferry services over the next 10 years, with a focus on:

- Providing services to support new public transport infrastructure
- Implementing the services promised in the RPTP, especially for the frequent routes/corridors
- Continuing to improve the frequency and hours of operations in the existing urban areas
- Providing services as early as possible to Greenfield areas to minimise car-centric travel behaviour
- Ensuring that there are competitive public transport services to the larger rural settlements.

Auckland Council has provided an additional \$50 million to fund new bus and ferry services which, when coupled with an equivalent level of savings identified by AT and co-funding from Waka Kotahi, will provide an additional \$200 million. AT is currently assessing how to direct this additional funding to services that achieve the best outcomes for the region.

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Responding to Auckland's transport challenges cont.

Walking and cycling

There is a significant opportunity for walking and cycling to play a more substantial role in improving access and contributing to a more effective transport system in Auckland. Both walking and cycling support efforts to tackle climate change, bring significant public health benefits and make the network more productive.

The programme set out in this RLTP aims to increase active transport mode share by delivering safe and more integrated walking and cycling infrastructure, supported by a range of behaviour change activities, together with bicycle parking facilities and network-wide safety improvements like speed management.

In total, this programme is expected to deliver 200km of new and upgraded cycleways and shared paths across the region by 2031, the majority of which is included as part of the strategic cycling network. Between 100km and 125km of new cycleways will be generated from AT, 15km from Auckland Council and 59km from Waka Kotahi. Some existing cycle lanes will also be retrofitted with appropriate safety barriers.

Significant projects include:

- The **Northern Pathway**, a significant new walking and cycling connection from central Auckland to the North Shore. This will provide a critical missing link in Auckland's cycle network.
- Over \$300 million is allocated to delivering AT's **On-going Cycling Programme**, which is intended to follow the completion of the Urban Cycleways Programme early in the RLTP period. This is in addition to the allocation to cycling included in the Connected Communities programme.

With a significant increase in the cost and complexity to deliver cycleways, this programme is unlikely to be able to deliver the coverage expected in the 2018 RLTP. However, the investment strategy for this is being reviewed to ensure coordination with Waka Kotahi investment (including the revised Northern Pathway), and seek faster, more flexible and lower-cost solutions. The significant investment in cycling in Manukau and Mangere East identified by the 2017 Cycling Programme Business Case remains a priority.

- The completion of the **Urban Cycleways Programme** including projects such as the Glen Innes to Tāmaki Drive cycleway and the New Lynn to Avondale shared path.
- \$49 million to continue delivering **new footpaths** in high priority locations. Feedback from the community and local boards has identified the need for more investment in footpaths. AT therefore proposes that, should it have additional funding, it will deliver a further \$20 million of new footpaths over the 2021-2031 period.
- A \$30 million central government contribution, through the Covid-19 Response and Recovery Fund, towards delivering the **Te Whau Pathway**.
- \$30 million to allow some introductory works under the **City Centre Masterplan Access for Everyone initiative**.
- A new \$30 million programme for minor improvements for cycling and micromobility. A key element of this package will be delivering **'pop up cycleways'** which will retrofit a range of existing painted cycle lanes with appropriate safety barriers. This programme will also address other issues on the existing cycling network to improve useability and enhance safety.
- Ongoing funding for a programme of tactical urbanism initiatives such as those brought to life through Waka Kotahi's **Innovating Streets Programme**.
- Operational funding to continue delivery of the **Travelwise Programme**, an innovative schools-based programme that aims to improve road safety and reduce the number of vehicles driving to and from school at peak times to help reduce congestion.

- Operational funding to continue the **Walking School Bus programme** which aims to reduce road congestion, make our environment safer and cleaner, and provide exercise for children in a fun and social way.
- Operational funding for the ongoing delivery of the **Bike Safe programme** which teaches primary, intermediate and secondary school children how to ride their bike safely.
- Continued investment in the AT **Community Bike Fund** which supports communities and groups delivering activities, events and projects that encourage more people to ride bikes more often in Auckland, especially new riders.
- Ongoing operational funding for programmes which support employers who want to encourage their people to use more sustainable modes of transport.



| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|--|--------------------|---|
| Northern Pathway (central Auckland to North Shore) | Waka Kotahi | 785 |
| On-going Cycling Programme | AT | 306 |
| Urban Cycleways Programme | AT | 139 |
| Glen Innes to Tāmaki cycleway | Waka Kotahi | 19 |
| New Footpaths Regional Programme | AT | 49 |
| Te Whau Pathway | Auckland Council | 30 |
| Access for Everyone Introductory Works | AT | 30 |
| Minor Cycling and Micromobility | AT | 30 |
| Meadowbank Kohimarama Connectivity Project | AT | 22 |
| Old Mangere Bridge Pedestrian & Cycling Link | Waka Kotahi | 17 |
| Mangere Cycleways (Airport Access) | AT | 12 |
| Tāmaki Drive/ Ngapipi Road Safety Improvements | AT | 7 |
| Walking and cycling – Low Cost, Low Risk | Waka Kotahi | 6 |

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Responding to Auckland's transport challenges cont.



Climate change and the environment

Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates

The Climate Change Commission's 2021 Draft Advice for Consultation states:

“In Aotearoa we need to change the way we build and plan our towns and cities and the way people and products move around. This includes making walking and cycling easier with good cycleways and footpaths. It means moving freight off the road and onto rail and shipping. It means reliable and affordable public and shared transport systems. And it means an electric or low emissions fleet.”¹¹

The approach set out in this RLTP takes an approach broadly consistent with these themes but notes far more needs to be done to reach Auckland Council's climate change emissions targets.

The key contribution to climate change in the RLTP is the extensive investment in network infrastructure and services, designed to encourage mode shift away from private vehicles and towards lower emission public and active transport options. Over \$10.5 billion, or 57 percent of the total capital improvement programme proposed to be made over the next 10 years, is invested in public transport or walking and cycling.

The programme will also make significant progress towards decarbonising Auckland's public transport fleet by:

- Electrifying the rail line to Pukekohe (covered under the rail section above), enabling disposal of Auckland's remaining diesel passenger trains
- Funding acceleration of the Low Emissions Bus Roadmap to ensure half of Auckland's bus fleet is low emissions by 2031 (this is captured under Operational Funding).

It's anticipated that the investment in low emissions buses and replacement of the diesel trains operating between Pukekohe and Papakura will see a 65.1 percent reduction in emissions from the public transport fleet by 2030.

Emissions from ferries make up a disproportionately high amount (19 percent) of total emissions from the public transport fleet. Noting that technology is less mature in the development of low emissions ferries, this RLTP allocates \$30 million to start decarbonisation of the ferry fleet.

Work is also underway to determine how transport emissions from AT owned assets and infrastructure, such as parking buildings, street lights, and public transport facilities can be further reduced. A promising start has been made with the change-out of street lights across Auckland. Further activities will see AT meet its Board endorsed objective of reducing emissions from its own corporate activities by 50 percent by 2030.

This RLTP investment programme is only one component of a comprehensive set of measures needed to reduce transport GHG emissions. The RLTP does not exist to set government policy, and additional measures are needed that are beyond its scope to implement.

The intervention with the greatest potential to reduce emissions is the accelerated uptake of EVs.

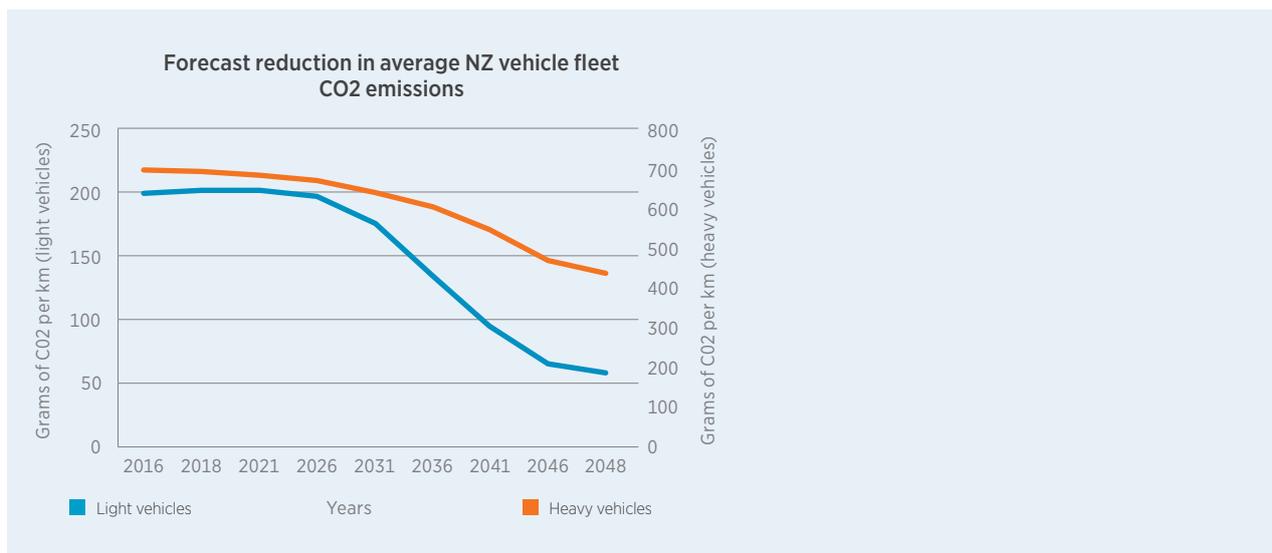
This was identified by the MoT in 2018, reiterated by the Productivity Commission, the Climate Change Commission in 2021, and has been reinforced by modelling work. New Zealand is also in a uniquely favourable position to benefit from EV technology as we have an electricity source that is 82 percent renewable.

Current published projections by the MoT and Waka Kotahi show EVs and other zero emission vehicles starting to enter the New Zealand fleet in large numbers toward 2030, leading to a rapid reduction in average light vehicle fleet emissions from 2031. This would result in a 70 percent reduction in average light vehicle emissions per kilometre by 2048.

Heavy vehicles will be slower to change, reflecting the significant technical challenges with zero emissions freight vehicles. Although encouraging, these trends are not enough to achieve zero emissions generated from the transport sector by 2050.

The accelerated uptake of EVs is vital to reduce road transport emissions. But to meet the 2050 target, at least for the light vehicle fleet, the entry of light vehicles into the fleet needs to be accelerated by five to 10 years. In other words, it needs to ramp up right now.

¹¹ He Pou a Rangi – Climate Change Commission (2021). “2021 Draft Advice for Consultation”.



Supporting the uptake of electric vehicles and low emission vehicles

Materially reducing emissions requires immediate and rapid electrification of the vehicle fleet, so it is essential to address the primary purchase barrier of affordability through purchase incentives. Pairing purchase incentives with convenience interventions that make using an EV easier and cheaper (with increased awareness) can potentially support a swifter uptake.

Common intervention types suitable to Auckland are parking benefits, supporting additional public chargers, public charger navigation, charging benefits, and infrastructure use and access benefits. The following table describes these intervention areas and actions taken in Auckland.

Actions and responsibilities

| INTERVENTIONS | ACTIONS TAKEN |
|--|--|
| Parking benefits such as exemptions or reductions on parking fees or time limits, preferential parking access, and wait-list priority on long-term parking | AT (2018-): 48 dedicated EV parking spaces (with chargers) |
| Support additional public chargers such as the provision of public chargers or making land available for public chargers | AT (2018-): 50 public EV chargers Other (as at August 2020): -80 public EV chargers |
| Public charger navigation such as physical signage or digital tools to locate public chargers | AT (2020): Limited information on AT public chargers |
| Charging benefits such as free or reduced fees for public charging, monthly flat-rate charging for heavy users, including car-sharing, ride-share, and taxi companies | AT (2018-): Free charging at 50 chargers AT (2020): Providing electricity supply infrastructure for 21 car-share chargers |
| Infrastructure use and access benefits such as access to bus and other restricted lanes, reductions or exemptions on road tolls and congestion charges | Waka Kotahi (2017-2018): Access to bus lanes at selected State Highway 1 on-ramps AT (2030): Zero-emission Queen Street Zone (within Access for Everyone programme) |

To tackle these barriers \$34 million has been allocated to support the uptake of EVs by Aucklanders, which is expected to complement central government initiatives.

Given the current actions taken in Auckland, there is scope for AT to implement further interventions, however they are unlikely to be effective on their own.

The NZ Government has a long-running EV awareness campaign provided by the Energy Efficiency and Conservation Authority (EECA), and a range of government interventions are being planned to lower the emissions of vehicles entering the fleet. These include the recently announced clean car standard for new and used light vehicles, and consideration of a mandate for lower-emitting biofuels.

Responding to Auckland's transport challenges cont.

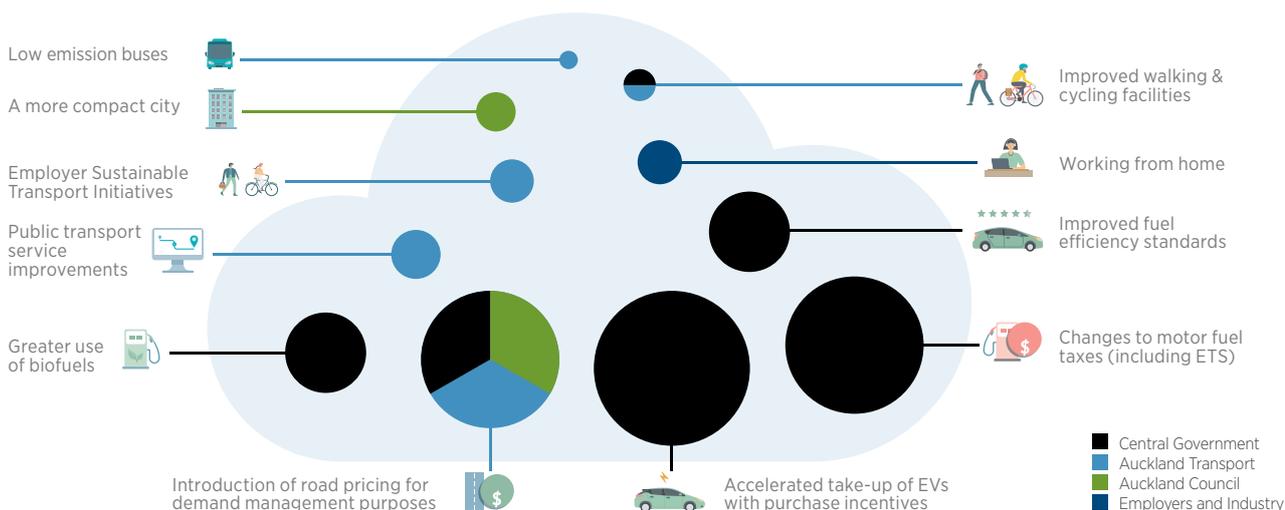
Towards a comprehensive approach

Domestic and international research shows that following the accelerated uptake of EVs, the following supporting interventions are effective: road pricing, fuel taxes, greater use of biofuels, improved vehicle efficiency, providing alternatives to private vehicle use and increasing urban density to reduce sprawl.

A recent study found that without purchase incentives, local interventions to support EVs had minimal impact on increasing their uptake.¹² European cities with the highest EV uptake (Amsterdam, Bergen, Oslo, and Stockholm) have policies addressing purchase price, awareness and convenience.

As part of developing a plan to achieve Auckland Council's commitments to a 50 percent total emissions reduction by 2030, the Auckland Forecasting Centre¹³ considered how this goal might be achieved. It highlighted, much as the Climate Change Commission has done in its work to date, that a suite of interventions is required. This will require an integrated approach by multiple organisations with the ability and mandate to take action.

How Auckland's transport contribution to a 50% total emissions reduction might be achieved



¹² The International Council for Clean Transport (2020) Analysing policies to grow the electric vehicle market in European cities. <https://theicct.org/publications/electric-vehicle-policies-eu-cities>

¹³ The Auckland Forecasting Centre is a joint venture between Waka Kotahi, Auckland Council and AT with experts in transport forecasting with over 150 years collective experience.



The full suite of potential key actions, and the party with the responsibility for delivery, is set out in the following table.

Proposed actions and responsibilities

| INTERVENTIONS | RESPONSIBILITY |
|---|---|
| Accelerate EV uptake with purchase incentives | Government: To design the incentive and provide funding |
| Road pricing ¹⁴ | Government: Legislation required to implement, and owner of state highways AT: Owner of local roads where pricing would be applied Council: Co-decision-maker in road pricing |
| Motor fuel taxes (including the Emission Trading Scheme) | Government: Responsible for fuel tax regime |
| Greater use of biofuels | Government: Sets fuel specifications |
| Improve vehicle fuel efficiency standards | Government: Sets vehicle specifications |
| Provide alternatives to private vehicles with public transport, cycling and walking | AT and Waka Kotahi: Responsible for infrastructure provision and public transport services |
| Introduce employee remote working (one day per week) | Industry: Implement workplace policies |
| Increase urban density and reduce sprawl | Auckland Council |

Tackling the emissions challenge is complex and requires a systems-based approach taking account of a number of factors, including technology maturity and supply chains, equity and behaviour change.

In the context of this challenge, Auckland needs a climate plan which sets out the agreed pathway for reducing transport emissions to meet Auckland Council's emissions targets.

¹⁴ Road pricing options recommended by The Congestion Question have focussed primarily on reducing peak congestion levels. Wider and more expensive road pricing options will likely be required to achieve substantial reductions in regional transport emissions.

Responding to Auckland’s transport challenges cont.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|---|--------------------|---|
| Supporting Electric Vehicles | AT | 34 |
| Environmental sustainability infrastructure | AT | 20 |
| Electric Bus Trial Roadmap | AT | 9 |

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Water quality and other sustainability initiatives

Improved land use and transport integration, enhanced operations and maintenance practices, improved design standards for projects and new technologies all provide opportunities to meet the challenges presented by the environmental impacts of the transport network.

Activities to be delivered under this RLTP include:

- Trialling green infrastructure initiatives to reduce heat stress and improve biodiversity
- Improving unsealed roads to reduce sediment run-off and improve stormwater quality
- Including water sensitive design as part of infrastructure development

- Ensuring maintenance and operational practices minimise impacts on the environment
- Improving waste practices across infrastructure construction and facilities management, including the consideration of using low impact materials during construction (e.g. recycled materials)
- Reducing the use of potable water for non-potable activities like dust-suppression
- Trialling on-site renewable technologies
- Embedding sustainability requirements into procurement practices.

Work is underway on further actions that will support the objectives of the National Policy Statement for Freshwater Management.



Safety

Make Auckland’s transport system safe by eliminating harm to people

The investment programme in this RLTP will build on recent progress in reducing DSIs on Auckland roads, and aims to deliver on the Vision Zero for Tāmaki Makaurau Transport Safety Strategy adopted in 2019.

The ultimate goal and vision of this strategy is that there will be no DSI on our transport system by 2050. The strategy is based on the ‘Safe System’ approach to improving road safety. In short, the programme aims to provide safe roads, safe drivers, safe speeds and safe vehicles.

Significant projects include:

- Over \$650 million of AT investment to deliver the **AT Safety Programme**, which will deliver improvements targeted towards speed management, high risk intersections, high risk corridors and vulnerable road users.
- \$100 million for minor improvements across the network
- \$154 million of Waka Kotahi investment to deliver the state highway **Safer Networks Programme**

- **SH16 Brigham Creek-Waimauku:** This project will deliver a range of safety and access improvements between Waimauku and the end of the Northwestern Motorway at Brigham Creek Road. Components include new safety barriers, turning bays, flush medians, a new roundabout at the Coatesville-Riverhead Highway intersection, upgrading the corridor to four traffic lanes from Brigham Creek Road to the Taupaki Roundabout, and potentially a new dedicated walking and cycling shared path from Brigham Creek Road to Kumeu.
- \$75 million for a new **School Speed Management Programme** focussed on making the roading environment for young people around schools safer
- \$13 million to **Marae and Papakāinga safety improvements**
- Continued delivery of the **‘Te Ara Haepapa’ Programme** – a programme co-designed with Māori to improve road safety outcomes for Māori
- Ongoing **road safety education**, such as online newborn and child restraint courses, courses targeted at ‘rangatahi’ (young people) and awareness programmes targeting high-risk behaviours.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|--|--------------------|---|
| Safety Programme | AT | 657 |
| Safer Networks Programme | Waka Kotahi | 154 |
| SH16 Brigham Creek-Waimauku | Waka Kotahi | 137 |
| Minor Improvements | AT | 100 |
| School Speed Management | AT | 75 |
| Dome Valley Safety Improvements | Waka Kotahi | 32 |
| Marae and Papakāinga (Turnouts) safety programme | AT | 13 |
| Community Safety Fund | AT | 10 |

Responding to Auckland's transport challenges cont.

Policy initiatives to further reduce DSI

Outside of this capital programme, a relentless focus on delivering safety improvements is needed over the next 10 years to meet Auckland's 2050 Vision Zero goal. This will require a range of operating and capital improvements funded under this RLTP, and consideration of wider policy changes that would need to be implemented by central government.

A number of policy changes proven to be successful in similar overseas cities, regions and countries were highlighted in the 2018 Road Safety Business Improvement Review commissioned by the AT Board of Directors and undertaken by global expert Eric Howard. They include:

- Higher penalties (fines and demerit points) for speed, distraction, impairment and restraint offences
- Demerit points for all safety camera generated offences
- A review of road policing in Auckland with a view to achieving best practice levels of enforcement, and meeting current national targets identified through the road safety partnership
- Enhanced enforcement of drug driving and progressing the Land Transport (Drug Driving) Amendment Bill
- Policies to improve the safety of heavy vehicles for vulnerable road users, such as truck side under-run protection and other safety technology to improve visibility and communication between drivers and vulnerable road users
- Simplified processes for the setting of speed limits including cycle changes under the proposed speed management plan approach
- Higher speed penalties for heavy vehicle drivers and more restrictive alcohol limits for drivers of heavy vehicles and public transport vehicles (including buses and taxis)
- Removing the capacity for courts to award a work-related licence for a drink driving offender.

It should be noted that policy changes such as the speeding up of EV transition are likely to bring road safety benefits, as an increased number of these vehicles on our roads would have a higher safety (ANCAP) rating, so that in the case of a crash the likelihood of DSI would reduce.



Access and connectivity

Better connect people, places, goods and services

Strategic and local multi-modal roads

Auckland's state highways and arterial roads form the backbone of Auckland's road network. They provide for a wide variety of travel, carry the heaviest freight volumes, provide access to key destinations (such as the Ports of Auckland, Auckland Airport and other freight and business hubs), and connect Auckland to the rest of New Zealand through northern and southern inter-regional connections.

Congestion on the general traffic strategic network, at peak times and increasingly in inter-peak periods, negatively affects the region's productivity and increases the cost of doing business as well as affecting Aucklanders' quality of life.

Over the past 10 years, productivity improvements to counteract population increases, and the increased number of trips and kilometres driven on Auckland's key corridors has been achieved by introducing bus and transit lanes or accompanying safe cycling infrastructure, as well as building a small number of new corridors (such as the Waterview Project).

While there are a small number of opportunities to build new corridors or expand existing ones, the majority of Auckland's traffic growth will need to be accommodated within existing corridors.

Making best use of existing corridors will be achieved by projects that encourage greater use of buses and walking and cycling. Initiatives like Connected Communities, which will improve safety, productivity and carrying capacity on a number of existing urban corridors and through a range of smaller investments which optimise existing corridors.

In keeping with modern worldwide approaches to transport planning, most of these corridors, especially within the urban area, are multi-modal projects delivering upgrades to public transport, cycling and safety along with general traffic.

In terms of new or improved corridors, significant investments within this RLTP include:

- **Mill Road safety improvements and local infrastructure investment in Drury network:** This project, funded through the NZUP, is expected to involve an upgrade of two lanes between Flat Bush and Alfriston, tying into the existing urban Redoubt Road dynamic lanes. There will also be targeted safety improvements between Alfriston and Papakura, and transport upgrades to release housing and local centres in Drury in a way that supports decarbonisation objectives.
 - **Puhoi to Warkworth motorway extension:** This project, currently under construction, extends the existing four-lane SH1 Northern Motorway 18.5km from the Johnstones Hills Tunnels to just north of Warkworth. It will provide improved access, a much safer corridor, as well as faster and more reliable travel times to and from Northland, Warkworth and northeast Rodney.
 - **SH1 Papakura to Drury South Stage One improvements:** This NZUP-funded project follows on from the recent widening of SH1 between Manukau and Papakura. The project will widen SH1 and deliver a new shared path. The NZUP South Auckland investment will also include active modes and public transport.
 - **Penlink:** Provision of a new tolled connection, funded through the NZUP, between the Northern Motorway and Whangaparāoa Peninsula. The project will relieve pressure on the constrained SH1 Silverdale Interchange, support development in Auckland's northern growth area, and provide significant time savings for people living on the Whangaparāoa Peninsula.
 - **Northern Corridor (includes busway extension):** Currently under construction, this project will complete the Western Ring Route. It involves upgrading the northern end of SH18 to motorway standard, delivers a new SH18-SH1 motorway-to-motorway connection, widens SH1 between Constellation Drive and Oteha Valley Road, extends the Northern Busway from Constellation Drive to Albany, and provides new walking and cycling shared paths along the upgraded parts of SH1 and SH18.
 - **Lincoln Road:** Improvements between Te Pai Place and the Northwestern Motorway to accommodate additional transit lanes, intersection and safety improvements, and upgraded walking and cycling facilities.
 - **Glenvar Road/East Coast Road improvements:** New transit lanes along East Coast Road, intersection upgrades, and new and improved walking and cycling facilities to support the Long Bay Development area, improve network productivity and improve safety.
 - **Lake and Esmonde Road improvements:** New transit lanes and walking and cycling facilities to improve journey time reliability, network productivity and improve safety.
 - A new \$14 million AT **Core Operational Capital Programme:** This will provide funding for the purchase of small operational assets required to support provision of services to the public (e.g. Harbourmaster assets).
 - Property and investigation for several **Waka Kotahi projects**, such as Additional Waitematā Harbour Connections, the East West Link, Warkworth to Wellsford designation, SH1 Drury South to Bombay, and Grafton Gully.
- This RLTP also includes a suite of ongoing programmes that will provide a range of smaller improvements to unsealed roads, signage and state highways across the region.
- Feedback from the community and local boards also identified the deficiencies of the Dairy Flat Highway/The Avenue intersection. AT therefore proposes that, should it have additional funding, it will deliver improvements at this intersection over the 2021-2031 period, with an estimated cost of \$12.5 million (uninflated).

Responding to Auckland's transport challenges cont.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|---|--------------------|---|
| Mill Road safety improvements and local infrastructure investment in Drury network | Waka Kotahi | 874 |
| Puhoi-Warkworth | Waka Kotahi | 874 |
| State Highway 1 Papakura to Drury South | Waka Kotahi | 655 |
| Penlink | Waka Kotahi | 830 |
| Southern Corridor Improvements (Manukau-Papakura) [Debt repayment] | Waka Kotahi | 241 |
| Northern Corridor (includes busway extension) | Waka Kotahi | 152 |
| Lincoln Road Corridor Improvements | AT | 106 |
| Regional Improvement Projects | AT | 62 |
| Glenvar Road/East Coast Road intersection and corridor improvements | AT | 57 |
| Parking Programme | AT | 49 |
| Lake Road/Esmonde Road Improvements | AT | 48 |
| SH20A to Airport (Debt Repayment) | Waka Kotahi | 48 |
| Wynyard Quarter Integrated Road Programme | AT | 46 |
| Unsealed Road Improvements | AT | 40 |
| Minor State Highway Improvements (Low Cost Low Risk) | Waka Kotahi | 13 |
| Smales Allens Road Widening and Intersection Upgrade | AT | 23 |
| Hill Street Intersection Improvement | AT | 19 |
| Resolution of Encroachments and Legacy Land Purchase Arrangements | AT | 17 |
| Ormiston Town Centre Link | AT | 17 |
| Noise wall upgrade programme | Waka Kotahi | 15 |
| Core Capital Operational Programme | AT | 14 |
| Improvements Complementing Developments | AT | 12 |
| Medallion Drive Link | AT | 12 |
| SH1 Additional Waitematā Harbour Connections (Business Case, Designations and Property) | Waka Kotahi | 60 |
| East West Link (Property) | Waka Kotahi | 31 |
| Warkworth to Wellsford (Designation) | Waka Kotahi | 21 |
| SH1 Drury South to Bombay (Route Protection) | Waka Kotahi | 18 |
| Grafton Gully Improvement Business Case | Waka Kotahi | 15 |



A number of corridor projects that were included in the 2018 RLTP are not proposed to be included in this RLTP. These include the full East West Link, the full Dairy Flat Highway and Gills Road Link. Transport asset renewals, public transport and cycling projects, and support for housing development were given priority.

Optimisation programmes

The major part of Auckland’s future growth in travel demand will need to be accommodated by existing transport corridors. To achieve this Auckland needs to make better use of its existing transport system, and increase the number of people and freight that can travel through key routes and corridors.

Reconfiguring or ‘sweating’ our existing transport network harder to increase overall productivity involves improving connectivity to key public transport hubs and interchanges, improving the efficiency and coordination of traffic signals to improve throughput and reduce delays, using dynamic traffic lanes to improve peak traffic flows, and providing priority for freight on key freight connections.

Optimisation activities in this RLTP include:

- \$168 million of investment in **AT’s Network Performance** programme, which delivers a range of targeted small to medium scale infrastructure projects to optimise routes. Initiatives to be delivered include removing ‘pain points’ along corridors for walking and cycling, public transport and private vehicles, synchronising traffic signals, optimising road layout, dynamic traffic lanes and managing traffic restrictions. A dedicated allocation for freight improvements is also included.
- Over \$120 million of Waka Kotahi investment in **Intelligent Transport Systems** and optimisation activities.
- \$52 million of AT investment in Intelligent Transport Systems to utilise **emerging technologies** to better manage congestion, improve safety and influence travel demand.

An investigation into the feasibility of introducing congestion pricing to improve network performance and reduce congestion is currently underway. The Congestion Question (TCQ) will inform decisions on whether or not to proceed with introducing such pricing in Auckland. At this stage however, the cost of implementing congestion pricing has not been included in this RLTP.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|---|--------------------|---|
| Network Performance (including Freight Network Improvements) | AT | 168 |
| ITS Programme & State Highway Optimisation Programme (Optimisation PBC state highway component) | Waka Kotahi | 122 |
| Intelligent Transport Systems | AT | 52 |

Responding to Auckland's transport challenges cont.

Policy initiatives – The Congestion Question

Aucklanders currently pay for use of the roading network through Petrol Excise Duty (PED) and Road User Charges (RUC) and, as set out previously, the Auckland RFT. The rates of PED and RUC are specified in legislation and all money raised goes into the NLTF, which helps fund the improvement, operation and maintenance of our land transport network. PED is around 70 cents per litre of petrol and the rates of RUC vary depending on the weight and the configuration of the vehicle.

While the current road charging mechanisms are well known and have supported land transport in New Zealand, over the longer term they will need to change as more New Zealanders transition to EVs.

A further limitation of current pricing mechanisms is that they have almost no influence on the decision Aucklanders make as to when they might take a car trip, whether they should make the trip at all, whether they might substitute a car trip for a public transport trip or a trip on foot or cycle, and what route they might take.

An investigation into the feasibility of introducing a demand management based pricing scheme to improve network performance and reduce congestion is progressing. Further, more detailed design of the technical

concept study (called The Congestion Question – see below) and engagement with Aucklanders will inform decisions on whether or not to proceed with introducing such pricing in Auckland.

TCQ is an investigation by the Government and Auckland Council to consider whether there is a case for introducing a congestion pricing scheme for Auckland. The Government has not made a decision to implement congestion charging in Auckland, but road pricing has the significant potential to be a key part of the ATAP program.

With the right design, supported by improved public transport services and a mitigation programme to assist vulnerable road users, the opportunity exists for Auckland to benefit from a sustainable eight percent to 12 percent improvement in network performance once a full scheme becomes operational.

This is similar to traffic conditions observed during the school holidays and would deliver productivity benefits for the freight industry and travel time benefits for those needing to travel by motor vehicle, particularly at peak times.

The introduction of an Auckland congestion pricing scheme also has the potential to support an improvement in local air quality and reduce GHG emissions alongside other supporting interventions.

The TCQ investigation has recommended that a potential congestion pricing scheme in Auckland be introduced in stages, with the first phase based around the City Centre area, introduced to coincide with the opening of CRL. Over time, congestion pricing would be introduced along congested corridors, with the implementation timetable informed by the RLTP.

Work to date was most recently endorsed by the AT Board of Directors in December 2020 and Auckland Council's Planning Committee has approved moving to the next phase of work.

At this stage however, neither the cost of implementing congestion pricing or the benefits that would accrue from its implementation have been included in this RLTP. Operational funding will allow ongoing investigation work.

More information about TCQ is available at www.transport.govt.nz/area-of-interest/auckland/the-congestion-question/



Growth

Enable and support Auckland's growth through a focus on intensification in brownfield areas and with some managed expansion into emerging greenfield areas

Accommodating Auckland's population growth requires further acceleration of the construction of housing and business development. Much of this development is supported by the broad investment programme outlined above, along with the infrastructure provided by developers themselves. Auckland Council and Government are, however, seeking to encourage growth in a number of spatial priority areas in brownfields and greenfields areas, where the availability of land or links to public transport or other infrastructure provides advantages.

The ATAP process identified support for brownfields development as the highest priority for growth investment. This RLTP therefore allocates around \$400 million of new investment towards brownfields developments in Mangere, Mt Roskill, Oranga, Northcote and Tāmaki, with Central Government contributing a further \$100 million. This will support construction of up to 17,000 new homes along with encouraging more use of public transport and active modes while minimising congestion.

Greenfield areas often need substantial investment before significant development can occur. Much of this investment will typically come from developers who provide the base roading networks. Nevertheless, additional large-scale investment is often needed to connect these areas to the network in a way that encourages more sustainable transport behaviour and minimises congestion impacts. With limited funding available, the priority has been on route protection, property purchase and infrastructure to support the effective operation of rapid transit and bus links for these areas, rather than additional road capacity.

The Supporting Growth Programme, a transport network plan developed to support Auckland's Warkworth, Northern, Northwest and Southern greenfield growth areas, identifies desirable transport infrastructure much exceeds the funding available, so only the highest priority items are included within this RLTP. The ATAP work identified the Northwest, followed by Drury and Pareata as the highest priorities for new greenfield investment to support growth.

In terms of specific projects, this RLTP includes funding for:

- \$401 million, with a further \$100 million to come direct from Central Government, to support the **Auckland Housing Programme** in brownfield areas. This will provide for public transport and walking and cycling infrastructure in these areas to encourage sustainable transport behaviour, along with intersection upgrades to minimise impact on the operation of the surrounding road network.
- \$328 million for **greenfield transport infrastructure** projects in the Northwest, which targets key infrastructure to support future bus operations along with route protection and property acquisitions for bus access along prospective transport corridors.
- \$243 million for **local road improvements** to support the urban development of Drury including access to new rail stations. This is in addition to the South Auckland package, including rail improvements, funded through NZUP.
- Funding to continue the **Supporting Growth Alliance**, which is progressing investigation and route protection activities for the transport networks required to support Auckland's Warkworth, Northern, Northwest and Southern growth areas.
- **SH18 Squadron Drive Interchange upgrade:** New west-bound on and off-ramps to complete the interchange (only east-bound ramps are currently provided) and support the Hobsonville and Whenuapai growth areas.
- Delivery of specific projects to **support and enable growth** in Warkworth (Matakana Link Road), Wainui, Huapai, and Hobsonville (Scott Point).

Responding to Auckland's transport challenges cont.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|---|--------------------|---|
| Projects supporting Auckland Housing Programme (additional Central Government investment anticipated) | AT | 401 |
| Drury Local Road Improvements | AT | 243 |
| Northwest Growth Improvements | AT | 186 |
| Greenfield transport infrastructure – Northwest | AT | 142 |
| SH18 Squadron Drive interchange upgrade | Waka Kotahi | 68 |
| Greenfield Transport Infrastructure Supporting Growth Post Lodgement and Property | AT | 65 |
| Supporting Growth Route Protection Programme | Waka Kotahi | 44 |
| Tāmaki Regeneration | AT | 41 |
| Supporting Growth - Investigation for Growth Projects | AT | 28 |
| Matakana Link Road | AT | 26 |
| Wainui Improvements | AT | 23 |
| Strategic Business Cases | AT | 22 |
| Huapai Improvements | AT | 18 |
| Western Link Road Route Protection | AT | 6 |
| Scott Point Repayment | AT | 5 |

Over the past 10 years all of the transport agencies have supported Auckland Council to accelerate consenting for new housing developments to address the housing shortage. As recently as January 2021, over 17,100 new dwellings were consented in the preceding 12 months. This represents a 14 percent increase over the previous 12 months and is the highest level of consenting Auckland has seen for decades. This now takes current levels of home building above what is required to keep up with population growth, and, with limited immigration likely over the next 12 months, presents the opportunity to close at least some of the gap between housing demand and supply.¹⁵

¹⁵ Office of the Mayor of Auckland (March 2021). "Strongest year ever for housing consents in Auckland, with 17,000 dwellings consented". Media release – 4 March 2021.



Asset management

Sound management of transport assets

Auckland Transport

AT is the regional guardian of \$21.1 billion of publicly-owned transport assets, including 7,638km of arterial and local roads, 7,431km of footpaths, 348km of cycleways, and public transport assets including a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands.

Maintaining and renewing these assets is a significant undertaking. AT has completed a comprehensive review of its asset renewals programme for this RLTP to ensure that it is delivering fit-for-purpose levels of service and achieving value for money. It is critical to invest appropriately in asset renewals to ensure public safety, reduce the risk of asset failure, and to maintain adequate levels of service.

Increasingly, in a very different Auckland than even 20 years ago, a number of assets not only need to be renewed but improved to meet current objectives. Where practicable, and funds exist to complement renewals funding, the work that occurs will take account of the future needs of the network.

A 10-year investment of \$3.93 billion has been included in this RLTP to cover the cost of renewing AT's asset base. This RLTP has \$900 million more in AT renewals than the \$3.05 billion included in the 2018 RLTP.

Waka Kotahi

Waka Kotahi is responsible for developing, operating and maintaining the state highway network, including Auckland's motorway system. Its Auckland assets are valued at around \$15.9 billion.

This RLTP allocates \$1.86 billion for state highway renewals, maintenance and operations over the 2021-2031 period to ensure the network remains safe, reliable and resilient.

KiwiRail

KiwiRail is responsible for developing, maintaining and operating the rail network in the Auckland Region, which is funded by KiwiRail and AT through the Auckland Network Access Agreement (ANAA).

This RLTP includes \$293 million to cover KiwiRail renewals, and \$52 million for the CRL Day One Resilience and Asset Maintenance Programme (included in Rail Network Improvements). These represent KiwiRail's share of the costs. AT's share of costs is included in its operating budget. The final allocation of costs between KiwiRail and AT is determined in accordance with the arrangements in the ANAA.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|---|--------------------|---|
| Auckland Transport Renewals | AT | 3,931 |
| State Highway Maintenance, Operations & Renewals | Waka Kotahi | 1,862 |
| Rail Network Maintenance, Operations and Renewals | KiwiRail | 293 |
| Seismic Strengthening Programme | AT | 25 |
| Street Lighting Improvements | AT | 17 |
| Wolverton Culverts | AT | 10 |

SUBMISSION TO RTC 18 JUNE 2021

Responding to Auckland's transport challenges cont.



Other items

Local Board programmes, planning for the future, technology and organisational improvement initiatives

Local board-led programmes

This RLTP includes a \$200 million Local Board Initiatives fund to be split between Auckland's 21 local boards, and provide for an ongoing programme of smaller-scale local transport improvements. Each local board decides on its own investment priorities.

In 2018 the Rodney Local Board decided to establish a Rodney Transport Targeted Rate to fund additional transport improvements – bus services, park and rides and footpaths – not otherwise included in the RLTP. The ongoing implementation of this targeted rate has been included within this RLTP.

In 2020 AT worked with the Waiheke Local Board to define the transport priorities for Waiheke over the next 10 years. This RLTP includes \$10 million to begin implementing priority initiatives.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|---|--------------------|---|
| Local Board Initiatives | AT | 200 |
| Projects funded by Rodney Transport Targeted Rate | AT | 22 |
| Waiheke 10-year Transport Plan | AT | 10 |

Customer experience, technology and organisational improvements

Technology improvements such as the AT HOP card and real-time travel information have made a significant contribution to recent rapid increases in public transport use. The programme includes provision for further improvements to the AT HOP system and preparation for the new generation public transport ticketing system. Ongoing investment in technology will also enable further improvements to the public transport customer experience, including improvements to real time information such as audio announcements in both English and Te Reo Māori on buses.

Technology also provides transport organisations with the opportunity to deliver their services in more efficient and effective ways. For example, AT is increasingly using technology including CCTV and car mounted cameras to support its parking and enforcement activities. AT is also introducing a new Enterprise Asset Management and project management systems to deliver value for money.

The programmes included within this RLTP reflect AT's ongoing investment in technology to support improved customer experience and complete activities to close-out recommendations in the review of Auckland CCOs.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|--|--------------------|---|
| Customer and Business Technology | AT | 353 |
| Core Technology | AT | 57 |
| Transport Demand Forecasting Models Update | AT | 6 |



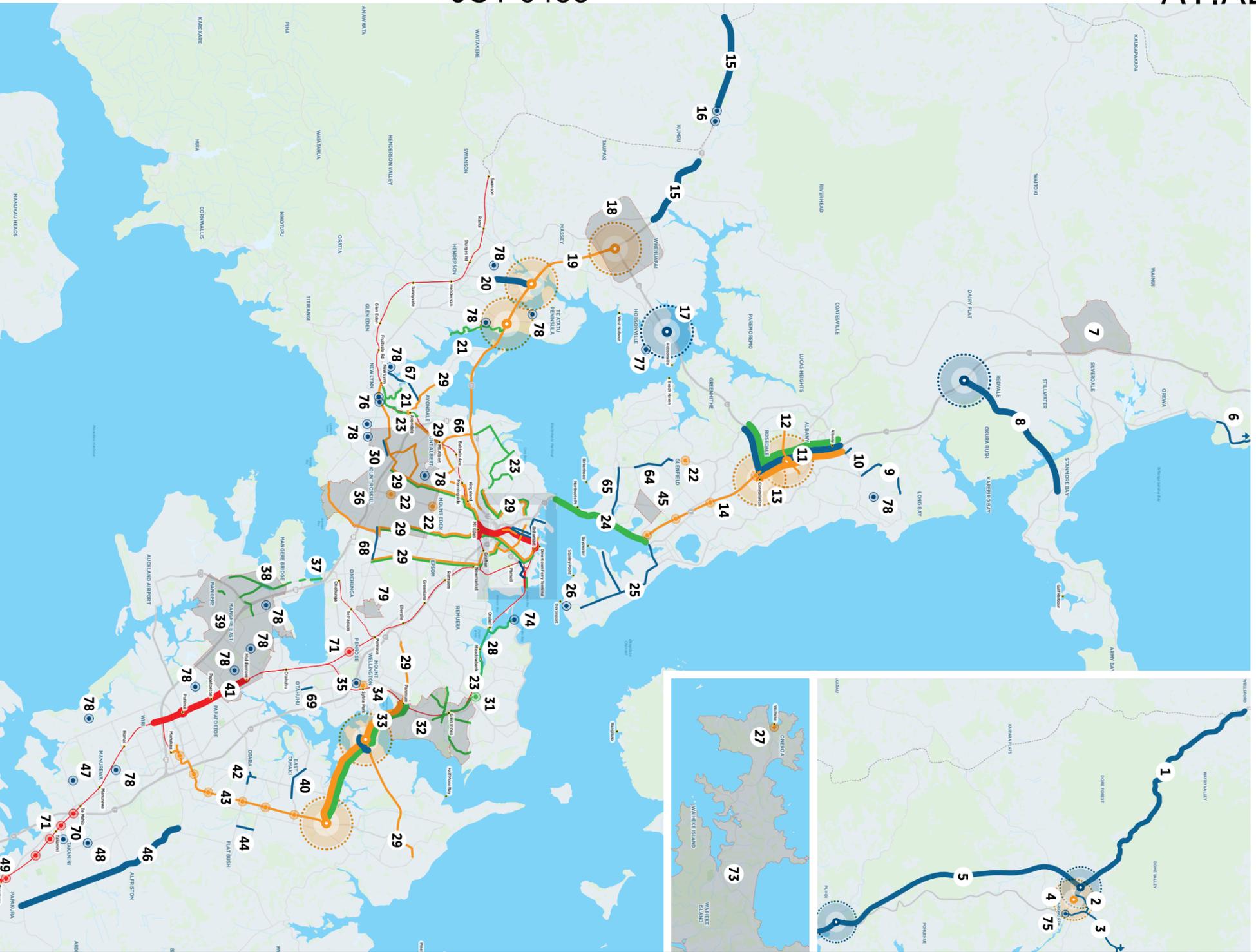
“Sometimes environmentally friendly products are more expensive and we need to make the most positive impact as fast as possible”

Travel survey recipient

VERSION TO FINAL 10 JUNE 2021

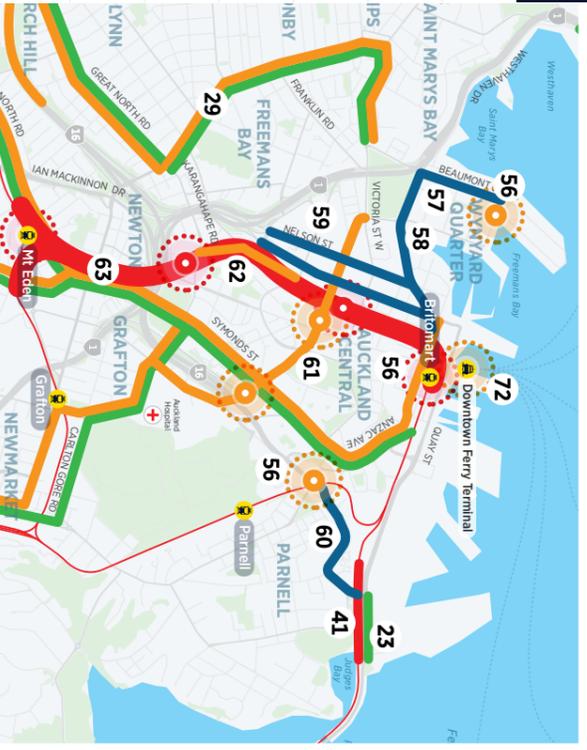
Regional Land Transport Plan

2021-2031



Key

- Interchange
- Improvement
- Corridor
- Interchange
- Improvement
- Bus and ferry
- Improvement
- Rail
- Improvement
- Interchange
- Improvement
- Active
- Improvement



- 1 Dome Valley Safety Improvements (Waikohohi)
- 2 Mataikona Link Road (AT)
- 3 Safety Programme - Manakona Road (Meadwood Drive to Green Road) (AT)
- 4 Projects Funded by Rodney Transport Targeted Rate - Manukere Community Transport Hub (AT)
- 5 Puhā-Warkworth (Waikohohi)
- 6 Safety Programme - Hibiscus Coast Highway (Hāharedis Bridge to Waiwera Road) (AT)
- 7 Waiwai Improvement (AT)
- 8 Penlink (Waikohohi) (NZUP)
- 9 Glenora Road/East Coast Road Intersection and Corridor Improvements (AT)
- 10 Medallion Drive Link (AT)
- 11 Northern Corridor (Includes busway extension) (Waikohohi)
- 12 Rosedale Road Corridor (AT)
- 13 Rosedale and Constellation Bus Stations (AT)
- 14 Northern Busway Enhancements (AT)
- 15 SH16 Brigham Creek-Waimakua (Waikohohi)
- 16 Hāuaia Improvements (AT)
- 17 SH18 Squadron Drive Interchange Upgrade (Waikohohi)
- 18 Greenfield Transport Infrastructure - Northwest (AT) and Northwest Growth Improvements (AT)
- 19 Northwest Bus Improvements (AT/CRPF)
- 20 Lincoln Road Corridor Improvements (AT)
- 21 Te Whāu Pathway (Auckland Council/CRPF)
- 22 Neighbourhood Interchanges (AT)
- 23 Urban Cycleways Programme (AT)
- 24 Northern Pathway (Waikohohi) (NZUP)
- 25 Lake Road/Esmonde Road Improvements (AT)
- 26 Safety Programme - Devonport Town Centre (AT)
- 27 Matatia's Park and Ride (AT)
- 28 Glen Innes to Tamaki Cycleway (AT/Waikohohi)
- 29 Connecta'd Communities (AT)
- 30 Network Performance - Mahoro Street Dynamic Bus Lane (AT)
- 31 Meadowbank Kōhimauna Connectivity Project (AT)
- 32 Projects Supporting Auckland Housing Programme (Tamaki) (AT) and Tamaki Regeneration (AT)
- 33 Eastern Busway (AT)
- 34 Sylvia Park Bus Improvements (AT)
- 35 Network Performance - Mount Wellington Highway/SH1 Southbound Onramp (AT)
- 36 Projects Supporting Auckland Housing Programme (Rosedale) (AT)
- 37 Old Mangere Bridge Pedestrian & Cycling Link (Waikohohi)
- 38 Mangere Cycleways (Airport Access) (AT)
- 39 Projects Supporting Auckland Housing Programme (Mangere) (AT)
- 40 Somers A lens Road Widening and Intersection Upgrade (AT)
- 41 Wirā to Quay Park (KiwiRail) (NZUP)
- 42 Network Performance - East Tamaki Road/Omihono Road/Preston Road (AT)
- 43 Airport to Botany Stage 2 Bus Improvements (AT)
- 44 Omihono Town Centre Link (AT)
- 45 Projects Supporting Auckland Housing Programme (Northcote) (AT)
- 46 Mill Road Safety Improvements and Local Infrastructure Investment in Drury Network (Waikohohi) (NZUP)
- 47 Safety Programme - Manurewa (Cocked Quadrant) (AT)
- 48 Safety Programme - Popes Perch/Seiter Intersection (AT)
- 49 Papakura Rail Station Park and Ride (AT)
- 50 State Highway 1 Papakura to Drury South Stage One (Waikohohi) (NZUP)
- 51 Drury Stations (KiwiRail) (NZUP)
- 52 Drury Local Road Improvements (AT)
- 53 Papakura to Pukekohe Electrification (KiwiRail) (NZUP)
- 54 Network Performance - Pukekohe Rural Signal (Pukekohe/King/Stanford and East/Stanford) (AT)
- 55 Safety Programme - Waitakere Road Corridor (Colombo Road to Domain Road) (AT)
- 56 Downtown Coroner Bus Facilities (AT)
- 57 Wyngard Quarter Integrated Road Programme (AT)
- 58 Safety Programme - Freshwater Street (AT)
- 59 Safety Programme - Hobson Street / Nelson Street (AT)
- 60 State Highway Optimisation Programme - The Strand Special Vehicle Lane (Waikohohi)
- 61 Midtown Bus Improvements (AT)
- 62 Albert and Vincent Street Bus Priority Improvements (AT)
- 63 City Rail Link (CRL) and CRL Road Side Projects (AT)
- 64 Safety Programme - Glenfield Road (AT)
- 65 Safety Programme - Onawa Road (AT)
- 66 Carlingford Road Improvements (AT)
- 67 Safety Programme - Ash Street and Rata Street (AT)
- 68 Safety Programme - Mt Albert Road (AT)
- 69 Safety Programme - Atkinson Avenue (AT)
- 70 Safety Programme - Takahiri School Road / Manurewa Road Intersection (AT)
- 71 CRL Day One - Level Crossing Removal (AT)
- 72 Downtown Ferry Basin Redevelopment (AT)
- 73 Waitohu 10 Year Transport Plan (AT)
- 74 Tamaki Drive / Ngāpipi Road Safety Improvement (AT)
- 75 Hill Street Intersection Improvement (AT)
- 76 Wolvenon Culverts (AT)
- 77 Scott Point Rejuvenation (AT)
- 78 Safety Programme - Residential Speed Management (AT)
- 79 Projects Supporting Auckland Housing Programme (Ongaro) (AT)

08.

Measuring outcomes

This section outlines the expected results from implementing the RLTP, alongside what’s considered needed but requires additional funding or policy tools. Results are reported using AT’s Future Connect Indicators of Success.

These Indicators of Success will be used to show progress against the outcomes sought from this RLTP. Regular monitoring and reporting to the RTC will be undertaken to assess implementation of the RLTP, in accordance with section 16(6)(e) of the Land Transport Management Act.

The forecasts and targets outlined in the tables below have been developed using a range of modelled and real world data sources. Where modelling results have been used, these have come from Auckland Forecasting Centre’s Macro Strategic Model (MSM).

Not all indicators presented here can be measured directly. For those that cannot be measured directly, we will look to develop suitable proxies to measure performance.

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Travel choices

| MEASURE | 2031 INDICATORS OF SUCCESS | |
|---|---|---|
| | RESULTS FROM THIS RLTP | WHAT’S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING |
| Provide and accelerate better travel choices for Aucklanders | | |
| Strategic Indicator: Share of Auckland growth in trips taken up by public and active modes (morning peak) | 64% | 100% |
| Total Auckland public transport boardings | 154m | 200m |
| Number of Auckland cycle movements past selected count sites | 6.56m | 8.11m |
| Overall Vehicle Kilometres Travelled (VKT) for Auckland | Increasing in line with population growth | Holding steady at 2018 baseline (15.4 annual billion-kilometre) |



Glen Innes to Tāmaki Drive Shared Path

Public and active transport

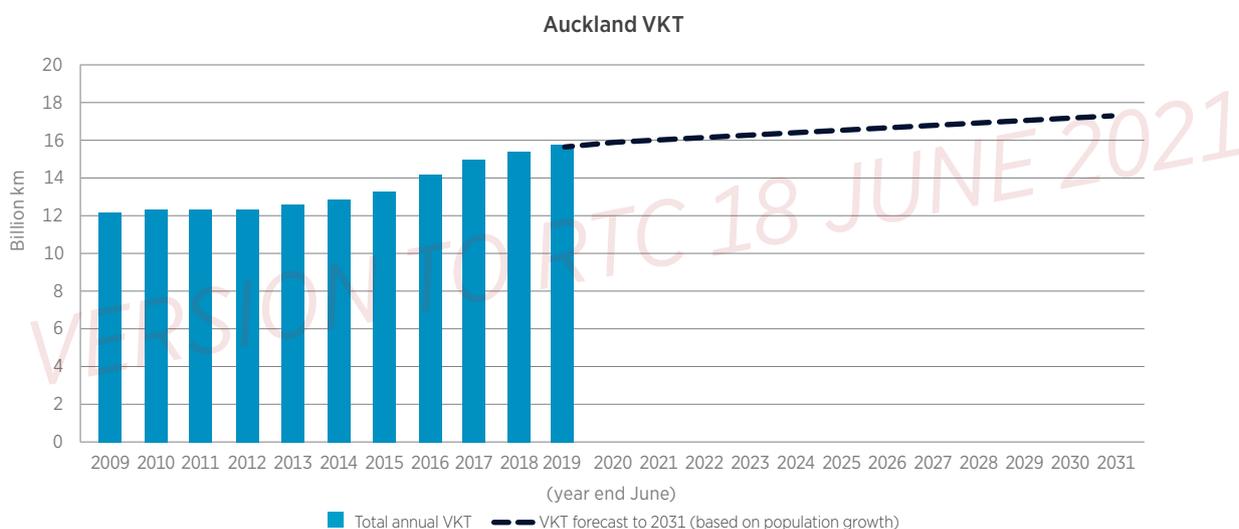
The significant investment in public transport and active modes outlined in the RLTP is forecast by our transport model to increase the combined AM peak mode share from 23 percent in 2016 to 29 percent in 2031. This change means that active and public transport will effectively absorb around 64 percent of the growth in morning peak trips between 2016 and 2031.

By 2031, public transport boardings are expected to reach 154 million per annum¹⁶ which represents a 49 percent increase on the 103.6 million achieved in February 2020. Within this, rail patronage will double to around 40 million passengers per year as a result of the opening of the CRL, Papakura to Pukekohe electrification, new Drury stations, increased train frequencies and more passenger capacity. The more modest increase for the bus and ferry networks reflects the constrained operating funding environment which will limit the number of new services that AT can deliver over the next decade.

The take-up of cycling is expected to continue increasing as a result of the roll out of new and improved cycling infrastructure. Major new walking and cycling corridors planned in this RLTP include the Northern Pathway, Glen Innes to Tāmaki Drive Shared Path, completion of the Urban Cycleways Programme and new arterial cycleways delivered through the Connected Communities programme. By 2031, it is expected that 6.56 million cyclists will be passing AT’s nominated cycle count sites each year. This represents growth of around 80 percent over the 3.7 million figure recorded during 2020.

Vehicle Kilometres Travelled (VKT)

The RLTP investment package is forecast to see public transport’s share of motorised distance travelled increase from 12 percent to 20 percent in the morning peak, and from 5 percent to 10 percent in the inter-peak period. Nevertheless, private vehicle trips are still forecast to increase and, when combined with an increase in average vehicle trip distance, total VKT between 2016 and 2031 increases roughly in line with the expected 22 percent increase in population.



¹⁶ This forecast is less than 2031 boardings result estimated by the MSM regional strategic model. The 154 million boardings forecast here has been developed using real world information and better reflects factors such as budget limitations, public transport network development, and the effect of unexpected events such as Covid-19.

Measuring outcomes cont.



Climate change and the environment

| MEASURE | 2031 INDICATORS OF SUCCESS | |
|--|--|---|
| | RESULTS FROM THIS RLTP | WHAT'S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING |
| Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates | | |
| Strategic indicator: Auckland GHG emissions (for land transport purposes) | 1% – 12% reduction in emissions compared to 2016 when additional policy initiatives are included | 50% reduction in emissions compared to 2016 (requires very strong policy interventions) |
| GHG emissions from AT's corporate activities, facilities and trains | 50% reduction from 2018 baseline | Above 50% reduction from 2018 baseline |
| Proportion of AT buses that are electric | 50% | 100% |
| Runoff from the busiest local roads impacting high quality receiving environments | Runoff from 30% of the busiest roads in Auckland is treated | Runoff from 50% of the busiest roads in Auckland is treated |

GHG emissions

Our transport modelling forecasts that Auckland's per capita transport emissions will reduce by 13 percent between 2016 and 2031. However, the 22 percent increase in population over the same period means that the region's total emissions are expected to increase by six percent between 2016 and 2031.

In addition to these two factors, the Government has committed to its Clean Car policy and a shift to biofuels. These are expected to yield a cumulative reduction of one to two megatonnes of CO₂, over the next decade. This is equivalent to around seven percent¹⁷ of annual emissions in 2031.

The overall impact of these three factors is forecast to be a reduction in transport GHG emissions of around one percent from 2016 to 2031.

The above figures are based on a comparison with the 2016 base year. The results therefore include the impact of projects, including the significant investment in the Western Ring Route, and population growth between 2016 and 2021 which are outside the scope of the 2021 GPS. Accounting for the impact of population

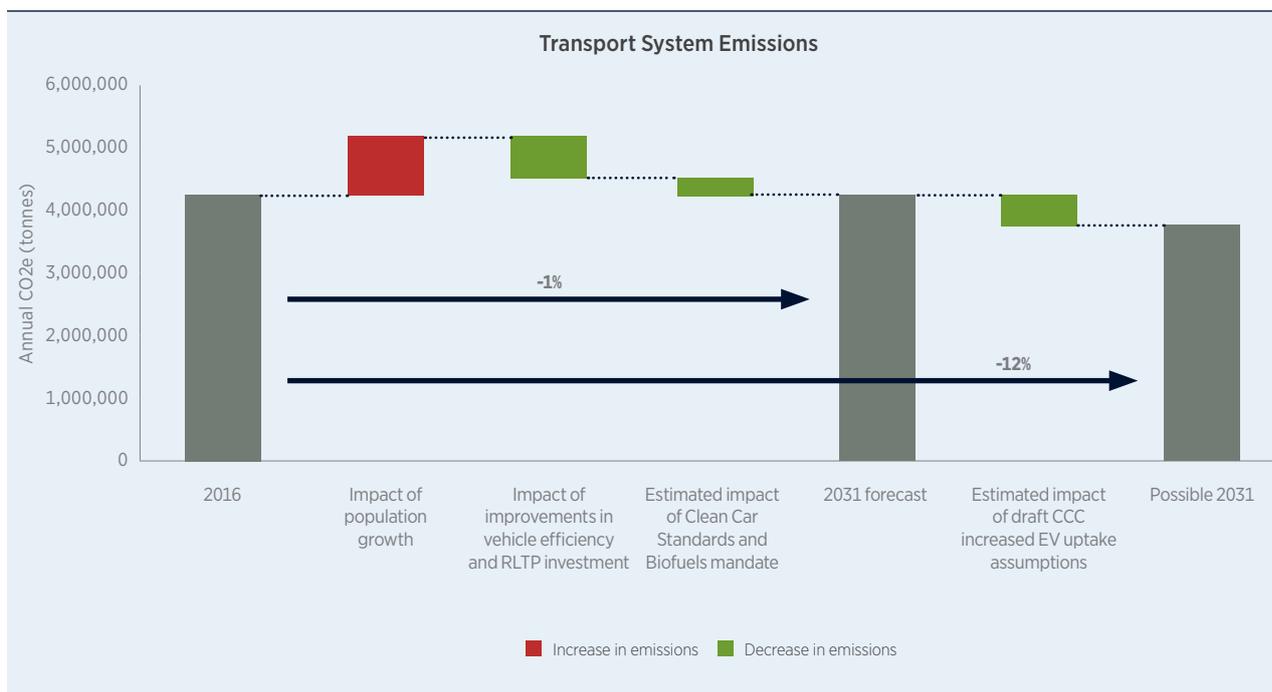
growth, improvements in fleet efficiency, the impact of announced government interventions and the strong emphasis on public transport and active modes in the RLTP from 2021 onwards, we are confident of an absolute reduction in emissions between 2021 and 2031. This reduction is estimated to be in the order of five percent.

The impact of wider policy settings

The above projection does not take the following additional policy interventions into account, including the Climate Change Commission's proposed measures to accelerate the take-up of EVs which, if implemented and based on the Commission's figures, are estimated to result in a further annual transport emissions reduction of up to 12 percent in 2031. This occurs despite the significant increase in demand associated with population growth. However, it is critical to emphasise that the rate of reduction in emissions depends in particular on measures to accelerate the take-up of EVs within the fleet.

This does not meet Auckland Council's Climate Action Plan target for 2031, which requires a 50 percent reduction in regional emissions.

¹⁷ This is based on the middle of the range of the 1-2 megatonne range



Beyond 2031, the reduction in emissions is expected to accelerate significantly as more of the vehicle fleet transitions to EVs.

Additional investment and measures to achieve the Climate Change Commission and Auckland Council’s emission reduction targets

The Climate Change Commission’s 2021 Draft Advice for Consultation has set out the mode shift changes needed as part of its proposed route to transport emissions reduction. These are:

- A 25 percent increase in the share of distance travelled by walking
- A 95 percent increase in the share of distance travelled by cycling
- A 120 percent increase in the share of distance travelled by public transport.

Our modelling and estimates indicate the RLTP package is likely to broadly achieve the level of change the Climate Change Commission proposes for walking and cycling. However, the 80 percent increase in the share of distance travelled by public transport is less than the 120 percent increase proposed by the Climate Change Commission. Achieving this level of impact would require a substantial acceleration of investment in rapid transit projects across Auckland, including bringing forward completion of the CC2M project, the full A2B project and the final Northwest Rapid Transit project. A significant

increase in public transport services would also be required.

Meanwhile, meeting Auckland Council’s target of a 50 percent reduction in transport emissions by 2031 is much more challenging than the Climate Change Commission’s mode shift changes. Because the adoption of EVs cannot happen quickly enough to deliver the required reductions by 2031, meeting the Council’s target would require very strong interventions to reduce demand for private vehicle travel. Potential examples include road pricing schemes that would dramatically increase the cost of driving. While such an approach would achieve climate outcomes, perverse social, cultural and economic outcomes would also be expected under settings this strong.

Stormwater runoff

In addition to GHG emissions, the transport system also produces harmful pollutants that collect on road surfaces and are washed away in stormwater. AT has a goal of treating run off on 30 percent of Auckland’s busiest roads by 2031.

Measuring outcomes cont.



Safety

| MEASURE | 2031 INDICATORS OF SUCCESS | |
|--|--|---|
| | RESULTS FROM THIS RLTP | WHAT'S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING |
| Make Auckland's transport system safe by eliminating harm to people | | |
| Strategic indicator: Deaths and serious injuries (DSI) on the Auckland transport network | 67% reduction (baseline 2016-18 average annual DSI) | 80% reduction (baseline 2016-18 average annual DSI) |
| DSI of people walking, riding a bike or motorcycle on the Auckland transport network | 67% reduction or no more than 106 vulnerable road user DSI (baseline 2016-18 annual average) | 80% reduction or no more than 64 vulnerable road user DSI (baseline 2016-2018 annual average) |

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

The safety programme will upgrade large parts of the network, including high-risk corridors and intersections. There will be a focus on vulnerable road users, including pedestrians, cyclists and motorcyclists, to ensure their safety is equally improved as part of the programme.





Access and connectivity

| MEASURE | 2031 INDICATORS OF SUCCESS | |
|--|---|---|
| | RESULTS FROM THIS RLTP | WHAT'S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING |
| Better connect people, places, goods and services | | |
| <p>Strategic indicator: Number of jobs Aucklanders can connect to within an acceptable time (30 min by car, 45 min by public transport)* *Proxy for connections to other activities</p> | <p>Car: Connections to jobs increase by 14% PT: Connections to jobs increase by 60% S/W/Rural: Connections increase at roughly the same rate as the rest of the region</p> | <p>Car: Connections to jobs increase in line with growth in labour force (18%) PT: Double the number of jobs available (100%) S/W/Rural: Connections from these areas increase at a faster rate than average</p> |
| Proportion of the Auckland freight network operating at LOS C or better (inter-peak) | 90% | 100% |
| Proportion of time spent in congested conditions (Level of Service F) (morning / inter-peak) | 36% morning 10% inter-peak | Hold to 2016 levels: 32% morning 6% inter-peak |
| Average travel speeds on Auckland Frequent Transit Network (FTN) (morning peak) | 39 km/h | 45 km/h |

Access to jobs

One of the benefits of living in a large and growing city is having access to an increasing number of jobs within a reasonable commuting distance from home. Similarly, for businesses there are benefits from having ready access to an increasing number of potential employees close to their place of business.

This is measured by estimating the average number of jobs accessible to Aucklanders in the morning peak within a 30 minute car trip, or 45 minute public transport trip.

- Accessibility by car: In 2016 the average Aucklander had access to 234,000 jobs within a 30 minute car trip. This is forecast to increase by 14 percent to 266,000 by 2031.
- Accessibility by public transport: In 2016 the average Aucklander had access to 68,000 jobs within a 45 minute public transport trip. This is forecast to increase by 60 percent to 108,000 by 2031.

Levels of service and congestion

A key challenge for Auckland is holding congestion steady while the city grows, enabling freight and business travel to continue without facing additional delay and disruption. Transport modelling indicates that within the timeframes of this RLTP, we would expect to see the time spent in congestion during the morning peak increase by around 10 percent between 2016 and 2031; from 32.5 percent to 35.7 percent. During the interpeak, the increase is from 6 percent to 10 percent. Within this, congestion is projected to increase more rapidly on the motorway network while staying relatively constant on the arterial network.

Policy initiatives – The Congestion Question

Further improvements in congestion, accessibility and travel speeds could be delivered via the introduction of a congestion pricing scheme in Auckland. The Congestion Question project (TCQ) has found that the opportunity exists for Auckland to benefit from a sustainable eight percent to 12 percent improvement in network performance once a full congestion pricing scheme becomes operational.

Measuring outcomes cont.



Growth

| MEASURE | 2031 INDICATORS OF SUCCESS | |
|---|----------------------------|---|
| | RESULTS FROM THIS RLTP | WHAT'S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING |
| Enable and support Auckland's growth through a focus on intensification in brownfield areas, with some managed expansion into emerging greenfield areas | | |
| Strategic indicator: Proportion of Auckland population serviced by public transport within 500m of rapid and/ or frequent network stops | 42% | 55% |
| Auckland Spatial Priority Areas (greenfield and brownfield) are provided with adequate infrastructure* to support the development of the land <small>*To support form and function whilst encouraging sustainable travel behaviour and minimising potential negative impacts on wider transport system</small> | 9 priority areas supported | All priority areas supported |

Rapid and frequent network coverage

Thirty nine percent of Aucklanders who are currently served by the public transport system live within 500m of a stop on the rapid or frequent public transport networks. This is expected to grow to 42 percent by 2031.

Further increases depend on the provision of additional operating funding so that frequencies can be improved and additional services can be added to the network, or the delivery of additional infrastructure (such as CC2M light rail).

Spatial Priority Areas

Transport also has a critical role in supporting and enabling regional growth. Growth is occurring across the region, and there is pressure to invest simultaneously in a number of different locations.

Auckland's highest spatial priorities for transport growth investment have been identified through the cross-agency ATAP process. The RLTP supports development in the following nine priority areas:

- Northwest
- Northcote
- City centre
- CRL Stations
- Mount Roskill
- Oranga
- Tāmaki
- Mangere
- Drury.



Asset management

| MEASURE | 2031 INDICATORS OF SUCCESS | |
|---|--|---|
| | RESULTS FROM THIS RLTP | WHAT'S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING |
| Sound asset management | | |
| Proportion of overall road assets in acceptable condition | 95% | 97% |
| Road maintenance standards (ride quality) as measured by smooth travel exposure for urban and rural roads | <ul style="list-style-type: none"> • 92% rural • 81% urban • NB. At 2018 RLTP funding | <ul style="list-style-type: none"> • 96% rural • 90% urban • NB. At higher funding |
| Average age of road pavement base rehabilitated | <ul style="list-style-type: none"> • <60 yr arterials • <90 yr collectors • >200 yr locals* | <ul style="list-style-type: none"> • 40 yr (expected useful life) arterials/Strategic Networks • <90 yr collectors • >200 yr locals* |
| | *Aim to preserve base as long as possible by keeping surface in good condition | |
| Average age of road pavement surface resealed | <ul style="list-style-type: none"> • 15 yr arterials • 19 yr collectors • 22 yr locals | <ul style="list-style-type: none"> • 15 yr arterials/Strategic Networks • 18 yr collectors • 18 yr locals |
| | *Aim to preserve base as long as possible by keeping surface in good condition | |
| Proportion of footpaths in acceptable condition | 95% very good* to moderate | 98% very good* to moderate |
| | *Very good condition: As new condition or sound physical condition. Asset likely to perform adequately without major work for 10-15 years or more. No physical maintenance required. Visually excellent. | |

This RLTP includes a significantly enhanced renewal programme compared to 2018. The programme ensures that network condition remains stable over the next 10 years, with the vast majority of assets remaining in very good, good and moderate condition.

A minimal amount of assets will be allowed to fall into poor or very poor condition before being renewed or replaced. Reductions in maintenance and renewal spend result in lower levels of service (e.g. more potholes and cracked footpaths), longer timeframes before assets are renewed and ultimately increase the risk of assets failing. The recommended investment programme is designed to ensure that assets are managed in a way that promote public safety, reduce the risk of asset failure, and maintain adequate levels of service.



Wider road and rail infrastructure networks connect key growth areas, ports and freight hubs, and support the majority of national economic activity. These networks not only provide for the movement of people, and exchange of goods and services, they also facilitate improvements in accessibility, both inter-regionally, regionally and sub-regionally.

Ensuring a safe, efficient and sustainable transport network is critical for the Upper North Island to achieve the desired social and economic outcomes, and for New Zealand to continue to compete internationally.

Why collaboration is important

The inter-dependencies between regions, most evident in shared transport networks, means that the ongoing success of the UNI requires key decision-makers to work together, sharing and coordinating information and understanding wider strategic priorities in planning and investment processes. A collaborative, forward-thinking approach to infrastructure planning and investment across the UNI is required to ensure freight supply chains, and strategic road and rail corridors continue to perform well into the future.

Inter-regional priorities cont.



Shared priorities

In developing the respective UNI Regional Land Transport Plans, the regions have collaborated to better understand the UNI strategic context, issues and opportunities relevant to the transport network, and identified the following shared priority areas of focus:

- Managing the transport implications of population growth and land use change
- Improving the efficiency and reliability of freight movements
- Improving the safety of road users across the network, particularly in high-risk areas.

These areas benefit the most from an aligned UNI approach as they require multi-agency attention, have a prevalence of cross-boundary journeys, and are key contributors to the significance of the UNI to New Zealand. While the shared priorities are developed at a UNI scale, sub-regional and regional priorities continue to provide specific areas of focus for regions within the UNI, for example the importance of ensuring a resilient transport network within areas prone to disruption.

A shared priority work programme is helping to improve and better coordinate the regional delivery and response to UNI significant issues, determined through RLTPs. It is essential that this commitment to collaboration continues and develops even further to maximise UNI social and economic outcomes.

Strategic areas of focus for the Upper North Island 2021-2031

| | |
|--|---|
| Whangārei to Auckland (SH1 and Rail) | Strategic road and rail corridors to deliver safe and reliable journeys between Auckland and Whangārei. This includes delivering SH1 Whangārei to Port Marsden project through the NZUP and to consider further options to increase transport choice between Whangārei and Northport and investigate opportunities for additional improvements between Port Marsden Highway and Te Hana. |
| Auckland Urban Road | Support inter-regional movement of people and goods to key hubs, through improved journey time reliability into and through urban Auckland, supported by mode shift and delivery of the ATAP and the NZUP. |
| Auckland Urban Rail | Enable an increased role for rail in and through Auckland to support the movement of freight across the UNI, and personal travel between Waikato and Auckland. This includes delivering the Rail Network Investment Programme (RNIP), NZUP (e.g. the third main and the extension of the Auckland Metro electrified rail network from Papakura to Pukekohe) and considering further potential investments subject to revised growth triggers. |
| Auckland to Tauranga (SH2) | The focus is on improving safety and maximising use of existing infrastructure, including travel demand management and transport choice initiatives to help manage peak demand. Improvements include delivering the Takatimu North Link and Te Puna to Omokoroa projects through the NZUP. |
| Hamilton to Tauranga (SH1/29 and Rail) | Provide safe and reliable journeys for people and freight on this nationally strategic corridor, including SH1/29 improvements through NZUP and strategic rail network improvements. |
| Hamilton to Auckland (SH1 and Rail) | Support delivery of growth initiatives through the Hamilton-Auckland Corridor project for both people and freight with multi-modal transport choices along the corridor and within communities and businesses. The initiatives include the Auckland to Hamilton Rapid Rail business case and Hamilton-Waikato Metro Spatial Plan Transport PBC. Improvements to road and rail corridors include completion of the Waikato Expressway and Auckland Southern Corridor improvements. |

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Inter-regional priorities cont.

Activities of inter-regional significance

The activities within the Auckland region that contribute to the strategic areas of inter-regional significance and focus are listed below.

| PROJECT NAME | RESPONSIBLE AGENCY |
|---|--------------------|
| Ensuring a safe and reliable corridor on SH1 between Auckland and Whangārei <ul style="list-style-type: none"> • Puhoi – Warkworth • Dome Valley Safety Improvements | Waka Kotahi |
| Support inter-regional movement of people and goods to key hubs into and through urban Auckland <ul style="list-style-type: none"> • Southern Corridor Improvements (Manukau to Papakura)[Debt Repayment] • South Auckland Package, including State Highway 1 Papakura to Drury South Stage One • SH1 Drury South to Bombay (Route Protection) | Waka Kotahi |
| Enable an increased role for rail in and through Auckland to support the movement of freight across the Upper North Island, and personal travel between Waikato and Auckland <ul style="list-style-type: none"> • Wiri to Quay Park Third Main • Papakura to Pukekohe electrification • Drury Stations | KiwiRail |

AT currently runs two bus services that cross the Auckland boundary:

- 398 – Pukekohe to Tuakau
- 399 – Pukekohe to Port Waikato

In July 2021, the 398-bus service will be removed as it is now duplicated by a new one provided entirely by the Waikato Regional Council (route 44 – Pokeno to Pukekohe).

AT and the Waikato Regional Council have agreed to a five-year trial service for the Te Huia passenger rail service between Hamilton and Papakura Station. This service will be funded by the Waikato Regional Council.

Work is also 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, with a low carbon footprint.

Providing a strong inter-modal network that supports economic growth and investor confidence is critical for New Zealand.



10.

Funding and expenditure

ATAP 2021 confirms the commitment of Auckland Council and Central Government to improve the transport outcomes for Auckland. It sets out a transport investment programme for state highways, local roads, public transport, footpaths, cycleways and rail, with sufficient funding from Auckland Council and Government to deliver the programme.

This section sets out the financial forecasts for the RLTP programme, including a summary of the funding sources and the financial forecast of the anticipated revenue and expenditure by each delivery agency on activities for the 10 years from 2021/22 to 2030/31.

Funding sources

The programme set out in this RLTP is funded from a combination of:

- Funding from Auckland Council – sourced from rates, targeted rates, development contributions, and RFT
- The NLTF for State Highways, local roads, public transport, walking and cycling, traffic policing, rail infrastructure and other transport activities approved for funding through the NLTP. The NLTF is sourced from fuel excise duties, road user charges, registration and licensing fees and is administered by Waka Kotahi
- AT's third-party revenue, including public transport fares, advertising, income from land held for future transport needs, and parking and enforcement revenue
- Direct investment from central government, including the NZUP, the Covid-19 Response and Recovery Fund and investment for the CRL.

The share of funding, as set out in ATAP 2021, is shown in the table below. Since ATAP was published, the government has revised the NZUP, with a new total investment for Auckland of \$4.3 billion.

| SOURCES OF FUNDING | AMOUNT |
|---------------------------------------|-----------------------|
| Auckland Council | |
| • For Auckland Transport | \$8.9 billion |
| • For City Rail Link Limited | \$1.3 billion |
| Central Government | |
| • For City Rail Link Limited | \$1.3 billion |
| • NZ Upgrade Programme (NZUP) | \$3.5 billion |
| • Covid-19 Response and Recovery Fund | \$0.1 billion |
| • National Land Transport Fund (NLTF) | \$16.3 billion |
| TOTAL | \$31.4 billion |

Funding and expenditure by agency

This section summarises the expected revenue and expenditure for each agency for the period of this RLTP.

Auckland Transport

The table below includes the cost of planning for future improvements. A number of plans, for example the Asset Management Plan, RPTP, and the RLTP itself will require review within the period of this RLTP, including providing input into Auckland Council's 2024-34 LTP and the 2024-27 NLTP. It also includes the cost of new bus, rail and ferry services, including costs relating to new services for the CRL, the low emission bus programme, and the costs of implementing the 'Community Connect' Public Transport Concession Card Trial.

AUCKLAND TRANSPORT OPERATING REVENUE AND EXPENDITURE

| AT | CATEGORY | 2021/22 (\$ MILLION) | 2022/23 (\$ MILLION) | 2023/24 (\$ MILLION) | 2024/25 – 2030/31 (\$ MILLION) | TOTAL (\$ MILLION) |
|--|--------------------------|-------------------------|-------------------------|-------------------------|-----------------------------------|-----------------------|
| Funding sources | Auckland Council Funding | 380 | 364 | 368 | 2,889 | 4,001 |
| | Waka Kotahi Subsidy | 368 | 370 | 358 | 2,755 | 3,851 |
| | Other Operating Revenue | 334 | 362 | 415 | 3,648 | 4,758 |
| TOTAL FUNDING | | 1,082 | 1,096 | 1,141 | 9,291 | 12,610 |
| Operational expenditure | Roads and footpaths | 163 | 169 | 180 | 1,492 | 2,004 |
| | Public Transport | 883 | 891 | 925 | 7,545 | 10,244 |
| TOTAL EXPENDITURE | | 1,046 | 1,060 | 1,105 | 9,038 | 12,248 |
| Interest and Principal Repayments for EMUs | | 36 | 36 | 36 | 254 | 362 |

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Funding and expenditure cont.

AT capital revenue and expenditure

The table below shows AT's capital funding and expenditure for this RLTP. Programme detail is provided in Appendix 1.

| AT | CATEGORY | 2021/22 (\$ MILLION) | 2022/23 (\$ MILLION) | 2023/24 (\$ MILLION) | 2024/25 – 2030/31 (\$ MILLION) | TOTAL (\$ MILLION) |
|--------------------------|--|-------------------------|-------------------------|-------------------------|-----------------------------------|-----------------------|
| Funding sources | Auckland Council | 404 | 482 | 546 | 4,018 | 5,450 |
| | NLTF | 406 | 499 | 620 | 4,355 | 5,880 |
| | Covid-19 Response and Recovery Fund | 10 | 13 | 20 | - | 43 |
| TOTAL FUNDING | | 820 | 994 | 1,186 | 8,373 | 11,373 |
| Capital expenditure | Renewals | 234 | 253 | 322 | 3,122 | 3,931 |
| | Capital improvements – Base | 572 | 716 | 809 | 4,946 | 7,043 |
| | Capital improvements – Full Funding sought from NLTF | 14 | 25 | 55 | 305 | 399 |
| TOTAL EXPENDITURE | | 820 | 994 | 1,186 | 8,373 | 11,373 |

The dollars in the RLTP tables for the capital programme are for the whole organisation, including activities not eligible for NLTF funding.

Other projects in ATAP in addition to AT's capital programme

ATAP has included four projects that would be delivered partly or fully by AT, but where funding sources are still to be determined. These projects are shown in the Appendix and are for rail level crossings closures, including level crossings needed to support the increased rail frequency resulting from the CRL, School Speed Management, and implementation of Community Connect. Level crossings will be delivered in partnership with KiwiRail.

The assumption made for this RLTP is that these projects are fully funded from the NLTF or other sources within central government.

AT is discussing an agreed forward funding mechanism with the government for the investment required to support the Auckland Housing Programme (AHP). If this forward funding is available, AT will be able to accelerate the programme from the timing that is shown in this RLTP. Also, the government has signalled that it will contribute \$100 million for transport works to support the AHP, in addition to the \$401 million shown in this RLTP.

Finally, feedback on the draft RLTP from the community and local boards identified the deficiencies of the Dairy Flat Highway/The Avenue intersection, and the need for greater investment in new footpaths. AT therefore proposes that, should it have additional funding, it will deliver improvements at the Dairy Flat Highway/The Avenue intersection (with an estimated cost of \$12.5 million uninflated), and additional investment in footpaths of \$20 million.

AT's priorities for delivery in 2021-2024

AT will prioritise the following projects for delivery in the first three years of this RLTP:

- Projects that are under construction, are committed or have tagged funding, which determine the timing of these projects in the first three years of the RLTP.
- Projects that are required to maintain existing levels of service and appropriately maintain existing assets, for example, AT's asset renewals programme.
- Projects that are necessary to get the full benefit from existing or committed new investments, for example, electric trains to successfully operate the rail timetable once the CRL is open.
- Projects and programmes that have commenced but have not been delivered in full. Examples are the Connected Communities and Urban Cycleway programmes.
- Key programmes that provide a reasonable 'baseline' level of investment. Base levels of investment in safety, bus priority, cycling and optimisation programmes have been determined through business case processes and were considered unlikely to change, regardless of the weight placed on different ATAP objectives.

In most cases, these projects are judged by ATAP to be 'Committed or Essential', with very limited discretion to be removed from the programme.

Three-year priorities if funding does not materialise

As described earlier, AT's capital programme within this RLTP is based on the investment programme set out in ATAP 2021. ATAP recognises that changes to some current funding settings are required to ensure the package can be fully delivered. Funding for AT's capital programme in this RLTP is based on the funding levels in Auckland Council's LTP, including an assumption that level crossings, and a number of other projects to be delivered by AT, are fully funded from the NLTF.

However, there are risks around the level of funding from both Auckland Council and Waka Kotahi. If funding was lower in the 2021-2024 period than that planned here, the following sets out the approach that AT would take to prioritise its programme:

- Category Three projects (those judged by ATAP to be discretionary) would be deferred first. AT's intention would be to deliver these projects within the 10-year period if sufficient funding became available.
- If required due to even lower capital funding, AT would then consider deferring Category Two projects. Again, AT would try to defer these projects until later in the ten-year period, and would seek to deliver them when sufficient funding becomes available. The RFT-enabled projects in Category Two would still be delivered by 2028 according to the requirements of the RFT Scheme.
- If funding was so low within the three-year period as to require AT to defer Category One projects (those considered 'Committed or Essential' by ATAP) AT would look to defer any project or element of a programme that had discretion around its timing, with the intention that it was still delivered within the 10-year RLTP period.

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Funding and expenditure cont.

Waka Kotahi NZ Transport Agency

The table below sets out Waka Kotahi's investment programme for this RLTP. Programme detail is provided in Appendix 2.

| WAKA KOTAHI | CATEGORY | 2021/22 (\$ MILLION) | 2022/23 (\$ MILLION) | 2023/24 (\$ MILLION) | 2024/25 – 2030/31 (\$ MILLION) | TOTAL (\$ MILLION) |
|------------------------|--------------------------------------|-------------------------|-------------------------|-------------------------|-----------------------------------|-----------------------|
| Funding sources | NLTF | 625 | 645 | 522 | 3,995 | 5,787 |
| Expenditure | Maintenance, Operations and Renewals | 199 | 203 | 206 | 1,254 | 1,862 |
| | Other State Highway Projects | 426 | 442 | 316 | 2,741 | 3,925 |

This table does not include the costs of the NZUP projects. See page 92.

KiwiRail

KiwiRail's expenditure and funding are shown in the table below. Capital programme detail is provided in Appendix 3.

KiwiRail has been receiving funding, via AT, from the transitional rail activity class for a programme of catch-up renewals. As the transitional rail activity class will cease at the end of the current NLTP period, this project will be moved to the new public transport activity class.

The improvement projects KiwiRail will include in the RNIP, and seek funding for from the public transport activity class, have been included in the Appendix.

The existing funding mechanisms for determining and apportioning the maintenance and operational costs for the Auckland rail network using the network access agreement has not changed. The network access agreement process involves negotiating:

- The level of access for Metro services to the Auckland network
- The level of maintenance and renewals of the network
- How costs associated with the networks are apportioned.

KiwiRail will meet its share of this cost of maintenance through the RNIP from the rail network activity class, while AT will continue to meet its share from Auckland Council funding, fares, and the NLTP.

| KIWIRAIL | CATEGORY | 2021/22 (\$ MILLION) | 2022/23 (\$ MILLION) | 2023/24 (\$ MILLION) | 2024/25 – 2030/31 (\$ MILLION) | TOTAL (\$ MILLION) |
|------------------------|------------------------------|-------------------------|-------------------------|-------------------------|-----------------------------------|-----------------------|
| Funding sources | NLTF | 98 | 100 | 96 | 178 | 472 |
| Expenditure | Rail infrastructure projects | 98 | 100 | 96 | 178 | 472 |

This table does not include the costs of the NZUP projects. See page 92.

New Zealand Upgrade Programme

On 4 June, the Government announced a revised NZUP programme, with an investment programme of \$4.3 billion for Auckland compared to the \$3.5 billion in January 2020. The following table shows the programmes and delivery agencies for this revised programme.

| NZ UPGRADE PROGRAMME | | | |
|---|----------------|---|-------------------|
| PROJECT | DELIVERY AGENT | PROJECT DESCRIPTION | COST (\$ MILLION) |
| Northern Pathway | Waka Kotahi | A fully separated pathway between Westhaven and Akoranga, including Te Ara Pae Moana (harbour bridge component) and land component between Sulphur Beach Reserve and Akoranga. | 785 |
| Penlink | Waka Kotahi | A new two lane toll road between SH1 and Whangaparaoa Peninsula. A separated, shared walking and cycling lane adjacent to the new State Highway will provide travel choice for those living in or visiting the peninsula. | 830 |
| SOUTH AUCKLAND PACKAGE | | | |
| Wiri to Quay Park | KiwiRail | Works to add a third rail line between Wiri and Westfield, along with associated junction improvements, to increase rail capacity between Wiri and Quay Park, reducing congestion for both passenger and freight services. | 318 |
| Papakura to Pukekohe Electrification | KiwiRail | Electrification of the track between Papakura and Pukekohe to allow electric services at up to six trains per hour in each direction. | 375 |
| Drury Stations | KiwiRail | Funding for three new railway stations in Drury (two) and Paerata. | 495 |
| State Highway 1 Papakura to Drury South Stage One | Waka Kotahi | Improvements on State Highway 1 from Papakura to Drury, widening the highway to three lanes in each direction to provide better travel time reliability, and adding a shared path. | 655 |
| Mill Road safety improvements and local infrastructure investment in Drury network | Waka Kotahi | A two-lane upgrade to Mill Road between Flat Bush and Alfriston tying into the existing urban Redoubt Road dynamic lanes. There will also be targeted safety improvements between Alfriston and Papakura. Transport upgrades to release housing and local centres in Drury in a way that supports the government’s decarbonisation goals. The projects to be considered will include regional cycleways, arterial corridors that provide direct walking, cycling and/or bus access to stations and projects within or crossing state highway corridors to help release additional housing in Drury West. | 874* |
| TOTAL | | | 4,332 |

* The costs for this package of works are not baselined and further work is required to understand scope, schedule and cost.

Funding and expenditure cont.

City Rail Link Limited

City Rail Link Limited (CRL) is funded jointly by Auckland Council and Central Government to deliver the CRL. The funding and expenditure is set out in the table below.

| CRL | CATEGORY | 2021/22 (\$ MILLION) | 2022/23 (\$ MILLION) | 2023/24 (\$ MILLION) | 2024/25 – 2030/31 (\$ MILLION) | TOTAL (\$ MILLION) |
|-----------------|--------------------|-------------------------|-------------------------|-------------------------|-----------------------------------|-----------------------|
| Funding sources | Auckland Council | 572 | 476 | 162 | 95 | 1,305 |
| | Central Government | 585 | 439 | 183 | 89 | 1,295 |
| TOTAL FUNDING | | 1,157 | 915 | 345 | 184 | 2,600 |
| Expenditure | City Rail Link | 1,157 | 915 | 345 | 184 | 2,600 |

The costs above relate to the construction of the CRL. Responsibility for operating the stations and running rail services after completion is transferred to AT once the CRL is opened. Revenues and costs for these are included in AT's forecasts.

Department of Conservation

The table below shows the Department of Conservation (DOC) activities for special purpose roads included in this RLTP. Programme detail is provided in Appendix 4. Funding for these activities will come from DOC and the NLTF.

| DOC | CATEGORY | 2021/22 (\$ THOUSAND) | 2022/23 (\$ THOUSAND) | 2023/24 (\$ THOUSAND) | 2024/25 – 2030/31 (\$ THOUSAND) | TOTAL (\$ THOUSAND) |
|-----------------|---|--------------------------|--------------------------|--------------------------|------------------------------------|------------------------|
| Funding sources | NLTF | 26 | 26 | 126 | 534 | 711 |
| Expenditure | Local Road Maintenance and Improvements | 26 | 26 | 126 | 534 | 711 |

Auckland Council

Auckland Council will receive funding from the Covid-19 Response and Recovery Fund for the Te Whau Pathway, as set out in the table below.

| AUCKLAND COUNCIL | CATEGORY | 2021/22 (\$ MILLION) | 2022/23 (\$ MILLION) | 2023/24 (\$ MILLION) | 2024/25 – 2030/31 (\$ MILLION) | TOTAL (\$ MILLION) |
|------------------|-------------------------------------|-------------------------|-------------------------|-------------------------|-----------------------------------|-----------------------|
| Funding sources | Covid-19 Response and Recovery Fund | 14 | 12 | 4 | - | 30 |
| Expenditure | Te Whau Pathway | 14 | 12 | 4 | - | 30 |

Funding of \$35 million has been allocated from the Covid-19 Response and Recovery Fund. Auckland Council anticipates incurring some expenditure in 2020/21, leaving \$30 million to be incurred from 2021 onwards.



Artist rendering of CRL Aotea Station

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Auckland Regional Land Transport Plan 2021-2031

11.

Appendices

| | |
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Appendix 1 **Auckland Transport Capital Programme**

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires changes to current funding settings



| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|--|---|----------|--------------------------|-------------------|---------|---------|---------|---------|---------|---------|-------------------|--------------------|
| TRAVEL CHOICES: PUBLIC TRANSPORT | | | | | | | | | | | | \$ MILLIONS |
| RAPID TRANSIT: RAIL PROJECTS | | | | | | | | | | | | |
| EMU Rolling Stock Current Tranche | Final payments for current tranche EMUs to allow electric rail services to be extended to Pukekohe and to provide additional capacity on the rail network. | 1 | Local Share and NLTF | 2021/22 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| EMU Rolling Stock and Stabling Tranche for CRL | Purchase of additional new EMUs, as well as provision of stabling, maintenance and cleaning facilities, and additional traction feed to Wiri to maximise benefits of CRL. | 1 | Local Share and NLTF RFT | 2021/22 - 2025/26 | 15.0 | 53.6 | 115.0 | 177.5 | 51.4 | 0.0 | 0.0 | 412.5 |
| CRL Day One - Level Crossing Removal | Programme of high priority new grade separated crossings currently planned for Taka Street and Walters Road, closure of Spartan and Manuroa level crossings, and walking and cycling upgrades on Walters Road. Also includes planned grade separation at Church Street East and pedestrian crossing grade separation. | 1 | NLTF | 2021/22 - 2026/27 | 5.0 | 20.0 | 50.0 | 30.0 | 70.0 | 45.0 | 0.0 | 220.0 |
| Papakura Rail Station Park and Ride | Delivery of a new facility on the site of the existing Papakura Park and Ride, to increase patronage on the rail network. | 1 | Local Share and NLTF | 2021/22 - 2024/25 | 0.2 | 0.8 | 2.6 | 6.4 | 0.0 | 0.0 | 0.0 | 9.9 |
| CRL Road Side Projects | Road-side projects at Wellesley St, Pitt St, and Mt Eden Road to support CRL Stations. | 1 | Local Share and NLTF | 2022/23 - 2023/24 | 0.0 | 0.9 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 7.3 |
| Level Crossings Removal - Group 2 | Programme of works to address rail level crossing issues, either through road closures or grade separation. | 3 | NLTF | 2027/28 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 |
| RAPID TRANSIT: BUS PROJECTS | | | | | | | | | | | | |
| Eastern Busway Stage 1 | Completion of the signalised Panmure Roundabout accommodating bus priority, a new two-lane busway, pedestrian and cyclist facilities from the roundabout to Pakuranga Road/Ti Rakau Road intersection, a new one-lane each way Panmure Bridge and upgrades to the existing bridge. | 1 | Local Share and NLTF | 2021/22 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 |
| Eastern Busway Stages 2 to 4 | Completion of the Rapid Transit Busway, including the Reeves Road flyover, new bus interchanges at Pakuranga and Botany and associated safety and cycling works which will create faster, more reliable transport options for communities in East and South Auckland. | 1 | Local Share and NLTF RFT | 2021/22 - 2025/26 | 70.6 | 148.5 | 141.4 | 132.6 | 154.8 | 118.5 | 100.0 | 866.4 |
| Rosedale and Constellation Bus Stations | A new Rosedale bus station, and improvements to the existing Constellation bus station, associated with the extension of the Northern Busway to Albany. | 1 | Local Share and NLTF | 2021/22 - 2023/24 | 19.0 | 22.7 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 59.0 |
| Northern Busway Enhancements | This project covers capacity and performance enhancements to Northern Busway Stations. | 2 | Local Share and NLTF | 2027/28 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 62.0 | 62.0 |
| BUS PROJECTS | | | | | | | | | | | | |
| Connected Communities | Delivery of whole of route bus priority, safety and cycling improvements via the Connected Communities programme. | 1 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 24.1 | 33.3 | 38.8 | 37.0 | 57.0 | 83.0 | 309.8 | 583.0 |
| Midtown Bus Improvements | Delivery of bus infrastructure in the CBD, including bus priority along Wellesley Street, a new Learning Quarter bus interchange. | 1 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 3.0 | 10.3 | 45.8 | 0.0 | 0.0 | 29.5 | 43.1 | 131.7 |
| Northwest Bus Improvements | Bus Station at Westgate and interim bus stops at Lincoln Road and Te Atatu motorway interchanges. This will be delivered with part-funding from the COVID Response and Recovery Fund. | 1 | CRRF and NLTF | 2021/22 - 2022/23 | 20.0 | 26.0 | 39.0 | 0.0 | 0.0 | 0.0 | 0.0 | 85.0 ¹ |
| Double Decker Mitigation | Mitigation works to safely allow the passage of double decker buses, addressing risks such as street signage, street furniture, low hanging power or phone lines, overhanging trees and low bridge structures. | 1 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 2.0 | 2.0 | 2.0 | 5.0 | 5.0 | 5.0 | 8.0 | 29.0 |
| Downtown Crossover Bus Facilities | This project looks to provide an improved solution for buses serving Downtown, specifically enhancing Customs St to become a key bus corridor, and creating two new bus termini on the Eastern and Western sides of the City Centre. | 2 | Local Share and NLTF RFT | 2026/27 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 216.0 | 220.0 |

¹ This relates to the improvements that will be owned by Auckland Transport. A further \$15 million of improvements will be delivered for Waka Kotahi.

Appendix 1 **Auckland Transport Capital Programme** cont.

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires changes to current funding settings



| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|---|--|----------|--------------------------|-------------------|---------|---------|---------|---------|---------|---------|--------------------|---------------|
| TRAVEL CHOICES: PUBLIC TRANSPORT | | | | | | | | | | | \$ MILLIONS | |
| BUS PROJECTS CONTINUED | | | | | | | | | | | | |
| Carrington Road Improvements | Provision of intersection improvements, bus lanes and new bus facilities to support the UNITEC precinct redevelopment in Mt Roskill. | 2 | Local Share and NLTF RFT | 2026/27 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.7 | 43.9 | 54.6 |
| Airport to Botany Rapid Transit Route Protection | Notice of Requirement and allocation for early acquisition of land, identified as a necessary component for future Airport to Botany Rapid Transit infrastructure. | 2 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 5.5 | 5.5 | 11.5 | 6.0 | 7.0 | 7.0 | 7.0 | 49.5 |
| Airport to Botany Stage 2 Bus Improvements | Improved bus infrastructure from Manukau to Botany, to support an extended bus service between the Airport and Botany. | 2 | Local Share and NLTF RFT | 2023/24 - 2025/26 | 0.0 | 0.0 | 0.0 | 1.0 | 3.2 | 25.9 | 0.0 | 30.1 |
| Sylvia Park Bus Improvements | New bus link and bus station to Sylvia Park with walking and cycling improvements. | 2 | Local Share and NLTF RFT | 2024/25 - 2026/27 | 0.0 | 0.0 | 0.0 | 0.6 | 1.6 | 17.6 | 0.0 | 19.9 |
| Albert and Vincent Street Bus Priority Improvements | Bus priority measures on Albert and Vincent Streets to improve journey time and reliability between Karangahape Road and Britomart. | 2 | Local Share and NLTF RFT | 2027/28 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.1 | 8.1 |
| Rosedale Road Corridor | Bus lanes and segregated cycle lanes along the length of Rosedale Road, to coincide with the delivery of Rosedale Station in 2023. | 2 | Local Share and NLTF RFT | 2021/22 - 2023/24 | 0.6 | 3.7 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| Neighbourhood Interchanges | Neighbourhood Interchanges are designed to improve connections between bus stops at key strategic locations across the network. This will provide interchange improvements at Glenfield shops, Dominion/Mt Albert Road and Dominion/Balmoral Road. | 2 | Local Share and NLTF RFT | 2021/22 - 2022/23 | 3.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 |
| FERRY, MULTI-MODAL, AND PARK AND RIDE | | | | | | | | | | | | |
| Public Transport Safety, Security and Amenity | A programme of capital improvements to the Public Transport network. Includes the Parnell Station Underpass. | 1 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 22.0 | 20.0 | 13.0 | 7.4 | 7.4 | 14.9 | 69.2 | 154.0 |
| Matiatia Park and Ride | Replace and expand existing Matiatia Park and Ride to cater for projected increase in demand to and from Waiheke. | 1 | Local Share and NLTF RFT | 2021/22 - 2025/26 | 0.1 | 1.0 | 1.0 | 15.9 | 7.6 | 0.0 | 0.0 | 25.6 |
| Community Connect (PT Concession Card Trial) | Provision for setting up the public transport concession card trial for Community Service Card holders. | 1 | Crown | 2021/22 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| Downtown Ferry Basin Redevelopment | Completing work on the Downtown Ferry Terminal Development. | 1 | Local Share and NLTF RFT | 2021/22 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| Park and Ride Programme | Delivery of new and extended park and ride facilities. | 2 | Local Share and NLTF RFT | 2025/26 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 11.0 | 20.0 | 20.0 | 51.0 |
| Accessibility Improvement Project | A programme of retrofits to public transport stops, stations, interchanges and terminals to improve access for people with disabilities or other accessibility needs. | 2 | Local Share and NLTF RFT | 2023/24 - 2030/31 | 0.0 | 0.0 | 3.0 | 3.0 | 3.0 | 5.0 | 26.0 | 40.0 |
| Decarbonisation of the Ferry Fleet Stage 1 | To provide infrastructure to help decarbonise the public transport fleet. | 2 | Local Share and NLTF RFT | 2021/22 - 2023/24 | 5.0 | 15.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 |

Appendix 1 **Auckland Transport Capital Programme** cont.

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires changes to current funding settings



| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|--|---|-------------|--------------------------|-------------------|---------|---------|---------|---------|---------|---------|-------------------|--------------------|
| TRAVEL CHOICES: ACTIVE MODES | | | | | | | | | | | | \$ MILLIONS |
| ACTIVE MODES | | | | | | | | | | | | |
| On-going Cycling Programme | An ongoing programme of cycleway delivery and associated projects following on from the completion of the Urban Cycleways Programme. Currently focuses on achieving maximum impact for short trips to the city centre, public transit interchanges, schools and local and metropolitan centres. | 1 & 3 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 4.2 | 6.1 | 7.5 | 31.0 | 31.0 | 31.0 | 195.2 | 306.0 |
| Urban Cycleways Programme | Completion of the Urban Cycleways Programme. Remaining projects are New Lynn to Avondale, Links to Glen Innes, Waitemata Safe Routes, Great North Road, Point Chevalier to Westmere and Glen Innes to Tāmaki Drive shared path - Te Ara Ki Uta Ki Tai (the path of land and sea). | 1 | Local Share and NLTF | 2021/22 - 2023/24 | 40.4 | 64.4 | 34.4 | 0.0 | 0.0 | 0.0 | 0.0 | 139.2 |
| New Footpaths Regional Programme | Programme to construct new and widened footpaths. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 | 24.0 | 49.0 |
| Meadowbank Kohimarama Connectivity Project | A shared path connecting the Meadowbank and Kohimarama communities, via the Pourewa Valley and the Glen Innes to Tāmaki Drive shared path - Te Ara Ki Uta Ki Tai (the path of land and sea). | 1 | Local Share and NLTF RFT | 2021/22 - 2023/24 | 4.9 | 3.6 | 13.7 | 0.0 | 0.0 | 0.0 | 0.0 | 22.1 |
| Mangere Cycleways (Airport Access) | Walking and cycling infrastructure to improve airport access. | 1 | Local Share and NLTF RFT | 2021/22 - 2022/23 | 7.0 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.6 |
| Tāmaki Drive/ Ngapipi Road safety improvements | To improve the pedestrian and cycle connection on Ngapipi Bridge adjacent to the Tāmaki Drive/ Ngapipi Road intersection. | 1 | Local Share and NLTF RFT | 2021/22 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.8 |
| Access for Everyone Introductory Works | Introductory works to support Auckland Council's Access for Everyone and the City Centre Masterplan Refresh. | 2 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 1.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 23.0 | 30.0 |
| Minor Cycling and Micromobility (Pop-up cycleways) | A programme of minor improvements to the cycle network, that includes pop-up cycleways, cycling improvements in and around RTN Stations, community bike hub facilities and micro-mobility based improvements. The project will also look to address issues related to the monitoring of active modes. | 2 | Local Share and NLTF RFT | 2021/22 - 2025/26 | 4.0 | 6.0 | 7.0 | 7.0 | 6.0 | 0.0 | 0.0 | 30.0 |
| LOCAL BOARD PRIORITIES | | | | | | | | | | | | \$ MILLIONS |
| Local Board Initiatives | To allow Local Boards to fund transport projects in their communities. Projects to be funded will be developed with Local Boards to meet their specific priorities. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 80.0 | 200.0 |
| Projects Funded by Rodney Transport Targeted Rate | Additional transport investment in the Rodney Local Board area funded by the Local Targeted Rate . | 1 | Local Share | 2021/22 - 2030/31 | 7.8 | 9.4 | 4.6 | 0.1 | 0.1 | 0.1 | 0.1 | 22.0 |
| Waiheke Ten-Year Transport Plan | To commence the implementation of the highest priority projects in the Waiheke Ten-year Transport Plan. | Not in ATAP | Local Share and NLTF | 2024/25 - 2025/26 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 | 0.0 | 10.0 |
| ENVIRONMENT AND SUSTAINABILITY | | | | | | | | | | | | \$ MILLIONS |
| Environmental Sustainability Infrastructure | Programme which seeks to address environmental sustainability issues from Transport. The programme will include, but may not be limited to, projects that reduce greenhouse gas emissions, provide resilience to climate change, mitigate pollution (air, noise, land and water), protect and enhance biodiversity, and support innovation in sustainability. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 2.8 | 11.3 | 20.2 |
| Electric Bus Trial Roadmap | Infrastructure to support electric/low emission buses on the public transport network. | 1 | Local Share and NLTF | 2021/22 - 2022/23 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| Supporting Electric Vehicles | Infrastructure and initiatives to support electrification of the private vehicle fleet. | 2 | Local Share and NLTF | 2021/22 - 2030/31 | 2.0 | 5.0 | 5.0 | 0.0 | 0.0 | 5.0 | 17.0 | 34.0 |

Appendix 1 **Auckland Transport Capital Programme** cont.

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires changes to current funding settings



| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|---|--|-------------|--------------------------|-------------------|---------|---------|---------|---------|---------|---------|-------------------|--------------------|
| SAFETY | | | | | | | | | | | | \$ MILLIONS |
| Safety Programme | A programme of investment to address the highest risk roads and intersections that require larger scale improvements to address safety deficiencies. This programme includes addressing speed-related deficiencies on the network, and ensuring better outcomes for vulnerable road users. | 1 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 60.3 | 60.3 | 60.3 | 60.0 | 72.0 | 72.0 | 272.0 | 657.0 |
| Minor Improvements | A programme of targeted improvements to address safety and operational deficiencies across AT's road, motorcycle, pedestrian and cycle networks. | 1 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 10.0 | 8.0 | 8.0 | 10.0 | 10.0 | 12.0 | 42.0 | 100.0 |
| School Speed Management | A programme of investment to reduce speed limits outside all schools in Auckland through speed management interventions to meet nationally mandated school speed limit changes by 2030. | 1 | NLTF | 2021/22 - 2030/31 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 10.0 | 40.0 | 75.0 |
| Marae and Papakainga (Turnouts) safety programme | Toa Takitini (Transformational) Maori Outcome Programme seeks to improve the entry/exit from Marae, Papakainga and Urupa to main highways and or roads. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.6 | 6.4 | 13.2 |
| Community Safety Fund | Completion of the community safety projects that were developed by Local Boards and elected members in 2018-21. | 1 | Local Share and NLTF RFT | 2021/22 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| ACCESS AND CONNECTIVITY | | | | | | | | | | | | \$ MILLIONS |
| CORRIDOR IMPROVEMENTS | | | | | | | | | | | | |
| Lake Road/Esmonde Road Improvements | Improvements to Lake and Esmonde Road to improve people moving capacity and reduce journey time unreliability. | 1 | Local Share and NLTF RFT | 2022/23 - 2025/26 | 1.0 | 1.1 | 7.3 | 10.6 | 28.5 | 0.0 | 0.0 | 48.4 |
| Wynyard Quarter Integrated Road Programme | Providing road upgrades within the Wynyard Quarter precinct. | 1 | Local Share | 2022/23 - 2024/25 | 0.0 | 0.8 | 15.5 | 14.9 | 14.9 | 0.0 | 0.0 | 46.1 |
| Unsealed Road Improvements | Programme of delivering improvements to the region's highest priority unsealed roads. | 1 | Local Share RFT | 2021/22 - 2030/31 | 6.0 | 6.0 | 6.0 | 4.0 | 3.0 | 3.0 | 12.0 | 40.0 |
| Resolution of Encroachments and Legacy Land Purchase Arrangements | Programme to resolve encroachments and legacy land purchase arrangements. | 1 | Local Share | 2021/22 - 2030/31 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.4 | 9.5 | 17.0 |
| Ormiston Town Centre Link | A new road link to provide shorter access towards the emerging Ormiston Town Centre. This includes walking and cycling facilities. | 1 | Local Share and NLTF | 2021/22 - 2022/23 | 1.7 | 15.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.8 |
| Medallion Drive Link | A two-way link road between Fairview Avenue and the existing Medallion Drive with pedestrian and cycle facilities. | 1 | Local Share and NLTF | 2021/22 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.0 |
| Lincoln Road Corridor Improvements | Lincoln Road widening to accommodate additional transit/bus lanes, as well as intersection improvements, footpath widening for both pedestrians and cyclists, and installing a solid median. | 2 | Local Share and NLTF RFT | 2021/22 - 2027/28 | 2.0 | 11.4 | 6.9 | 13.7 | 26.0 | 26.5 | 19.6 | 106.2 |
| Glenvar Road/East Coast Road intersection and corridor improvements | Corridor improvements, including road widening and upgrading intersections to provide safety benefits, transit priority and additional cycleways. | 2 | Local Share and NLTF RFT | 2021/22 - 2024/25 | 2.8 | 14.3 | 21.1 | 19.1 | 0.0 | 0.0 | 0.0 | 57.3 |
| Smales Allens Road Widening and Intersection Upgrade | Widening Smales and Allens Roads from two lanes into four lanes and upgrading the intersection with Springs and Harris Roads. | 2 | Local Share and NLTF RFT | 2025/26 - 2027/28 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 9.0 | 11.8 | 23.4 |
| Hill Street Intersection Improvement | Upgrade and reconfiguration of two intersections on SH1 and Sandspit Road in Warkworth, to improve movement for all modes. | Not in ATAP | Local Share and NLTF | 2021/22 - 2024/25 | 2.0 | 4.7 | 10.4 | 1.6 | 0.0 | 0.0 | 0.0 | 18.8 |

Appendix 1 **Auckland Transport Capital Programme** cont.

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| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|--|---|----------|--------------------------|-------------------|---------|---------|---------|---------|---------|---------|-------------------|--------------------|
| ACCESS AND CONNECTIVITY CONTINUED | | | | | | | | | | | | \$ MILLIONS |
| OPERATIONAL PROGRAMMES | | | | | | | | | | | | |
| Regional Improvement Projects | Programme to respond to community requests for corridor improvements that focus on ensuring safe and efficient operation. This is the partner programme to the Minor Improvements Programme. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 8.0 | 34.0 | 62.0 |
| Parking Programme | Programme of initiatives to support AT's parking activities, including residential parking permits, on-and off-street paid parking, and enforcement activities. | 1 | Local Share | 2021/22 - 2030/31 | 3.0 | 3.0 | 3.0 | 2.0 | 2.0 | 6.5 | 29.5 | 49.0 |
| Improvements Complementing Developments | Programme to allow AT to proactively work with developers to improve transport outcomes associated with new developments. | 1 | Local Share | 2021/22 - 2030/31 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 1.7 | 6.7 | 12.0 |
| Core Operational Capital Programme | Minor capital programme including projects such as Advanced Destination Signage, and Regulatory Controls Infrastructure. | 2 | Local Share and NLTF | 2021/22 - 2030/31 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 2.0 | 7.8 | 14.0 |
| OPTIMISATION AND TECHNOLOGY | | | | | | | | | | | | \$ MILLIONS |
| NETWORK CAPACITY AND PERFORMANCE | | | | | | | | | | | | |
| Network Performance | A programme of small scale multi-modal initiatives such as synchronisation of traffic signals, road-layout improvements including bus and freight lanes and dynamic lanes to support improved outcomes for active modes, public transport, freight, and general traffic. | 1 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 18.0 | 75.0 | 138.0 |
| Intelligent Transport Systems | A programme to take advantage of emerging technologies to manage congestion, improve safety and influence travel demand. | 1 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 5.0 | 5.0 | 5.0 | 7.0 | 7.0 | 5.0 | 18.0 | 52.0 |
| Freight Network Improvements | Optimisation improvements on the freight network. | 2 | Local Share and NLTF RFT | 2026/27 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 24.0 | 30.0 |
| OPERATIONAL PROGRAMMES | | | | | | | | | | | | |
| Customer and Business Technology | A combined programme facilitating technology change to support the design, operation, and use of the public transport system, better customer experience, plus maintaining IT equipment and business applications. This also includes allowance for Integrated Ticketing costs. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 35.0 | 35.0 | 35.0 | 38.0 | 37.0 | 39.0 | 134.0 | 353.0 |
| Core Technology | This programme is comprised of technology upgrades and replacements, and cybersecurity. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 6.5 | 25.5 | 57.0 |
| Transport Demand Forecasting Models Update | Build and calibrate new Land Use, Transport Demand Forecasting, and Traffic Model Network system following 2018 Census update. This is a joint project with Waka Kotahi. | 1 | Local Share and NLTF | 2024/25 - 2025/26 | 0.0 | 0.0 | 0.0 | 3.0 | 3.0 | 0.0 | 0.0 | 6.0 |
| ASSET MANAGEMENT | | | | | | | | | | | | \$ MILLIONS |
| Renewals | Costs associated with renewing AT's transport network and corporate assets to an appropriate standard. This includes provision for responding to climate change and emergency events. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 234.4 | 253.0 | 322.1 | 374.7 | 413.1 | 441.5 | 1,892.3 | 3,931.0 |
| Seismic Strengthening Programme | Programme for seismic strengthening around the Auckland region. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 3.0 | 5.0 | 3.0 | 2.0 | 2.0 | 2.0 | 8.0 | 25.0 |
| Street Lighting Improvements | Programme to deliver improved street lighting throughout the Auckland region. | 1 | Local Share and NLTF | 2021/22 - 2023/24 | 5.0 | 5.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.0 |
| Wolverton Culverts | Upgrade to two culverts under Wolverton Street that are in need of replacement. | 1 | Local Share | 2021/22 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |

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|---|---|----------|---------------------------------------|-------------------|--------------|--------------|----------------|----------------|----------------|----------------|-------------------|--------------------|
| POPULATION GROWTH | | | | | | | | | | | | \$ MILLIONS |
| Projects Supporting Auckland Housing Programme | Projects supporting Kainga Ora's Auckland Housing Programme, includes projects in Tāmaki, Mangere, Mt Roskill, Northcote and Oranga. | 3 | Local Share and NLTF RFT ² | 2023/24 - 2030/31 | 0.0 | 0.0 | 0.0 | 5.0 | 15.0 | 50.0 | 331.0 | 401.0 |
| Greenfield transport infrastructure - Northwest | Projects to support high priority greenfield growth areas, including an upgrade of Trig Road and new Redhills connections with appropriate public transport and active mode provision. | 1 | Local Share and NLTF RFT ² | 2021/22 - 2030/31 | 3.0 | 3.0 | 5.0 | 5.0 | 11.0 | 23.0 | 92.0 | 142.0 |
| Supporting Growth - Post Lodgement and Property | To support legal costs and necessary property purchase associated with designations, including hearings and environment court costs. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 3.5 | 7.5 | 17.0 | 5.5 | 5.5 | 5.5 | 20.0 | 64.5 |
| Tāmaki Regeneration | Local road upgrades, improvements to Glen Innes town centre and enhanced linkages to public transport as part of the agreement with Tāmaki Regeneration Company. | 1 | Local Share and NLTF | 2022/23 - 2030/31 | 0.0 | 3.0 | 8.5 | 4.8 | 6.3 | 9.6 | 8.7 | 40.9 |
| Supporting Growth - Investigation for Growth Projects | To facilitate investigation for high priority projects in growth areas. | 1 | Local Share and NLTF | 2021/22 - 2023/24 | 14.0 | 11.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.0 |
| Matakana Link Road | A connection between SH1 and Matakana Road | 1 | Local Share and NLTF RFT ² | 2021/22 | 26.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.0 |
| Wainui Improvements | Infrastructure to support Wainui growth area. | 1 | Local Share | 2021/22 - 2023/24 | 3.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.1 |
| Strategic Business Cases | These business cases cover all regions in growth areas. Business cases unlock funding assistance from Waka Kotahi's NLTP to match Council's share of the investment from the RLTP, securing FAR enables successful implementation of projects in the future. This includes Tāmaki Drive Resilience Investigation. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 1.0 | 4.0 | 5.0 | 0.0 | 0.0 | 4.0 | 8.0 | 22.0 |
| Huapai Improvements | Station Road re-alignment and signalisation at the intersection of SH16. | 1 | Local Share and NLTF | 2021/22 - 2022/23 | 13.4 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.5 |
| Scott Point Repayment | Payment to Auckland Council for growth related works in Scott Point. | 1 | Local Share | 2021/22 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| Drury Local Road Improvements | Local road upgrades supporting growth and new rail infrastructure in Drury. This programme includes Waihoehoe Road improvements to connect to the proposed Drury Central Station, and intersection improvements at Waihoehoe Road and SH22. | 3 | Local Share and NLTF RFT ² | 2027/28-2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 242.8 | 242.8 |
| Northwest Growth Improvements | Local road upgrades supporting growth and facilitating better active and public transport in the Northwest growth area. This programme includes better public transport and active modes provision between Fred Taylor Drive and Maki Street. | 3 | Local Share and NLTF RFT ² | 2026/27 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.1 | 148.4 | 185.5 |
| Western Link Road Route Protection | Route Protection for the Western Link Road in Warkworth. | 3 | Local Share and NLTF RFT ² | 2024/25 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 | 4.0 | 6.0 |
| AUCKLAND TRANSPORT TOTAL | | | | | 820.1 | 994.0 | 1,185.8 | 1,093.3 | 1,132.8 | 1,259.8 | 4,886.8 | 11,372.5 |

Auckland Council Projects

| \$ MILLIONS | | | | | | | | | | | | |
|--------------------|---|---|------|-------------------|------|------|-----|-----|-----|-----|-----|------|
| Te Whau Pathway | A shared path that will link the Manukau Harbour to the Waitemata Harbour. This will be delivered with funding from the COVID Response and Recovery Fund. | 1 | CRRF | 2021/22 - 2023/24 | 14.2 | 12.5 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 30.3 |

² RFT in addition to Development Contributions and funding from NLTF

Appendix 2

Waka Kotahi NZ Transport Agency Capital Programme

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires funding

| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|--|--|----------|----------------|-------------------|---------|---------|---------|---------|---------|---------|-------------------|--------------------|
| SAFETY | | | | | | | | | | | | \$ MILLIONS |
| Safer Networks Programme | A programme of works to prevent people from dying or being seriously injured on high risk state highways and local roads. Activities includes median and roadside barriers, markings and signage, and safe and appropriate speed treatment. | 1 | NLTF | 2021/22 - 2030/31 | 22.5 | 13.7 | 0.0 | 21.3 | 30.4 | 22.7 | 43.4 | 154.0 |
| SH16 Brigham Creek-Waimauku | A project to improve safety and efficiency for road users on the stretch of SH16 between Brigham Creek and Waimauku in Auckland. | 1 | NLTF | 2021/22 - 2024/25 | 28.8 | 60.8 | 40.0 | 7.8 | 0.0 | 0.0 | 0.0 | 137.4 |
| Dome Valley Safety Improvements | The planned safety improvements on SH1 through the Dome Valley include widening the existing road, embankment reshaping, construction of right hand turn bays and installation of flexible wire rope barriers in the central median. | 1 | NLTF | 2021/22 - 2022/23 | 18.2 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.6 |
| RAPID TRANSIT | | | | | | | | | | | | \$ MILLIONS |
| CC2M & Northwest Rapid Transit | Seed funding for future Rapid Transit on the City Centre to Mangere (CC2M) and Northwest lines. The project and timing are to be determined. | 1 | NLTF | 2021/22-2030/31 | 30.0 | 45.0 | 15.0 | 1,710.0 | | | | 1,800.0 |
| SH18 Rapid Transit | Business Case and planning work associated with future Rapid Transit along SH18 between Westgate and Constellation Bus Station. | 1 | NLTF | 2024/25 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| OPERATIONAL CAPITAL PROGRAMMES | | | | | | | | | | | | \$ MILLIONS |
| State Highway Low Cost Low Risk Programme | Activities targeted to low cost safety, optimisation, and resilience. | 1 | NLTF | 2021/22 - 2023/24 | 10.5 | 1.7 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 12.6 |
| Preventing Wrong Way Drivers | A project to deliver a network wide solution to prevent, detect and reduce the number of WWD incidences. | 1 | NLTF | 2021/22 - 2023/24 | 1.3 | 6.1 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8.6 |
| Weigh Right | Improving Stanley Street weigh station with WIM and inspection facilities, and relocating main weighing facility to Bombay to allow for SH1 traffic to be screened and weighed. | 1 | NLTF | 2021/22 - 2024/25 | 1.3 | 5.6 | 1.7 | 0.2 | 0.0 | 0.0 | 0.0 | 8.8 |
| Noise wall upgrade programme | A programme to implement roadside noise barriers to reduce exposure to high traffic noise levels from the state highway network. | 1 | NLTF | 2021/22 - 2023/24 | 2.5 | 5.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 15.0 |
| MODE CHOICE | | | | | | | | | | | | \$ MILLIONS |
| Glen Innes to Tāmaki cycleway | A shared path for cyclists and pedestrians that will follow the eastern rail line from Merton Road near Glen Innes Station to Tāmaki Drive – connecting pedestrians and cyclists from Auckland’s eastern suburbs to the Waitemata. | 1 | NLTF | 2021/22 - 2022/23 | 14.0 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.4 |
| 20Connect (SH20B) Route Protection | Early route protection work for this project. 20Connect will improve journey reliability along SH20B and enable the future Airport to Botany Rapid Transit infrastructure, which will provide more choice for people when travelling around southwest Auckland, including to and from the airport. | 1 | NLTF | 2021/22 - 2025/26 | 2.1 | 2.0 | 4.9 | 3.1 | 2.6 | 0.0 | 0.0 | 14.6 |
| Old Mangere Bridge Pedestrian & Cycling Link | Replacement of the Old Māngere Bridge, providing the community with a safe, high-quality walking and cycling connection between the Ōnehunga and Māngere Bridge communities and a safe place for fishing. | 1 | NLTF | 2021/22 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.9 |
| Walking and Cycling Low Cost Low Risk | Walking & Cycling small projects based on Low Cost Low Risk process. | 1 | NLTF | 2021/22 - 2023/24 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |

Appendix 2

Waka Kotahi NZ Transport Agency Capital Programme cont.

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires funding

| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|---|---|----------|----------------|-------------------|---------|---------|---------|---------|---------|---------|----------------------|--------------------|
| GROWTH | | | | | | | | | | | | \$ MILLIONS |
| Supporting Growth Route Protection Programme | An AT/NZTA Alliance has been set up to look at route protection for the preferred network in the Northwest, North and Southern growth areas of Supporting Growth Programme. This includes specific Waka Kotahi activities like an alternative corridor to existing SH16, SH22, and capacity improvements north of Albany. | 1 | NLTF | 2021/22 - 2026/27 | 14.4 | 11.9 | 14.2 | 1.3 | 1.3 | 1.3 | 0.0 | 44.4 |
| SH18 Squadron Drive interchange upgrade | New interchange west-facing ramps will complement the existing east-facing ramps to create a full interchange and provide greater access for the Hobsonville growth area. This would also reduce traffic volumes and improve public transport reliability on Hobsonville Road by redirecting some customers from the local road to SH18. | 2 | NLTF | 2021/22 - 2026/27 | 2.0 | 14.0 | 26.0 | 23.0 | 1.5 | 1.5 | 0.0 | 68.0 |
| BETTER CONNECTIONS | | | | | | | | | | | | \$ MILLIONS |
| Puhoi-Warkworth | The Pūhoi to Warkworth project will extend the four-lane Northern Motorway (SH1) 18.5km from the Johnstone's Hill tunnels to just north of Warkworth. It is the first stage of the Ara Tūhono – Pūhoi to Wellsford project. | 1 | NLTF | 2021/22 - 2030/31 | 34.7 | 118.6 | 87.1 | 87.2 | 87.0 | 91.3 | 368.4 | 874.3 |
| Southern Corridor Improvements (Manukau-Papakura) [Debt repayment] | The Southern Corridor Improvements Project covers the stretch of Southern Motorway (SH1) from the SH20/SH1 connection at Manukau down to Papakura in the south. The Project includes additional lanes in both directions, upgraded Takanini Interchange and a 4.5km shared use pedestrian / cycle path. | 1 | NLTF | 2021/22 - 2026/27 | 13.5 | 76.0 | 75.0 | 27.0 | 36.0 | 13.8 | 0.0 | 241.3 |
| ITS Programme & State Highway Optimisation Programme | AT/Waka Kotahi have partnered to deliver an Auckland whole of network approach to optimisation. This is the Waka Kotahi component of the programme of small scale multi-modal initiatives such as synchronisation of ramp / traffic signals, on-ramp / interchange road-layout improvements including bus and freight lanes, and Intelligent Transport Systems (ITS) to support improved outcomes for active modes, public transport, freight, and general traffic. | 1 | NLTF | 2021/22 - 2030/31 | 15.2 | 14.8 | 14.6 | 11.4 | 11.4 | 11.4 | 45.6 | 124.4 |
| Northern Corridor (includes busway extension) | A package of capacity and safety improvement projects on the Northern Motorway between Upper Harbour Highway and Greville Road including widening of SH1 between Constellation Drive and Greville Road, widening of SH18 between SH1 and Unsworth Drive, a new motorway-to-motorway connection between SH18 and SH1, upgrade of the Greville Road interchange, and extension of the existing Northern Busway from Constellation Drive to Albany. | 1 | NLTF | 2021/22 - 2023/24 | 126.2 | 23.9 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 151.8 |
| SH1 Additional Waitemata Harbour Connections (Business Case, Designations and Property) | The Additional Waitematā Harbour Connections project will assess options for improvements to connections between the North Shore and the City Centre. | 1 | NLTF | 2021/22 - 2026/27 | 1.0 | 4.0 | 8.0 | 10.4 | 6.1 | 6.1 | 24.4 | 60.0 |

Appendix 2

Waka Kotahi NZ Transport Agency Capital Programme cont.

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires funding



| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|--|--|----------|----------------|-------------------|--------------|--------------|--------------|----------------|--------------|--------------|-------------------|--------------------|
| BETTER CONNECTIONS CONTINUED | | | | | | | | | | | | \$ MILLIONS |
| SH20A to Airport (Debt Repayment) | Debt payment for grade separation of the SH20A/Kirkbride Road Intersection (motorway trenched under Kirkbride Road). | 1 | NLTF | 2021/22 | 47.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47.7 |
| East West Link (Property) | Property costs associated with the East West Link. The wider project is currently being reviewed to evaluate whether it aligns with the new priorities and strategic direction set out by the Government Policy Statement on Land Transport. | 1 | NLTF | 2023/24 - 2030/31 | 10.0 | 10.0 | 5.7 | 0.0 | 0.0 | 0.0 | 5.0 | 30.7 |
| Warkworth to Wellsford (Designation) | The Warkworth to Wellsford project is the second section of Ara Tūhono Pūhoi to Wellsford. The Indicative Alignment is 26km long, includes an 850m long twin bore tunnel in the Dome Valley and three interchanges located at Warkworth, Wellsford and Te Hana. | 1 | NLTF | 2021/22 - 2023/24 | 9.0 | 6.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.0 |
| SH1 Drury South to Bombay (Route Protection) | The State Highway 1 Papakura (SH1) to Bombay project proposes improvements to Auckland's Southern Motorway, between Papakura and Bombay. This covers route protection south of Drury. | 1 | NLTF | 2021/22 - 2025/26 | 2.1 | 2.2 | 0.2 | 6.9 | 6.9 | 0.0 | 0.0 | 18.3 |
| Grafton Gully Improvement Business Case | The City Centre Master Plan envisions a new multi-modal boulevard and future urban neighbourhoods for Grafton Gully and Te Toangaroa/Quay Park seamlessly stitching the eastern edge of the city centre with the heart of the city and eastern city fringe neighbourhoods. | 1 | NLTF | 2023/24 - 2024/25 | 0.0 | 0.0 | 5.0 | 10.0 | 0.0 | 0.0 | 0.0 | 15.0 |
| MAINTENANCE, OPERATIONS AND RENEWALS | | | | | | | | | | | | \$ MILLIONS |
| State Highway Maintenance, Operations & Renewals | State highway maintenance, operations, and renewals. | 1 | NLTF | 2021/22 - 2030/31 | 199.2 | 202.6 | 206.1 | 179.2 | 179.2 | 179.2 | 716.6 | 1862.0 |
| TOTAL EXCLUDING LIGHT RAIL PROVISION | | | | | 595.0 | 599.6 | 507.4 | 391.7 | 362.4 | 327.2 | 1203.5 | 3986.8 |
| CC2M & NORTHWEST RAPID TRANSIT | | | | | 30.0 | 45.0 | 15.0 | 1,710.0 | | | 1800.0 | |
| WAKA KOTAHI TOTAL | | | | | | | | | | | | 5786.8 |

Appendix 3

KiwiRail Capital Programme



Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires funding

| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|---|---|----------|----------------------------|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------------|--------------------|
| KIWI RAIL PROJECTS | | | | | | | | | | | | \$ MILLIONS |
| CRL Day One - Infrastructure Package | Infrastructure improvements to support CRL including Additional Traction Feed (West) and Investigation for ETCS Level 2. | 1 | NLTF | 2021/22 - 2023/24 | 25.0 | 19.0 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 61.0 |
| CRL Day One - Resilience and Asset Maintenance Programme | Resilience and asset maintenance improvements to support CRL including Integrated Rail Management Centre and Emergency Management Systems. | 1 | NLTF | 2021/22 - 2023/24 | 7.5 | 30.3 | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 50.7 |
| KiwiRail Strategic Future Planning | Third and Fourth Main business case and Network Investment Planning. | 1 | NLTF | 2021/22 - 2030/31 | 3.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 20.0 | 47.0 |
| Progressive Fencing and Security | Ongoing programme to improve safety and security of the rail corridor through managing access. | 2 | NLTF | 2021/22 - 2030/31 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 8.0 | 20.0 |
| MAINTENANCE, OPERATIONS AND RENEWALS | | | | | | | | | | | | \$ MILLIONS |
| Rail Network Resilience and Performance Programme - Catch-up Renewals | Funding for works to address historic formation, drainage and track issues to bring the network up to a modern metro standard. This includes acceleration of some renewal activity to ensure the programme is optimised and ensure the network will perform reliably under increased traffic volumes. Also known as the Rail Network Growth Impact Management Project. AT is the Approved Organisation. | 1 | NLTF | 2021/22 - 2024/25 | 48.0 | 32.0 | 45.0 | 12.0 | 0.0 | 0.0 | 0.0 | 137.0 |
| Maintenance, Operations, and Renewals | KiwiRail share of network maintenance, operations, and renewals cost to be agreed through the ANAA. | 1 | NLTF Rail Network via RNIP | 2021/22 - 2030/31 | 5.0 | 5.0 | 7.0 | 8.0 | 8.0 | 8.0 | 33.0 | 74.0 |
| Additional Rail Maintenance and Renewals | Lifting the level of maintenance and renewals to ensure reliable operation of the Auckland rail network in response to increased traffic volumes. This expenditure is above that currently provided by KiwiRail and Auckland Transport through the ANAA. | 1 | NLTF / ANAA | 2021/22 - 2030/31 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 29.2 | 73.0 |
| Additional MO&R for CRL Components | Additional budget maintenance, operations and renewals budget to ensure the reliable operation of CRTL. This expenditure is above that currently provided by KiwiRail and Auckland Transport through the ANAA. | 1 | NLTF / ANAA | 2027/28 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 | 9.0 |
| KIWI RAIL TOTAL | | | | | 97.8 | 99.6 | 96.2 | 34.3 | 22.3 | 22.3 | 99.2 | 471.7 |

Appendix 4

NZ Upgrade Programme

| Project Name | Delivery Agent | Project Description | Cost (\$ million) |
|--|----------------|--|-------------------|
| Northern Pathway | Waka Kotahi | A fully separated pathway between Westhaven and Akoranga, including Te Ara Pae Moana (harbour bridge component) and land component between Sulphur Beach Reserve and Akoranga. | 785 |
| Penlink | Waka Kotahi | A new two lane toll road between SH1 and Whangaparaoa Peninsula. A separated, shared walking and cycling lane adjacent to the new state highway will provide travel choice for those living in or visiting the peninsula. | 830 |
| SOUTH AUCKLAND PACKAGE | | | |
| Wiri to Quay Park | KiwiRail | Works to add a third rail line between Wiri and Westfield, along with associated junction improvements, to increase rail capacity between Wiri and Quay Park, reducing congestion for both passenger and freight services. | 318 |
| Papakura to Pukekohe Electrification | KiwiRail | Electrification of the track between Papakura and Pukekohe to allow electric services at up to 6 trains per hour in each direction. | 375 |
| Drury Stations | KiwiRail | Funding for three new railway stations in Drury (two) and Paerata. | 495 |
| State Highway 1 Papakura to Drury South Stage One | Waka Kotahi | Improvements on State Highway 1 from Papakura to Drury, widening the highway to three lanes in each direction to provide better travel time reliability, and adding a shared path. | 655 |
| Mill Road safety improvements and local infrastructure investment in Drury network | Waka Kotahi | A two-lane upgrade to Mill Road between Flat Bush and Alfriston tying into the existing urban Redoubt Road dynamic lanes. There will also be targeted safety improvements between Alfriston and Papakura Transport upgrades to release housing and local centres in Drury in a way that supports the Government's decarbonisation goals. The projects to be considered will include regional cycleways, arterial corridors that provide direct walking, cycling and/or bus access to stations and projects within or crossing state highway corridors to help release additional housing in Drury West. | 874* |
| TOTAL | | | 4,332 |

* The costs for this package of works are not baselined and further work is required to understand scope, schedule and cost.

Appendix 5 Department of Conservation Capital Programme



| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|--|---------------------|----------|----------------|-------------------|---------|---------|---------|---------|---------|---------|---------------------|---------------|
| DEPARTMENT OF CONSERVATION PROJECTS | | | | | | | | | | | \$ THOUSANDS | |
| Local Road Improvements | | | NLTF | 2023/24 - 2030/31 | - | - | 100.0 | 34.0 | 34.7 | 35.4 | 148.7 | 352.8 |
| Local Road Maintenance | | | NLTF | 2021/22 - 2030/31 | 25.5 | 25.5 | 25.5 | 41.4 | 41.9 | 45.5 | 152.8 | 358.3 |

VERSION TO RTC 18 JUNE 2021



Appendix 6

Projects with committed NLTF funding

| ACTIVITY | PHASE | 2021-31 TOTAL COST | 2021-31 NLTF SHARE |
|--|----------------------------|-----------------------|-----------------------|
| AUCKLAND TRANSPORT | | | |
| EMU Rolling Stock Financing Costs - EMU Depot | Construction | \$56,003,630 | \$28,561,852 |
| EMU Rolling Stock Financing Costs - EMU Purchase | Construction | \$313,779,249 | \$160,027,417 |
| Access for Everyone Introductory Works | Programme business case | \$500,000 | \$255,000 |
| Short Term Airport Access Improvements | Implementation | \$131,956 | \$67,298 |
| Short Term Airport Access Improvements | Implementation | \$2,115,475 | \$1,078,892 |
| Short Term Airport Access Improvements | Implementation | \$702,600 | \$358,326 |
| Mangere Cycleway (Airport Access) | Pre-implementation* | \$342,226 | \$174,535 |
| Eastern Busway Stage 1 | Construction | \$11,970,827 | \$6,105,122 |
| Eastern Busway Stages 2 to 4 | Investigation | \$62,422 | \$33,084 |
| Urban Cycleway Programme - Tāmaki Drive | Implementation | \$1,162,700 | \$592,977 |
| Urban Cycleway Programme - Westhaven to CBD | Implementation | \$1,240,550 | \$632,681 |
| Urban Cycleway Programme - New Lynn to Avondale | Implementation | \$9,019,677 | \$4,600,035 |
| CRL Day One - Infrastructure Project | Implementation | \$1,800,000 | \$918,000 |
| CRL Day One - Infrastructure Project - ETCS | Implementation | \$2,700,000 | \$1,377,000 |
| Midtown Bus Improvements | Detailed Business Case | \$780,000 | \$397,800 |
| On-going Cycling Programme - Central Isthmus & Sandringham | Detailed Business Case | \$697,587 | \$355,769 |
| On-going Cycling Programme - City Centre and Fringe | Detailed Business Case | \$355,276 | \$181,191 |
| On-going Cycling Programme - Henderson | Detailed Business Case | \$169,120 | \$86,251 |
| On-going Cycling Programme - Mangere East | Single-Stage Business Case | \$1,221,023 | \$622,722 |
| On-going Cycling Programme - Manukau | Single-Stage Business Case | \$1,636,180 | \$834,452 |
| East West Connections (FN32 Stage 2) | Implementation | \$4,000,000 | \$2,040,000 |
| East West Connections (FN32 Stage 3) | Implementation | \$29,316,462 | \$14,951,396 |
| Customer and Business Technology | Implementation | \$10,879,187 | \$5,548,386 |
| Future Ferry Strategy | Programme business case | \$250,000 | \$127,500 |
| Hill Street Intersection Improvement | Pre-implementation* | \$1,900,000 | \$969,000 |

| ACTIVITY | PHASE | 2021-31 TOTAL COST | 2021-31 NLTF SHARE |
|---|----------------------------|-----------------------|-----------------------|
| AUCKLAND TRANSPORT | | | |
| Lake Road/Esmonde Road Improvements | Detailed Business Case | \$280,000 | \$142,800 |
| Lincoln Road Corridor Improvements | Implementation | \$46,446,000 | \$23,687,460 |
| Lincoln Road Corridor Improvements | Property | \$32,393,000 | \$16,520,430 |
| Huapai Improvements | Implementation | \$15,453,815 | \$7,345,946 |
| Matakana Link Road | Implementation | \$28,538,694 | \$28,538,694 |
| Matakana Link Road | Property | \$7,566,852 | \$7,566,852 |
| Medallion Drive Link | Implementation | \$3,074,368 | \$1,567,928 |
| Medallion Drive Link | Property | \$3,000,000 | \$1,530,000 |
| Murphys Road Culvert Improvements | Construction | \$49,404 | \$25,196 |
| Rosedale and Constellation Bus Stations | Implementation | \$73,425,579 | \$37,447,046 |
| Network Performance | Single-Stage Business Case | \$317,083 | \$161,712 |
| Ormiston Town Centre Link | Implementation | \$9,596,142 | \$4,894,033 |
| Ormiston Town Centre Link | Property | \$3,585,344 | \$1,828,525 |
| Regional Improvement Projects | Implementation | \$1,950,000 | \$994,500 |
| Safety Programme - Safe Speeds Programme | Implementation | \$9,114,000 | \$4,648,140 |
| Safety Programme - Safer Communities Mt Roskill | Implementation | \$2,295,929 | \$1,170,924 |
| Metro - On Bus Connectivity | Implementation | \$6,276,466 | \$3,200,998 |
| Street Lighting Improvements | Implementation | \$10,709,223 | \$5,461,704 |
| Greenfield transport infrastructure - Northwest | Implementation | \$99,471,101 | \$99,471,101 |
| Greenfield transport infrastructure - Northwest | Property | \$70,170,572 | \$70,170,572 |
| Drury Local Road Improvements | Pre-implementation* | \$1,750,000 | \$892,500 |
| Supporting Growth - Investigation for Growth Projects | Detailed Business Case | \$20,485,000 | \$10,447,350 |
| Midtown Bus Improvements | Detailed Business Case | \$500,000 | \$255,000 |
| The Congestion Question | Detailed Business Case | \$700,000 | \$357,000 |
| Seismic Strengthening Programme | Implementation | \$1,000,000 | \$755,000 |

Note: No activities are proposed to be varied, suspended or abandoned as part of this RLTP.

Appendix 6 continued

Projects with committed NLTF funding

| ACTIVITY | PHASE | 2021-31 TOTAL COST | 2021-31 NLTF SHARE |
|--|----------------------|--------------------|--------------------|
| WAKA KOTAHI | | | |
| Puhoi-Warkworth | Implementation | \$817,924,122 | \$817,924,122 |
| Puhoi-Warkworth | Property | \$27,909,496 | \$27,909,496 |
| Northern Corridor - Busway Extension | Implementation | \$3,839,292 | \$3,839,292 |
| Northern Corridor Improvements | Implementation | \$118,770,837 | \$118,770,837 |
| Northern Corridor Improvements | Property | \$5,600,000 | \$5,600,000 |
| Southern Corridor Improvements (Manukau-Papakura) (Debt Repayment) | Debt | \$241,283,489 | \$241,283,489 |
| SH16 Brigham Creek-Waimauku | Pre-Implementation* | \$1,706,788 | \$1,706,788 |
| SH16 Brigham Creek-Waimauku | Implementation | \$125,072,490 | \$125,072,490 |
| SH16 Brigham Creek-Waimauku | Property | \$10,669,141 | \$10,669,141 |
| Debt payment for grade separation of the SH20A / Kirkbride Road Intersection (motorway trenched under Kirkbride Road). | Debt | \$47,716,511 | \$47,716,511 |
| Dome Valley Safety Improvements | Implementation | \$29,958,016 | \$29,958,016 |
| Warkworth to Wellsford (Designation) | Property | \$21,000,000 | \$21,000,000 |
| Old Mangere Bridge Pedestrian & Cycling Link | Implementation | \$12,590,488 | \$12,590,488 |
| Supporting Growth Route Protection Programme | Detail Business Case | \$36,953,349 | \$36,953,349 |
| Supporting Growth Route Protection Programme | Pre-Implementation* | \$2,250,000 | \$2,250,000 |
| 20Connect (SH20B) Route Protection | Pre-Implementation* | \$4,500 | \$4,500 |
| Glen Innes to Tāmaki cycleway | Implementation | \$48,801,816 | \$48,801,816 |
| 20Connect (SH20B) Route Protection | Property | \$13,238,868 | \$13,238,868 |
| SH1 Drury South to Bombay (Route Protection) | Pre-Implementation* | \$18,298,307 | \$18,298,307 |
| ITS Programme & State Highway Optimisation Programme | Detail Business Case | \$4,000,000 | \$4,000,000 |
| State Highway Low Cost Low Risk Programme | Detail Business Case | \$11,160 | \$11,160 |
| Weigh Right - Stanley Street | Implementation | \$1,397,907 | \$1,397,907 |
| Weigh Right - Bombay | Implementation | \$6,338,899 | \$6,338,899 |
| Weigh Right - Bombay | Property | \$19,036 | \$19,036 |
| Preventing Wrong Way Drivers | Implementation | \$7,797,272 | \$7,797,272 |

Note: No activities are proposed to be varied, suspended or abandoned as part of this RLTP.

Appendix 7

Other projects considered by ATAP

These could be considered if additional funding is available.

| AGENCY | PROJECT | UNFUNDED AMOUNT (\$MILLION, UNINFLATED) |
|----------------------------------|---|--|
| PARTIALLY FUNDED PROJECTS | | |
| AT | Accessibility Improvement Project | 70 |
| AT | Access for Everyone | 522 |
| AT | Community Safety Fund | 10 |
| AT | Connected Communities | 1,026 |
| AT | Core Operational Capital Programme | 10 |
| AT | Downtown Crossover Bus Facilities | 100 |
| AT | Drury Local Road Improvements | 1,454 |
| AT | Decarbonisation of the Ferry Fleet | 69 |
| AT | Ongoing Cycling Programme | 851 |
| AT | Greenfield Transport Infrastructure – Northwest | 60 |
| AT | Minor Cycling and Micromobility | 70 |
| AT | Minor Improvements | 39 |
| AT | Northern Busway Enhancements | 480 |
| AT | Northwest Growth Improvements | 878 |
| AT | Projects Supporting Auckland Housing Programme | 195 |
| AT | Public Transport Safety, Security and Amenity | 100 |
| AT | Level Crossings Removal – Group 2 | 100 |
| AT | Waiheke 10 Year Transport Plan | 74 |

| AGENCY | PROJECT | UNFUNDED AMOUNT (\$MILLION, UNINFLATED) |
|--------------------------|---|--|
| UNFUNDED PROJECTS | | |
| AT | Additional Growth Projects - Paerata | 127 |
| AT | Additional Growth Projects - South | 135 |
| AT | Additional Growth Projects - Warkworth | 169 |
| AT | Additional Unsealed Road Improvements | 84 |
| AT | Airport to Botany RTN via Manukau and Airport Access Improvements – Full Implementation | 1,213 |
| AT | Bus Depot Strategy | 64 |
| AT | Chapel Rd realignment | 40 |
| AT | Cycling and Walking Connections to Waka Kotahi Infrastructure | 115 |
| AT | Dairy Flat Highway Improvements | 58 |
| AT | Downtown Ferry Terminal Redevelopment – Phase 2 | 152 |
| AT | Great Barrier Airfields Programme | 12 |
| AT | Infrastructure resulting from development | 20 |
| AT | Public Transport Facilities – Middlemore Hospital | 23 |
| AT | Safe & Healthy Schools Programme | 73 |
| AT | Walking Investigation | 14 |
| AT | Wellesley Street Bus Improvements (Stage 2) | 137 |
| AT | Whangaparaoa Bus facility | 34 |
| KiwiRail/AT | Rail Infrastructure Programme Step 2 (future decades) | 4,071 |
| KiwiRail/AT | Rail Infrastructure Programme Step 3 (future decades) | 2,614 |
| NZTA | East West Link | 705 |
| NZTA | Kumeu Alternative Access | 1,097 |
| NZTA | Northern Pathway (Akoranga to Constellation) | 200 |
| NZTA | Northwest Busway – Te Atatu to Lincoln and Brigham Creek Park and Ride | 281 |
| NZTA | SH1 to SH18 Northbound Ramp | 86 |
| NZTA | SH16/SH18 connections programme | 886 |

Appendix 8

The relationship of Police activities to the RLTP

New Zealand (NZ) Police have a significant role to play in keeping Tāmaki Makaurau’s roads and communities safe. As a requirement of section 16(6)(b) in the Land Transport Management Act (LTMA), this is an assessment of the relationship of Police to the Regional Land Transport Plan.

Road policing in the Auckland region aligns to the Road Policing action plan by focusing on the top risk factors where enforcement can have the greatest impact: restraints, impairment, distraction and speed enforcement. Aligned with the focus, there is strong and coordinated support of safety behaviour change and education activities that are led by Auckland Transport (AT). These activities are funded nationally by Waka Kotahi (NZ Transport Agency) through the Road Safety Partnership Agreement.

\$826 million is invested in road policing activities (2018-2021), with around 30 percent allocated to Tāmaki Makaurau. This proportion flows through to the policing targets, where Tāmaki Makaurau is responsible for around 30 percent of the three million random breath test desired target for 2020/21.

The Road Safety Partnership Programme 2019-2021 outlines the operational priorities and desirable outcomes for road policing and NZ Police work in partnership with AT to deliver local road safety plans which are informed by the Road Safety Partnership Programme. These activities are delivered by the Tāmaki Makaurau Road Policing unit, working across the three police districts of Waitemata (Rodney, Albany, North Shore, Waitakere and Whau Wards), Auckland (Waitemata and Gulf, Albert- Eden-Roskill, Orakei, Maungakiekie-Tāmaki Wards and Whau), and Counties Manukau (Howick, Manukau, Manurewa-Papakura and Franklin Wards).

These priorities are targeted to help achieve NZ Police’s Road Policing target of a five percent reduction in road deaths each year and is consistent with the national Road to Zero Strategy and the Vision Zero Strategy for Tāmaki Makaurau.

Vision Zero Strategy for Tāmaki Makaurau is an ambitious transport safety strategy to reduce DSI on Auckland’s transport system to zero by 2050, with an interim target of no more than 250 DSI by 2030. This target is approximately a 65 percent reduction from a 2016-2018 annual average baseline of 716 DSI.

An important part of achieving our Vision Zero aspirations is through leadership and governance. NZ Police is a member of Tāmaki Makaurau Road Safety Governance Group which also includes AT, Waka Kotahi, Accident Compensation Corporation, Auckland District Health Board and Auckland Council. The governance group holds members to account for the delivery of the system outcome that reduces DSI in accordance with strategy targets, with clear mechanisms for communication, collaboration and accountability. This includes actions in the Vision Zero Strategy in the section of ‘Policing and Prevent Harm’ and the partnership recommendations in AT’s Road Safety Business Improvement Review 2018 as listed below.

- Increase red light cameras as part of the Memorandum of Understanding between AT and NZ Police.
- Enforcement activities around key risk areas of speed, restraints, impairment (alcohol and drugs, including roadside impairment tests), intersections and distractions (RIDS).
- Improved traffic crash reporting processes.
- Increased use of supported resolutions and compliance for non-RIDS related offences to achieve road safety outcomes.

The Auckland Transport Alignment Project (ATAP) also includes many policy areas where work can be progressed to achieve our safety targets. The ATAP Investment Package has requested higher penalties, fines and enforcement. These safety regulatory settings will link into the work Police will undertake in keeping our roads safe.

To achieve the safety outcomes for Tāmaki Makaurau, it is critical to further strengthen the partnership with NZ Police to increase enforcement and road policing activities. Death and serious injury with alcohol and speed as a contributing factor contributes to a large proportion of road deaths in Auckland (alcohol 39 percent and speed 36 percent). Road policing and enforcement plays a key role in reducing DSI and plays an important part in the collective effort in reaching our road safety targets.

| OPERATIONAL PRIORITIES | NZ POLICE ACTIVITIES |
|-------------------------|---|
| Speed | Provide sufficient enforcement levels of legal speed limits to achieve general deterrence |
| Road and roadsides | Enforce proper use of the roads |
| Active users | Educate and enforce relevant laws to help keep active road users safe |
| Incident management | Respond to and investigate major incidents on the network |
| Light vehicles | Enforce laws around vehicle defects and illegal modifications |
| Motorcycling | Enforce compliance with road rules and refer motorcyclists to education and skills programmes |
| Heavy vehicles | Ensure compliance with heavy vehicle rules |
| Alcohol and drugs | Deliver sufficient testing levels to achieve general deterrence from driving under the influence of drugs or alcohol, and enforce compliance with legislation |
| High-risk drivers | Reduce the opportunities for high-risk drivers |
| Fatigue and distraction | Identify and discourage the use of cell phones while driving and driving while fatigued |
| Restraints | Ensure the wearing of restraints |
| Inexperienced drivers | Refer drivers to licence programmes |

Appendix 9

Consistency with S14 of the LTMA

1. The Land Transport Management Act (LTMA) requires that, before the RTC submits an RLTP to the regional council, it must meet the conditions set out in section 14 of the Act. Section 14 is set out in the appendix.
2. This Annex sets out our evaluation against those considerations. Evaluation against section 14(a)(i) and (ii) is set out in detail below, with the remainder of the evaluation in a table.

Section 14(a)(i) - The RTC must be satisfied that the Regional Land Transport Plan contributes to the purpose of the Act

Requirement

3. Section 14(a)(i) of the LTMA requires the RTC to be satisfied that the RLTP contributes to the purpose of the Act, which is to contribute to an effective, efficient, and safe land transport system in the public interest.
4. The Government Policy Statement on Land Transport 2021/22-2030/31 (the GPS) provides a clear indication at page 47 of how the purpose of the LTMA should be interpreted:

Without limiting the legal interpretation of these terms, for the purpose of GPS 2021, a land transport system is:

- effective when it moves people and freight where they need to go in a timely manner
- efficient when it delivers the right infrastructure and services to the right level at the best cost
- safe when it reduces harm from land transport
- in the public interest where it supports economic, social, cultural and environmental wellbeing

Evidence

5. The draft RLTP 2021-2031 sets out six outcomes relating to mode choice, environment and sustainability, access and connectivity, safety, supporting growth and asset management. The objectives are aligned with the 2021 GPS and Auckland Plan. The first five objectives are agreed objectives in ATAP, with the addition of the 'Sound Asset Management' objective by the RTC.
6. The RLTP's contribution to "an effective, efficient and safe land transport system in the public interest" is outlined below. Many of the contributions arising from the RLTP investment programme are overlapping and cumulative – for example effective transport interventions will support and enhance contributions to public interest and efficiency. The key reasons why the RLTP contributes to the purpose of the LTMA are as follows:

- i) **Effective:** The RLTP investment programme contributes to an effective land transport system by:
 - a. Investing heavily in infrastructure and services to improve the speed, frequency, attractiveness and safety of the public transport and cycling networks. Examples are the City Rail Link and supporting projects, the Eastern Busway and Connected Communities, along with increased frequency and coverage of rail and bus services. This, in turn, will encourage mode shift away from private vehicle travel, improving conditions for those that continue to need to move on the road network, such as many freight operators.
 - b. Increased investment to ensure the transport system is appropriately maintained and renewed.
 - c. Investment across different modes to improve access to employment, social and cultural opportunities.
 - d. Investment in 'Community Connect' to make public transport more affordable to those on Community Services Card.
 - e. Major investment to support growth in the spatial priority areas and help ensure sustainable transport (public transport and active) mode use and reduced congestion. As an example, this includes over \$400 million in investment in the Auckland Housing Programme development areas.
 - f. Examples of the forecast results delivered by this investment between 2016 and 2031 include:
 - i. A 60 per cent increase in the number of jobs accessible to the average Aucklander by a 45-minute public transport journey and a 14 per cent forecast increase in the number of jobs accessible by a 30-minute car journey at peak times (see 'Measuring outcomes: access and connectivity'). Access to social and cultural opportunities is expected to improve by a similar amount.
 - ii. A 55 percent reduction in time spent in congestion on the public transport network.
 - iii. A slight improvement in average travel speed across the road network in both the morning peak and interpeak.

- g. Advocating for The Congestion Question as the primary tool to improve accessibility and travel speeds. Responsibility for implementing road pricing rests jointly with the government, Council and Auckland Transport.

- ii) **Efficient:** The RLTP investment programme contributes to the efficiency outcome as it has been rigorously developed and tested through the multi-party ATAP process to ensure the right mix of projects at the right scale of investment was selected to best address Auckland's transport objectives (and therefore legislative requirements). This includes use of the Portfolio Investment Analysis tool which is an appropriate approach to evaluating land transport investment and has also been applied by the Ministry of Transport to prioritise government investment programmes. Specific analysis around land use and climate change priorities has also been undertaken. This prioritisation included identifying projects that were 'Committed or Essential' and recognising that there was very little discretionary funding available to invest in new areas.

A major increase in investment in renewals on the local road and local public transport will also contribute to efficiency by ensuring the network is renewed at the appropriate time to avoid higher costs in the long-term.

- iii) **Safe:** The RLTP contributes to reduced harm from the transport system through the adoption of Vision Zero principles along with:
 - a. Investment in AT's Safety programme (including the Safe Speeds programme), Marae and Papakainga Turnouts programme, School Speed Management and other safety programmes, as well as Waka Kotahi's Safer Networks and other programmes.

- b. A major investment in mode shift, to encourage a greater take-up of this safer mode of travel.
- c. The delivery of over 200 kms of new or improved safe cycling infrastructure.
- d. The promotion of several policy levers to make the transport system safer.

These investments are expected to see a 67% reduction in deaths and serious injuries between 2018 and 2031.

- iv) **In the public interest:** In addition to the above, the RLTP contributes to the public interest as follows:
 - a. Supporting economic, social and cultural wellbeing by investing in new transport capacity, particularly in the public transport network, to ensure that the transport system can accommodate Auckland's future growth and still function effectively. This includes delivering a forecast 60% increase in access to employment by public transport and a 14% improvement in access to employment by private vehicle between 2016 and 2031.
 - b. Significant investment to support growth and new housing in the spatial priority areas in a manner that supports sustainable transport outcomes and reduced congestion.
 - c. Supporting a safer transport system, by adopting the principles of Vision Zero and targeting a significant reduction in deaths and serious injuries on Auckland's roads.
 - d. Developing the public transport and the cycling networks, to encourage greater take-up of these more sustainable modes. The RLTP expects:
 - i. 64% of new trips in the AM peak will be taken up by public transport and active modes; and
 - ii. 200 kms of new or improved cycling infrastructure will be delivered.
 - e. Providing an investment programme that, along with initiatives already signalled by Government, will contribute to emission reductions goals by achieving a reduction in emissions between 2016 and 2031 - despite a 22 percent increase in Auckland's population over the same period. When coupled with other policy levers promoted in the RLTP, much larger reductions in GHG emissions could be achieved.

Appendix 9

Consistency with S14 of the LTMA cont.

Section 14 (a)(ii) consistency of the RLTP with the GPS on Land Transport

Requirement

7. The RTC must be satisfied that the RLTP is consistent with the 2021 GPS.

Evidence

8. The following section sets out how the RLTP supports the four strategic priorities of, and is consistent with, the 2021 GPS. Note, this analysis was completed ahead of the Government's 13 June 2021 Clean Car Standard announcement.

GPS Priority - Safety: Developing a transport system where no-one is killed or seriously injured

9. The RLTP objective of "Making Auckland's transport system safe by eliminating harm to people" maps to this GPS Priority.

10. This GPS Priority is also supported by the RLTP objective of "Providing and Accelerating better travel choices for Aucklanders", which has a co-benefit of improving safety by moving away from private vehicle use and improving active mode safety.

11. Consistency with the GPS approach to delivering safety outcomes is achieved by a range of initiatives within this RLTP, including:

- significant investment in safety infrastructure across the local road and State highway networks included in the RLTP
- application of a Vision Zero approach across Auckland Transport's programme
- investment in a variety of safety programmes, such as road safety education
- incorporation of safety elements across the range of improvement projects included in this RLTP
- supporting a shift to other modes and reducing demand for vehicle travel and associated harmful emissions
- delivery of over 200 kilometres of new or upgraded safe cycling facilities
- advocacy for a range of policy initiatives to further enhance safety outcomes
- major investment in renewals to ensure transport assets meet a reasonably standard and are safe

12. The Primary Outcome for safety is as follows:

The primary focus on this priority is to develop a transport system that advances New Zealand's vision that no-one is killed or seriously injured while travelling. New Zealand roads will be made substantially safer.

13. The RLTP investment programme is consistent with this outcome by reducing deaths and serious injuries on the local road network by 67% by 2031. This is also consistent with the GPS delivery expectations of 'reduced number of deaths and serious injuries' and 'a safer land transport network'.

GPS Priority - Better Travel Options: Providing people with better travel options to access places for earning, learning and participating in society

14. The following RLTP objectives map to this priority:

- Providing and accelerating better travel choices for Aucklanders
- Better connecting people, places, goods and services
- Enabling and supporting Auckland's growth, focusing on intensification in brownfield areas and with some managed expansion into emerging greenfield areas

15. Consistency with the GPS approach to delivering the Better Travel Options priority outcomes is achieved by a range of initiatives within this RLTP, including:

- major investment in the rapid transit network, bus network and cycling network to accelerate mode change towards sustainable travel modes and help shape a more sustainable and attractive urban form
- major investment in maintaining and renewing the existing transport network to ensure it continues to enable people to get to places where they want to live, work and play
- major investment in key growth areas, particularly brownfields areas, with a focus on encouraging use of sustainable transport modes

- implementation of the Auckland priorities included in the New Zealand Rail Plan
- new investment to improve transport accessibility for people with accessible needs, consistent with the intent of the NZ Disability Action Plan and Auckland Accessibility Action Plan
- continued investment in specialised services to support accessibility, such as the total mobility scheme
- delivery of ATAP via the RLTP programme.

16. The Primary Outcome for better travel options is:

Providing people with better travel options to access places for earning, learning and participating in society.

17. The RLTP investment programme achieves consistency with this Outcome and its associated delivery expectations by:

- improving access to social and economic activities – particularly by public transport but also by active modes and private vehicle
- increased availability and access to public transport and active modes options
- increased share of travel by public transport and active modes
- reduced greenhouse gas emissions, when combined with government initiatives.

GPS Priority - Improving Freight Connections: Improving Freight Connections to support economic development

18. The RLTP objective of Better Connecting people, places, goods and services maps to this objective. It is also supported by the Providing and Accelerating better travel choices for Aucklanders.

19. Consistency with the GPS approach to delivering the Improving Freight Connections priority outcome is achieved by a range of initiatives within this RLTP, including:

- Rail network investment, particularly new tracks on key Auckland chokepoints (the 'Third Main'), consistent with the New Zealand Rail Plan to enhance freight movement by rail
- A range of corridor improvement and optimisation projects which will improve conditions for the freight and courier movements that continue to need to be made on the road network.
- Major investment in mode choice to reduce, relative to a no-investment scenario, demand for private vehicle travel, reducing pressure on the road network and freeing up space for freight
- A major increase in investment in renewals to ensure critical road and other links are renewed to an appropriate standard.

20. The Primary Outcome for freight is:

Improving freight connections to support economic development

21. Freight Delivery expectations are: freight routes that are more reliable; freight routes that are more resilient; reduced greenhouse gas emissions and reduced air and noise pollution.

22. The RLTP investment programme achieves consistency with the freight objective and delivery expectations by improving rail freight operations and providing a relative improvement in road freight conditions compared to a do minimum situation.

GPS Priority - Climate Change: Transforming to a low carbon transport system that supports emission reductions aligned with national commitments, while improving safety and inclusive access

23. The following RLTP objectives map to the Climate Change priority:

- Improving the resilience and sustainability of the transport system, significantly reducing the GHG the system generates
- Providing and accelerating better transport choices for Aucklanders

Appendix 9

Consistency with S14 of the LTMA cont.

24. Consistency with the GPS approach to achieving Climate Change outcomes is achieved by a range of initiatives within this RLTP, including:

- major investment in public transport and active modes, particularly cycling, to encourage a transformative shift to lower carbon sustainable modes and support shaping urban form and land use in a way that reduces car dependency over the long-term.
 - o Over half of the capital improvements programme is directed to investment in low carbon modes, while other programmes such as the optimisation and technology programmes also support emission reductions by encouraging use of sustainable modes or improving flow in congested conditions.
 - o A rapid transition in investment from the recent period, which saw construction of significant state highway capacity including the Waterview Tunnel and Western Ring Route, to a future state which will see all significant road capacity construction end in around 2027.
 - o Assessment using the NZTA's RCAT assessment tool shows that overwhelming majority of the RLTP programme is either climate neutral or positive. The main elements that may have a negative climate impact (while supporting other GPS objectives such as the Freight Connections priority) are either committed or funded by the Crown and are therefore unable to be addressed by the Auckland Regional Transport Committee as part of RLTP development.
- major investment to support more sustainable transport for priority growth areas, particularly in brownfields
- funding allocations to support sustainability initiatives and encourage electric vehicle take-up, including electrification of 50% of Auckland's contracted bus fleet by 2031
- advocacy for a range of policy initiatives to incentivise emissions reductions by improving the efficiency of the private vehicle fleet
- an allocation within the renewals budget to address the resilience impacts of climate change.

25. The Primary Outcome for Climate Change is as follows:

Investment Decisions will support the rapid transition to a low carbon transport system and contribute to a resilient transport sector that reduces that reduces harmful emissions, giving effect to the emissions reduction target the Climate Change Commission recommended to Cabinet until emissions budgets are released in 2021.

26. The GPS delivery expectations are: Reduced greenhouse gas emissions, reduced air and noise pollution, improved resilience of the transport system.

27. In the Auckland context, the forecast 22% increase in population between 2016 and 2031 would, in a do-minimum scenario, lead to a similar sized increase in greenhouse gas emissions by 2031. However, the combination of RLTP investment¹, improved vehicle efficiency as forecast in Vehicle Emissions Prediction Model 6.1² and planned government interventions such as the Clean Car Standard and biofuels improvements are expected to lead to a small absolute emissions reduction (in the order of -1%) for Auckland between 2016 and 2031.

28. Inclusion of the figures for the Clean Car Standards and Biofuels blend is based on advice and announcements from the Minister of Transport that government is moving aggressively to introduce Clean Car Standards and to mandate a Biofuels blend³. It is therefore reasonable to assume that these will be implemented as proposed by the Government. Note the overall estimates do not include the additional reductions that could be expected from completion of the City Centre to Mangere light rail project.

29. The above figures are based on a comparison with the 2016 base year. The results therefore include the impact of projects, including the significant investment in the Western Ring Route, and population growth between 2016 and 2021 which is outside the scope of the 2021 GPS. Accounting for the rate of population growth (which is a proxy for increases in demand) relative to forecast improvements in fleet efficiency, the impact of announced government interventions and the strong emphasis on public transport and active modes in the RLTP from 2021 onwards, we are confident of a greater absolute reduction in emissions between 2021 and 2031. This reduction is estimated to be in the order of order of 5%. In the time scale of transport change, this scale of reduction represents a rapid shift from the nine years between 2009-2018⁴ which saw an 11 percent increase in emissions.

30. Forecast emissions reductions are consistent with the priority of 'Transforming to a low carbon transport system that supports emissions reductions that align with national commitments'. They are also consistent with key elements of the Primary Outcome – particularly:

- supporting a rapid transition to a low carbon transport system and
- “contributing to a resilient transport sector that reduces harmful emissions, giving effect to the emissions reduction target the Climate Change Commission (CCC) recommended to Cabinet until emissions budgets are released in 2021”.

31. Forecast emissions reductions are, however, likely to be less than the CCC's emission budget in its advice to the Government. Nevertheless, as required by the Primary Outcome the investment decisions as incorporated in the RLTP do contribute to and support this outcome. In addition, as the points below illustrate, there is little ability to further reduce overall emissions through RLTP direct investment in infrastructure and services.

- Fundamentally, investment in infrastructure or services only has a very minor impact on total emissions, whether positive or negative. Even the biggest projects may only account for changes in the order of one percent of total. Scenario testing as part of ATAP development, along with analysis of other scenarios as background to the Te Tāruke ā Tāwhiri (Auckland Climate Plan), shows that plausible changes to the programme are unlikely to yield materially different results. External variables such as demand associated with population growth or improvements in fleet efficiency have a much larger impact on total emissions.
- With the possible exception of a Crown allocation to complete the City Centre to Mangere light rail project, no further funding appears likely for additional sustainable modes. Assumed funding from the NLTP is already at the \$16.3 billion allocation set out in the GPS. Meanwhile, Council funding for additional public transport services is also limited, with the final allocation being smaller than desirable (although increased on the original draft).
- There is limited practical scope to relocate elements of the programme from roading projects to further increase investment in public transport and active modes. The bulk of major roading projects included in the RLTP are either committed or included in the NZUP programme, which cannot be altered by the RTC.
- It is not a given that roading projects will automatically lead to increased tailpipe emissions. For example, Penlink is likely to result in a net reduction in tailpipe emissions as it significantly shortens the connection to the North Shore and reduces congestion while managing demand through tolling. As an illustration, a modelling test for the 2031 year shows that removal of the Penlink and the full Mill Road project (as originally announced in the NZUP package) would lead to a very small (0.15%) increase in CO2 emissions due to an increase in total VKT and higher congestion⁵. Remaining projects will also make important contributions to other objectives including safety, connectivity overall effectiveness and freight access – or may be multi-modal in nature.
- General road space reallocation towards cycling and other sustainable modes has also been proposed by submitters as a way of addressing climate issues. This is already occurring as part of the wider cycling programme and projects such as Connected Communities that will provide for bus lanes, bus priority and cycling and safety improvements. As noted, there is no available funding for further reallocation. In practice, it is also likely that gains from deterring car travel through lane reallocation alone would be largely offset by the increase in emissions associated with increased congestion⁶ and diversion amongst the remaining traffic. Reallocation of general traffic lanes without additional effective alternatives (which cannot be funded) would also materially reduce the RLTP's contribution to LTMA objectives around effectiveness and economic, social and cultural public interests.

¹ The impacts of RLTP investments are modelled using the Auckland Forecasting Centre's macro strategic model. The structure and robustness of this model has been peer reviewed by international experts, and the model has been validated to 2016 conditions on the Auckland network.

² The Vehicle Emissions Prediction Model (VEPM) has been developed by Waka Kotahi NZ Transport Agency and Auckland Council to predict emissions from vehicles in the New Zealand fleet under typical road, traffic and operating conditions. The model provides estimates that are suitable for air quality assessments and regional emissions inventories.

³ Government support for the Clean Car Standard and biofuels improvements, along with forecast scale of effects, has been outlined in the correspondence to the Mayor of Auckland, along with the ATAP media release and confirmed in recent correspondence with the Ministry of Transport. The scale of reductions from the Clean Car Standard and Biofuels changes is based on the average & medium point for estimates provided by Ministry of Transport officials, which correspond to the figures advised by the Minister of Transport. The Ministry noted that the estimate for biofuels are indicative only. Using the range advised by the Ministry, the estimated change in vehicle emissions compared to 2016 is between +2 and -4% and the estimated change compared to 2021 is between -3 and -8%.

⁴ This is the most recent CO2e emission data we have available.

⁵ The test assumed that all other variables are held constant

⁶ For example, the Vehicle Emissions Prediction Model shows emissions per kilometre increase significantly as average traffic speeds get closer to zero – especially with heavy vehicles.

Appendix 9

Consistency with S14 of the LTMA cont.

32. Although there is limited scope to further reduce emissions through RLTP investment, we anticipate further interventions from government, beyond the already announced clean car standard and biofuels, that will support achieving the Climate Change Commission budgets. These further interventions are discussed below.
33. In terms of delivery expectations, as discussed above, we expect to see an absolute reduction in emissions (between 1% and 5%) between 2021 and 2031. Relative reductions in air⁷ and noise pollution and relative improvements in transport system resilience are also expected under the RLTP investment programme.

Further emissions reductions from likely future policy initiatives

34. Further emissions reductions are expected as a result of additional government policy interventions. These will be necessary as the investment allocation and direction outlined in the GPS itself does not achieve the transport sector contribution to national commitments under current policy settings. For example, the CCC's base case, which presumably includes the effects of transport investment consistent with the GPS, anticipates a 6 percent increase in national transport emissions between 2016 and 2031 without new tools. The Hikina te Kohupara reference case also anticipates similar increases over the same period.
35. In practice, it is clear that achieving the GPS priority of 'Transforming to a low carbon transport system that aligns with national commitments and CCC emissions budgets at a national level depends on additional major national scale policy interventions that have yet to be put in place by government. This is evident from paragraph 72 of the GPS, which anticipates further elements in a Transport Emissions Action Plan as follows:
- "the outcomes for the Climate Change strategic priority in GPS 2021 Reflect the Government's move towards setting emissions budgets to make sure New Zealand achieves its emission reduction goals. The independent Climate Change Commission (the CCC) is developing emissions budget which will set a cap for emissions in five-year periods (2022-2025, 2026-2030 and 2031-2035). The CCC will provide advice on the direction of policy required for an emissions reduction plan for the first budget, by February 2021. The government will respond with its plan to achieve the first budget by 31 December 2021. All investment decisions will need to be consistent with the transport component of that plan, which will be informed by the Transport Emissions Action Plan."
36. The reliance on further policy initiatives is also clear from the CCC's draft emissions budget and the Hikina te Kohupara modelling, which both depend on major new policy initiatives to achieve emission reductions targets. For example:
- the CCC's draft emissions budget has proposed new policies to incentivise much faster uptake of electric vehicles as a key part of its transport programme
 - Hikina te Kohupara canvasses significant changes, including EV incentives and distanced based pricing, as key mechanisms to achieve transport emissions budgets. Meanwhile, the release of the document itself demonstrates that government expects further policy changes are required.
37. The implementation of the type of new climate change policies that can have effect at scale is beyond the scope of the RLTP as an investment programme or even local government more generally. The GPS recognises this situation, noting "Government should lead [on the reduction of greenhouse gas emissions] because it has a range of tools available to reduce land transport emissions from regulations and standards to direct investment, urban planning requirements and incentive schemes".
38. In an Auckland specific context, the Minister of Transport's ATAP media release also provides confirmation of further policy intervention, stating that:
- "To achieve meaningful reductions, changes are required in the vehicle fleet which require wider Government policy levers to be implemented to encourage electric and hybrid private vehicles.
- As Government we are developing multiple policies in order to achieve forthcoming emissions budgets and the long-term goal of net zero CO₂ emissions by 2050 as required under the Climate Change Response Act 2002. We recently introduced a CO₂ reduction in light vehicle imports by 2025 (the Clean Car Standard), to introduce a biofuel mandate in principle, to decarbonise the public transport bus fleet by 2035."

⁷ Some types of air pollution are expected to reduce dramatically as a result of more of the vehicle fleet meeting Euro 6 standards.

39. Overall, given the CCC's carbon budget process and Government's commitment to further policy initiatives, emissions reduction outcomes well in excess of the current modelled forecasts can be expected. For example, implementation of the EV incentives outlined in the CCC's draft advice would see Auckland's transport emissions reduce by a further 12 percent by 2031 beyond the reductions discussed above. T. Consequently, we can be confident that the additional policy initiatives signalled by government will further support the initiatives in this RLTP towards achieving the GPS Primary Outcome for climate change, including CCC budgets.

Government agreement to ATAP implicitly supports consistency of the RLTP with the GPS

40. Based on the above, it can be concluded that the RLTP is consistent with the GPS. In addition, the ATAP process and its incorporation within the GPS is consistent with this conclusion. ATAP is an aligned strategic approach between Government and Auckland Council and is recognised in the GPS as a key element of delivery of GPS outcomes in Auckland.

The GPS identifies ATAP as an aligned strategic approach between Government and Auckland Council

41. This RLTP is guided by and aligned to the ATAP programme agreed by Cabinet and Auckland Council for 2021. In its summary of key policy direction documents, the GPS describes ATAP as follows:

The Auckland Transport Alignment Project (ATAP) is an aligned strategic approach between the Government and Auckland Council to develop a transformative programme that addresses Auckland's key challenges over the next 30 years. The GPS makes explicit reference to supporting ATAP 2018 projects. The RLTP for Auckland is fully aligned with ATAP 2018 and the NLTP must give effect to the Government's priorities that for Auckland [sic] are embodied in the ATAP package.

42. As noted, delivery of ATAP is identified as one of the key expectations of the GPS and is highlighted as a key means by which the GPS expects to achieve its outcomes. The GPS makes explicit reference to supporting ATAP 2018 projects. In particular, the GPS indicates funding to give effect to the Government's commitment to the next ATAP will be factored into future GPS updates. So, given Cabinet agreement to the 2021 ATAP, we expect to see the same support for ATAP 2021 in future GPS documents.

Ministry of Transport involvement in development of the ATAP investment programme and Cabinet endorsement

43. The 2021 ATAP report states that the Auckland Plan and GPS provide key strategic direction to ATAP. This key strategic direction is reflected in the agreed ATAP objectives around responding to climate change, growth, better transport choices, safety and connectivity outlined above. These objectives were developed in conjunction with the Ministry of Transport officials, endorsed by a Governance Group with the Ministry of Transport's Chief Executive and finally agreed by the Minister of Transport via the ATAP Terms of Reference.

44. Like the ATAP objectives, the agreed ATAP investment programme was developed through a joint working group lead by the Ministry of Transport, with Waka Kotahi as a core party, and overseen and agreed by a Governance Group jointly chaired by the Chief Executive of the Ministry of Transport and including the Chief Executive of Waka Kotahi.

45. The ATAP package was then agreed by Cabinet after advice on the expected outcomes, including emissions. The core involvement of Ministry of Transport officials in developing the ATAP programme and its agreement by Cabinet provides a reasonable basis to assume that the ATAP programme is consistent with Government's policy objectives, implicitly including the GPS.

46. This is further reinforced by the Minister of Transport's request that officials progress work on funding rules to enable full utilisation of the GPS 2021-31 commitment of \$16.3 billion for Auckland – essentially to implement the 2021 ATAP programme. This includes modifying the 2024 GPS to increase the allocation to Local Road Maintenance Activity Class.

47. As the LTMA requires that the Waka Kotahi ensure approval of funding for activities is consistent with the GPS, and the ATAP programme was supported by the Waka Kotahi along with the Minister and Ministry, it is reasonable to assume these agencies considered the ATAP programme to be consistent with the GPS. Otherwise, the resulting RLTP and NLTP would not meet legislative requirements. This can reasonably be taken into account as supporting the overall conclusion that the ATAP programme is consistent with the GPS.

Appendix 9

Consistency with S14 of the LTMA cont.

48. The RLTP investment programme is directly aligned to the ATAP investment programme and achieves the same results. Therefore, Cabinet and central agency support for ATAP is consistent with a conclusion that the RLTP is consistent with the GPS. However, given the evaluation above, the RLTP is consistent with the 2021 GPS in any event.

Summary

49. In summary, the 2021 RLTP is consistent with the 2021 GPS as it:

- seeks to achieve a set of objectives that are consistent with the four GPS investment priorities
- follows an investment approach that is consistent with the GPS
- is forecast to achieve outcomes that are consistent with the Primary Outcomes and delivery expectations included in the GPS.

50. This conclusion is consistent with the fact that the RLTP itself derives from the ATAP programme, which was:

- Developed in conjunction with the Ministry of Transport and NZTA and proposed to Cabinet, indicating that these agencies considered the RLTP to be consistent with the GPS
- Agreed by Cabinet, who were advised of the anticipated results, which supports the overall conclusion that the ATAP programme, and thus the RLTP, is consistent with the GPS.

Other requirements in s.14 of the LTMA

Before a regional transport committee submits a regional land transport plan to a regional council or Auckland Transport (as the case may be) for approval, the regional transport committee must -

| | |
|--|---|
| <p>b) have considered -</p> <ul style="list-style-type: none"> i) alternative regional land transport objectives that would contribute to the purpose of this Act; ii) the feasibility and affordability of those alternative objectives | <p>The RTC approved the regional land transport objectives at its meeting of 29 October 2021. Those objectives were identified following an Investment Logic Mapping process undertaken through the Future Connect project. The ILM process considered alternative objectives, and alternative formulation of objectives. The RTC considered the objectives and added an additional objective of 'Sound Asset Management'.</p> <p>The feasibility and affordability of this objective was considered in the context of additional investment needed to ensure an appropriate and sound level of asset management.</p> |
| <p>c) have taken into account any</p> <ul style="list-style-type: none"> i) national energy efficiency and conservation strategy; and | <p>The NEECS 2017-22 identifies three priorities, of which 'Efficient and low emissions transport' is most relevant to the RLTP. In addition to matters discussed above, the RLTP supports the NEECS by:</p> <ul style="list-style-type: none"> • inclusion of programmes to decarbonise the PT fleet (the conversion of 50% of the bus fleet to electric/ hydrogen-powered by 2031), starting to decarbonise the ferry fleet, electrification between Papakura and Pukekohe and new electric trains) • Projects to expand the reach and capacity of the Rapid Transit Network, supporting greater intensification around transport hubs • Programmes to support ITS • Projects that support freight and passenger movement by rail. <p>The EV take-up target in the NEECS (Electric vehicles make up two per cent of the vehicle fleet by the end of 2021) relates to the full vehicle fleet. However, the RLTP contains programmes and possible policy levers to support the uptake in EVs and advocates for further action in this area.</p> |

(c) have taken into account any -

- (ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and

The **National Policy Statement on Freshwater Management 2020**. The NPS on Freshwater Management was released during RLTP development. NPS objectives around improved water quality were taken into account via the "Improving the resilience and sustainability of the transport system, significantly reducing the GHG the system generates" objective. The RLTP sets out a range of initiatives to improve water quality, including via general mode change and specific water related initiatives and includes a target to reduce the impact of runoff from Auckland's busiest roads. Further work underway to identify more specific responses to the revised 2020 NPS.

The **National Policy Statement on Urban Development's objectives** around urban form and greater density taken into account via the "Enabling and supporting Auckland's growth, focusing on intensification in brownfield areas and with some managed expansion into emerging greenfield areas" objectives. The relationship between this policy statement and development of the rapid transit network is specifically discussed in the RLTP in the section "Rapid transit and the National Policy Statement on Urban development".

Auckland Unitary Plan - Development of the RLTP has taken account of the Auckland Unitary Plan in that the RLTP objectives, investment programme and outcomes align with the transport objectives in the AUP of

1) Effective, efficient and safe transport that:

- a) supports the **movement of people, goods and services;**
- b) integrates with and supports a **quality compact urban form;**
- c) **enables growth;**
- d) **avoids, remedies or mitigates adverse effects on the quality of the environment** and amenity values and the health and **safety** of people and communities; and
- e) **facilitates transport choices**, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.

The expected form of land use under the Auckland Unitary Plan has also been a key input to development and modelling work for the RLTP, along with identification of priority growth areas.

(c) have taken into account any -

- iii) likely funding from any source

The RTC has considered the funding sources through the development of the draft RLTP investment programme. This consideration is set out in the RLTP:

- Section 8 sets out the likely funding sources.
- RLTP reflects the ATAP investment programme and the funding commitments from the Government and Council.
 - o The Government's funding commitment is in the GPS (for ATAP 2018), with an expectation that the funding commitment for 2021 will be reflected in a future GPS.
 - o AT's capital and operating investment has been made consistent with AC's LTP.
- The RLTP indicates how AT's capital programme will be amended if funding shortfalls arise.

Appendix 10

Changes from the Draft 2021 RLTP

The following changes have been made to the draft 2021 RLTP as a result of consultation and engagement and feedback from Auckland Council's Planning Committee, as well as:

- changes to Auckland Council's funding for AT as a result of funding in the Long-Term Plan 2021-31;
- changes to the New Zealand Upgrade Programme announced by the Minister of Transport on 4 June;
- changes to ensure the RLTP is complete and meets the requirements of the LTMA.

Responding to the consultation, engagement and feedback

AT is committed to working with Local Boards around the funding and allocation of smaller local projects that improve community outcomes. This continues the success of what we have achieved with the local boards in the last 12 months.

The following refinements have been made to the final RLTP as a result of the consultation and engagement processes.

| | |
|---|---|
| Additional investment in new footpaths | An additional \$20 million investment over ten years will be invested in new footpaths. |
| Dairy Flat Highway (DFH)/The Avenue Intersection | An additional investment (\$12.5 million uninflated) to address safety and efficiency issues at the DFH/The Avenue intersection. |
| Hill Street Intersection (Warkworth) | A local share of 25% be included to address the Hill Street Intersection (Warkworth) |
| Business Case for Lake Road | Funding for the business case work for Lake Road will be spread over 2021/2 and 2022/23. |
| Auckland-Wellington Regional Passenger Services | The investigation being undertaken on the feasibility of a North Island inter-regional passenger rail service operating on the North Island Main Trunk will be referenced in the chapter on Inter-Regional Priorities |

The investment in new footpaths, DFH/The Avenue intersection and Hill Street (Warkworth) local share will be delivered when and if funding becomes available due to delivery of another project being delayed. This reflects the very limited options to make adjustments to AT's capital programme, given the current priorities to fund committed projects, complete major projects such as Eastern Busway, EMUs and infrastructure to support the CRL, and Urban Cycleway Programme, as well as priorities such as One Local Initiatives.

Submissions from All Aboard Aotearoa and Lawyers for Climate Action NZ Inc

Submissions have been received from All Aboard Aotearoa (AAA) and Lawyers for Climate Action NZ Inc (LCANZI). AAA is a coalition of climate and transport advocacy groups, including Generation Zero, Bike Auckland, Movement, Women in Urbanism, Greenpeace, LCANZI, among others.

AAA calls for decarbonisation of transport by 2030 as the best way for Tāmaki Makaurau to contribute to the global effort to limit warming to 1.5 degrees Celsius above pre-industrial levels. Decarbonisation should be

achieved by reducing reliance on private vehicles and investing in public transport, active transport, and a compact city.

AAA's primary submission is that the draft RLTP does not comply with the law and must be entirely overhauled. If AT and the Council do not produce a RLTP that achieves the necessary emissions reductions, AAA will issue legal proceedings.

LCANZI notes that it fully supports the submission being made by the AAA. The focus of its separate submission is to consider in greater detail whether the draft RLTP complies with the applicable legal framework,

The RTC has fully considered these two submissions but does not agree with their views for a range of reasons, including the following.

- Reducing carbon emissions, while very important, is one part of an overall land transport system that is required to comply with the statutory objectives of being effective, efficient and safe.
- The GPS notes that a number of different agencies and decision-makers have a role in providing and maintaining the transport system, requiring coordination and investment. These parties include the

Minister and Ministry of Transport, Waka Kotahi, local government, other Ministries, KiwiRail and the Climate Change Commission.

- Likewise, Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan notes that multiple parties need to be involved in the governance of and have accountability for, the implementation and actions within the Plan. The Plan allocates actions to a range of parties and proposed leadership responsibilities are shared between multiple parties.

- The RTC is satisfied that the RLTP is contributes to the purpose of the Land Transport Management Act and is consistent with the GPS.

Appendix 9 of this RLTP sets out the assessment of how the RLTP complies with section 14, including how it contributes to the purpose of the LTMA and consistent with the GPS on land transport.

Incorporating changes that arise from changes to Auckland Council's funding for AT

As part of finalising its Long Term Plan 2021-31, Auckland Council has revised its funding for AT. These changes are incorporated in the final RLTP.

Operating Funding – Auckland Council 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 co-funding from Waka Kotahi, a total of \$200 million will be available for new bus and ferry services, compared to the draft RLTP.

Capital Funding – Auckland Council's capital funding for AT has been re-phased to reflect (i) AT's confidence in shifting to a \$940 million capital programme in 2021/22; (ii) AT's capex profile in the draft RLTP which exceeded funding in 2024/25 and 2025/26, and (iii) the Council's own funding parameters.

While the total funding is the same over ten years, this has required a re-phasing of AT's capital programme, with around \$460 million re-profiled from the 2021-26 to the 2026-31 period.

Waka Kotahi and KiwiRail programmes: changes have been made to the Waka Kotahi and KiwiRail activities to better reflect programme costs and timing.

Incorporating changes to the New Zealand Upgrade Programme

On 4 June 2021, the Minister of Transport announced changes to the NZUP programme, including a scaled down Mill Road, confirmation of three rail stations in Drury and Paerata, a separate walking and cycling bridge across the Waitemata Harbour, and changes to costs of each of the NZUP projects.

Ensuring the final RLTP is complete and meets the requirements of the LTMA

There are a number of changes proposed for the final RLTP to ensure that it is complete and 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:

- Addition of a Chair's Forward
- Addition of a Summary of Consultation (required by s.16(6)(f) of the LTMA)
- Addition of appendix showing how the RLTP is consistent with s.14 of the LTMA (required by s.16(6)(a) of the LTMA)
- Table of activities that have been approved for NLTf funding but not yet completed (required by s.16(6)(c) of the LTMA)
- The monitoring approach for the implementation of the RLTP (required by s.16(6)(f) of the LTMA)
- Inclusion of a definition of 'Significant Activity' in the Significance Policy, and adoption of the Significance Policy by the RTC.

In addition to these amendments, various small changes have been made to the RLTP to ensure it is complete and accurate.

Appendix 11

Significance Policy

Purpose

The purpose of this Significance Policy is to determine significance in respect of various matters in relation to the Auckland Regional Land Transport Plan (RLTP).

Section 106(2) of the Land Transport Management Act (LTMA) 2003 requires the Regional Transport Committee (RTC) to adopt a policy that determines significance in respect of:

- a) variations made to the RLTP under section 18D; and
- b) the activities that are included in the RLTP under section 16.

This policy sets out how to:

- a) determine the significance of variations to the Auckland RLTP under section 18D of the LTMA 2003.
- b) determine what is a **significant activity** for the purpose of section 16 of the LTMA 2003.

Significance of variations to the Regional Land Transport Plan

Legislation provides for an RLTP to remain in force for six years. However, the RTC may prepare a variation to the RLTP either following a review under section 18CA, or where good reason exists. In accordance with section 18D of the Act, consultation will be required on a variation if the variation is significant.

The following variations are considered to be significant:

- a) The addition or removal of an improvement activity or group of activities that the RTC considers to be of strategic importance. These are activities that either have a significant effect on the objectives in the RLTP or have significant network, economic or land use implications or impact on other regions.
- b) A new AT activity, or a change to the scope of an existing AT activity, which the RTC considers to represent a 30 percent or greater increase or decrease in AT's total gross operating or capital expenditure in any one year.

- c) A new Transport Agency activity or a change to the scope of an existing Transport Agency activity, which the RTC considers would increase expenditure by more than 30 percent of the Transport Agency's total gross expenditure in Auckland in any one year.

- d) Any variation that is defined as significant in the Auckland Council's Significance Policy as it applies to AT.

- e) A variation to the RLTP that results in a significant variation to the Regional Public Transport Plan.

The following variations will generally not be significant:

- a) A change to the duration and/or order of priority of an activity or project that does not substantially change the balance of the programme.
- b) Replacement of an activity or project by another activity or project of the same or substantially similar type.
- c) Cost or timing changes that do not affect the scope of an activity or project.
- d) A scope change for a project that does not significantly alter its original objectives.
- e) An activity that has previously been consulted on.
- f) A decision to progress emergency works.

Consultation is not required for any variation that is not significant, or arises from the declaration or revocation of a State Highway.

Significant activities for the Regional Land Transport Plan

Under the LTMA, an activity means a land transport output or capital project, and includes any combination of activities. An activity class means a grouping of similar activities.

An activity will be considered to be significant, and therefore needs to be shown in the order of priority in this RLTP in accordance with section 16(3)(d), if it is a large new improvement project that:

All new improvement activities in the region where funding from the National Land Transport Fund is required within the first three years of the Regional Land Transport Plan other than:

- Maintenance, operations and renewal programmes
- Public transport programmes (existing services)
- Low cost/low risk programmes
- Road safety promotion programmes
- Investment management activities, including transport planning and modelling
- Business cases that are not part of a package

Activities with inter-regional significance for the Regional Land Transport Plan

An activity will be considered to have inter-regional significance, and therefore needs to be shown in the RLTP in accordance with section 16(2) (d), if it is a significant activity and it has implications for connectivity with other regions and/or for which cooperation with other regions is required, or it is a nationally **significant activity** identified in the Government Policy Statement on Land Transport.

Appendix 12

Glossary

| | |
|-------------|---|
| AC | Auckland Council |
| AHP | Auckland Housing Programme |
| AIAL | Auckland International Airport Ltd |
| ANAA | Auckland Network Access Agreement |
| AT | Auckland Transport |
| ATAP | Auckland Transport Alignment Project |
| CCO | Council Controlled Organisation |
| CRL | City Rail Link |
| CRLI | City Rail Link Limited |
| DOC | Department of Conservation |
| EECA | Energy Efficiency and Conservation Authority |
| EMU | Electric Multiple Unit |
| EV | Low Emission Vehicle |
| FTN | Frequent Transit Network (key bus and ferry routes) |
| GPS | Government Policy Statement on land transport |
| LTM | Land Transport Management Act |
| LTP | Long Term Plan |
| MoT | Ministry of Transport |
| NPS-UD | National Policy Statement on Urban Development |
| NLTF | National Land Transport Fund |
| NLTP | National Land Transport Programme |
| NZUP | New Zealand Upgrade Programme |
| RFT | Regional Fuel Tax |
| RLTP | Regional Land Transport Plan |
| RPTP | Regional Public Transport Plan |
| RTC | Regional Transport Committee |
| RTN | Rapid Transit Network |
| RPTP | Regional Public Transport Plan |
| SH | State Highway |
| TCQ | The Congestion Question |
| Waka Kotahi | Waka Kotahi NZ Transport Agency |







Public Feedback Report: Draft Regional Land Transport Plan





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1. Summary

What did we seek feedback on?

From 29 March – 2 May 2021 the public were invited to provide feedback on the draft Regional Land Transport Plan 2021-2031 (RLTP) and a proposal to vary the Regional Fuel Tax Scheme (RFT). In total **5,818 submissions** were received.

Draft Regional Land Transport Plan (RLTP)

The RLTP is the 10-year plan for Auckland's transport network. It details the areas that Auckland Transport, Waka Kotahi NZ Transport Agency and KiwiRail will focus on to respond to our region's transport challenges. It also outlines the proposed 10-year investment programme for specific transport projects. For more information on the RLTP please visit <https://at.govt.nz/rftp>.

Regional Fuel Tax (RFT)

A key source of funding for transport projects in Auckland is the RFT. The RFT was implemented in Auckland on 1 July 2018 to fund transport projects that would otherwise be delayed or not funded. It adds 10 cents a litre (plus GST) to petrol and diesel.

As part of the consultation on the draft RLTP, Auckland Council sought feedback on a proposal to change details of the projects funded in their current Regional Fuel Tax scheme in response to funding decisions made by the government and to align with the RLTP.

The proposed change only relates to the projects the RFT will fund. The amount of fuel tax you pay will not change.

For more information on the RLTP please visit the Auckland Council website: akhaveyoursay.aucklandcouncil.govt.nz/regional-fuel-tax. The feedback received on the proposal to vary the RFT has been summarised in a standalone public feedback report which can be downloaded via the link above.

About this report

This report outlines the public feedback received on the draft RLTP. This report and the feedback analysis that informed it were completed independently by Viewpoints NZ. The public feedback report on the proposal to vary the Regional Fuel Tax Scheme can be downloaded from the [Auckland Council website](#).

The public provided feedback through a mix of 'tick-box' and open-ended questions:

- The tick-box feedback is outlined below in the section [Overview of public feedback](#).
- [The open-ended feedback received on the RLTP](#) has been grouped into **149 Themes**. The themes have then been clustered together under **20 Topics**. For example, one topic is 'Growth', and feedback themes related to 'Growth' have been grouped under that topic.

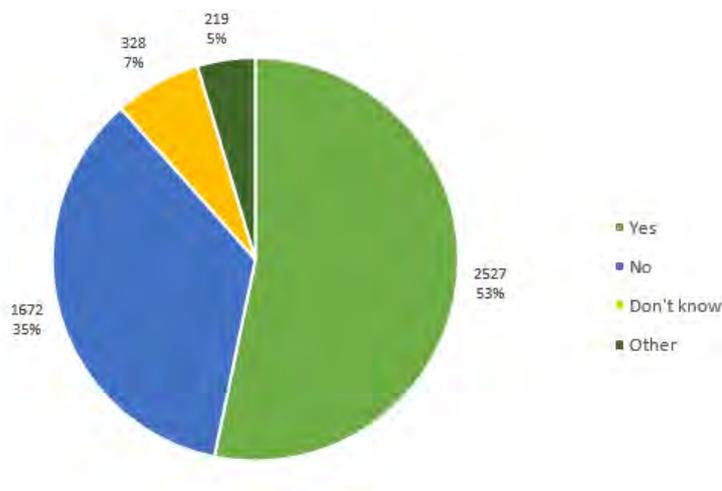


Overview of public feedback

Have we correctly identified the most important transport challenges facing Auckland?

People were asked if they felt we had correctly identified the most important transport challenges facing Auckland, which were:

- Climate change and the environment
- Travel choices
- Safety
- Better public transport connections and roading
- Auckland’s growth
- Managing transport assets



53% of submitters agreed we have correctly identified the most important transport challenges facing Auckland.

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.

The most popular themes in the responses to this question are captured in the [Top 10 themes – RLTP – Sentiment: challenges/focus areas](#).

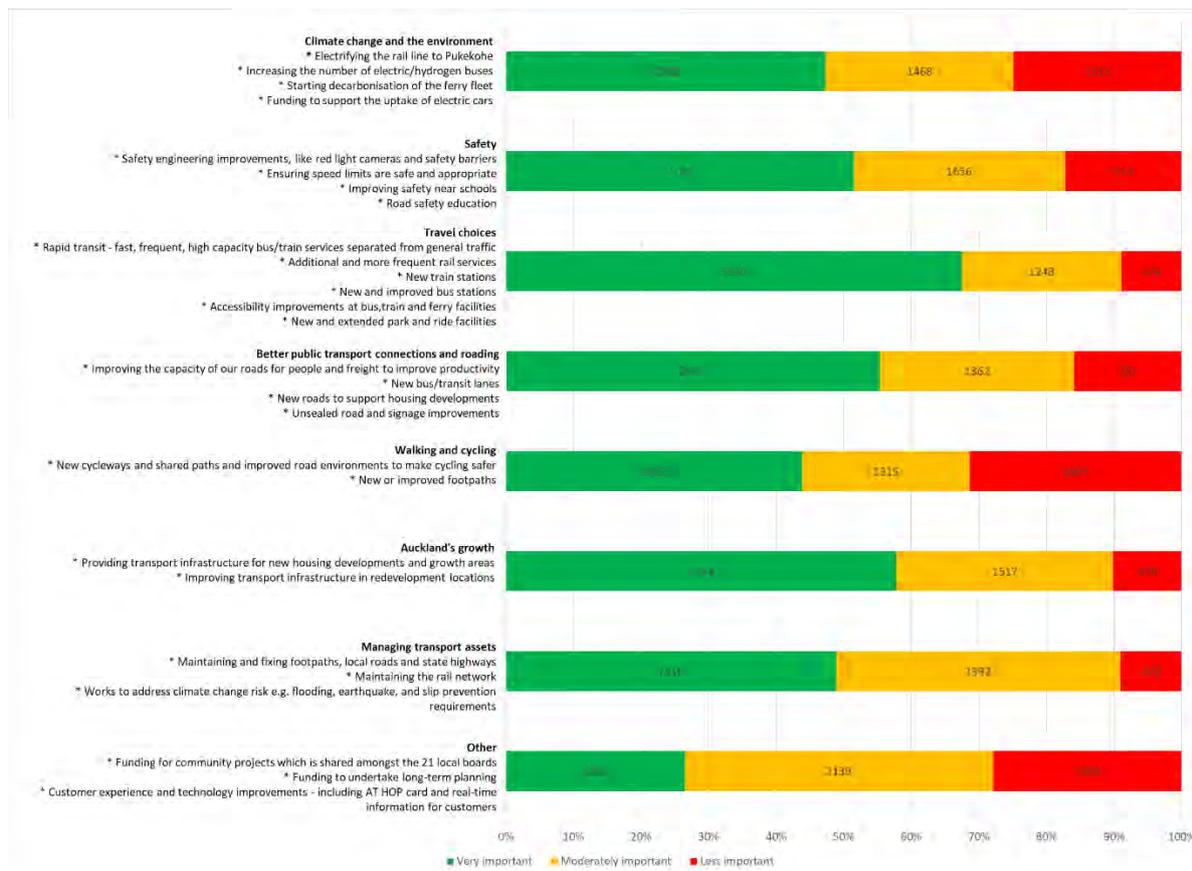


Allocation of funding

The draft RLTP consultation also sought feedback on the level of support for specific areas of focus, to inform the prioritisation of funding.

There was support from between 68% - 91% of submitters for each of the focus areas in the RLTP that we proposed allocating funding towards.

To help us understand whether we have correctly allocated funding, please indicate how important the following focus areas are to you.



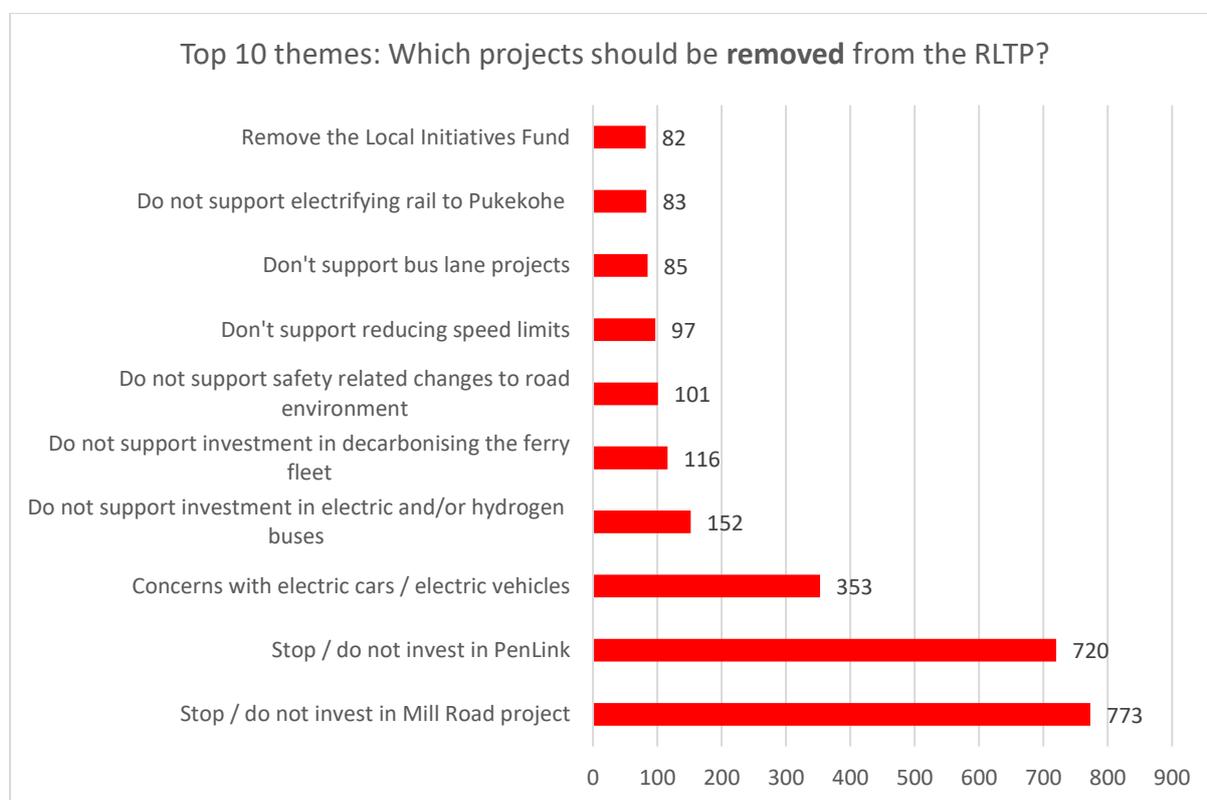
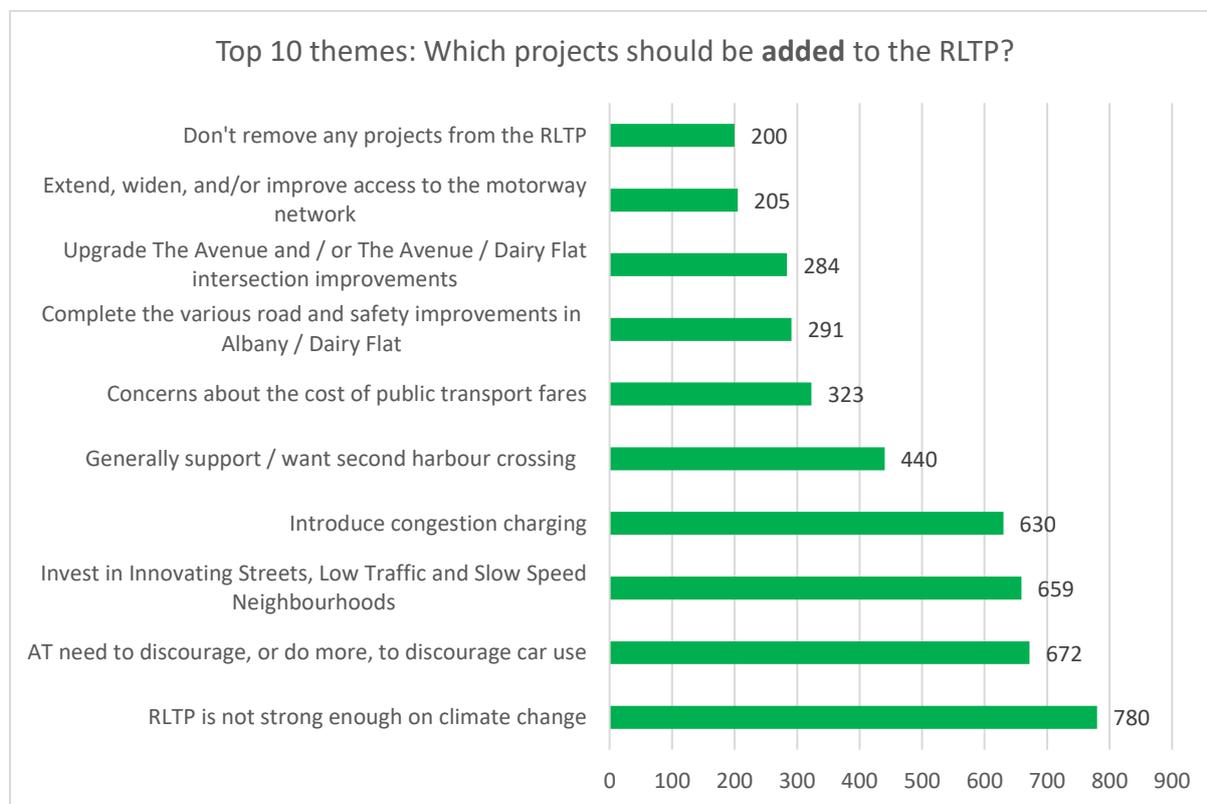
Top 10 themes – RLTP – Sentiment: challenges/focus areas

| Feedback theme | No. of mentions |
|--|-----------------|
|  <p>Heavy rail is important and/or should be the priorityⁱ</p> | 1,673 |
|  <p>Bus network is important and/or should be the priorityⁱⁱ</p> | 1,639 |
|  <p>Ferry transport is important and/or should be the priorityⁱⁱⁱ</p> | 1,530 |
|  <p>Bus rapid transit is important and/or should be the priority^{iv}</p> | 1,405 |
|  <p>Cycling is important and/or should be the priority</p> | 1,337 |
|  <p>Roads are <u>not</u> important and/or do <u>not</u> invest in roads</p> | 1,193 |
|  <p>Walking is important and/or should be the priority</p> | 1,123 |
|  <p>Climate change is important and/or should be the priority</p> | 1,119 |
|  <p>Safety is important and/or should be the priority</p> | 1,007 |
|  <p>Roads are important and/or should be the priority</p> | 889 |



Feedback on which projects to add / remove from the RLTP

We asked people to consider all of the projects included in the draft RLTP and let us know if there are any other projects they feel should be included. And if so, which project(s) would they remove in order to add any new projects.



Top themes – RLTP – All other feedback

| Feedback theme | No. of mentions |
|--|-----------------|
|  RLTP proposals are <u>not</u> enough and/or are <u>not</u> future thinking | 932 |
|  RLTP is not strong enough on climate change | 780 |
|  Stop / do not invest in Mill Road project | 773 |
|  Stop / do not invest in Penlink | 720 |
|  AT need to discourage, or do more, to discourage car use | 672 |
|  Invest in Innovating Streets, Low Traffic and Slow Speed Neighbourhoods | 659 |
|  Introduce congestion charging | 630 |
|  Uphold the articles of Te Tiriti o Waitangi | 556 |
|  Generally support / want second harbour crossing | 440 |
|  Current transport system is a mess / no good | 384 |
|  Concerns with electric cars / electric vehicles | 353 |
|  Concerns about the cost of public transport fares | 323 |
|  Complete the various road and safety improvements in Albany / Dairy Flat | 291 |
|  Upgrade The Avenue and/or The Avenue / Dairy Flat intersection improvements | 284 |
|  All challenges are important / challenges are well balanced / all key challenges are covered | 225 |



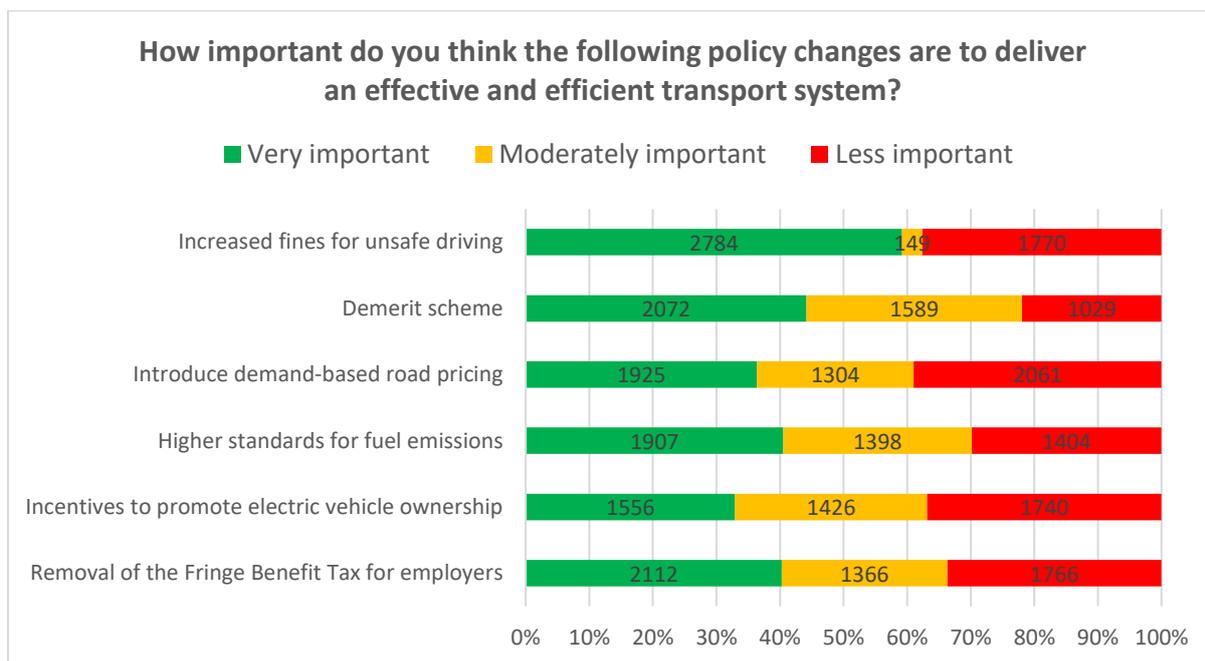
The need for policy changes

Delivering a transport system that works effectively and efficiently relies on transport policy and regulations. In order to further improve the safety of our roads, reduce congestion and tackle climate change, some policy changes will be required.

Some changes can be implemented by Auckland Transport but a high number would need to be led by central government.

This draft RLTP proposed that a number of policy responses are required, many of which would require significant advocacy to Central Government to progress.

There was support from 61-78% of submitters for each of the policy changes AT put forward to deliver an effective and efficient transport system.





Project decisions

We've considered your views, here's what's happening

The public feedback has been considered by Auckland Council's Planning Committee, which guides the physical development and growth of the region, the Regional Transport Committee and Auckland Transport Board of Directors.

Having taken all of the feedback into consideration, the AT Board has decided:

- <INSERT DECISION>
- XXXX
- XXXX
-

What happens next

- <INSERT NEXT STEPS ONCE KNOWN>



2. Feedback activities

From 29 March – 2 May 2021, we sought feedback on the draft RLTP and the proposal to vary the Regional Fuel Tax.

What we asked you

1. Do you think we have correctly identified the most important transport challenges facing Auckland? (*Yes / No / Don't Know / Other*)
2. Please tell us why? (*i.e. explain your answer to Question 1*)
3. To help us understand whether we have correctly allocated funding, please indicate how important the following focus areas are to you. (*Less Important / Moderately Important / Very Important*)
 - Climate change and the environment
 - Safety
 - Travel choices
 - Better public transport connections and roading
 - Walking and cycling
 - Auckland's growth
 - Managing transport assets
 - Other
4. Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included.
5. Which project(s) would you remove in order to include any new projects?
6. Do you have any other feedback on the RLTP?
7. How important do you think the following policy changes are to deliver an effective and efficient transport system? (*Less Important / Moderately Important / Very Important*)
 - Increased fines for unsafe driving
 - Demerit scheme to address persistent unsafe driving
 - Introduce demand-based road pricing to tackle congestion in phases
 - Higher standards for fuel emissions
 - Incentives to promote electric vehicle ownership
 - Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees
8. Do you support the proposal to vary the Regional Fuel Tax Scheme? (*yes / No*)
9. Do you have any other feedback on the proposal to vary the Regional Fuel Tax Scheme?

You could provide feedback using an online submission form on the project webpage or a freepost form. See [Attachment 1](#) for a full copy of the feedback form.

Activities to raise awareness and seek feedback

To let people know about the opportunity to provide feedback on the draft RLTP, we:

- Sent flyers to 529,351 properties and PO Boxes, both residential and business, around Auckland.
- Sent flyers, hardcopy FreePost feedback forms, posters and RLTP / RFT summaries in multiple languages to every library, service centre and local board office around Auckland.
- Translated consultation materials into Te Reo Māori, Tongan, Samoan, Simplified Chinese, Korean and NZ Sign Language.
- Sent posters to every Auckland Council leisure centre around Auckland.
- Ran an article in the 'need to know section' in the March edition of Our Auckland magazine which is distributed to approx. 540,000 letterboxes and PO Boxes including libraries and main transport hubs.
- Ran advertising on digital screens across Auckland's transport network – located at exits and entrances to rail, bus and ferry terminals.
- Put posters on trains, buses and ferries which had the potential to reach 280,000 commuters each day.
- Ran advertising on digital billboards on Fanshawe Street.
- Online advertising which reached 744K unique devices in the Auckland region.
- Posted to AT's social media channels.
- Ran a Facebook advertising campaign which reached 82,389 people in Auckland.
- Issued two media releases which were sent to nearly 100 media outlets including a large number of diverse and ethnic media.
- Newspaper advertising in the NZ Herald, 18 community newspapers around the region, AUT Debate Magazine and Auckland University Craccum Magazine as well as the Chinese Herald, Kakalu O Tonga, Mandarin Pages and the Indian Weekender.
 - Community newspapers: Central Leader, East & Bays Courier, Eastern Courier, Franklin County News, Manukau Courier, North Harbour News, North Shore Times, Nor-West News, Papakura Courier, Rodney Times, Western Leader, Waiheke Weekender, Gulf News, Times (previously Howick and Pakuranga Times) Hibiscus Matters, Mahurangi Matters, Barrier Bulletin, Pohutakawa Times.
- Emailed over 1000 stakeholders including advocacy groups, business associations, residents associations, interest groups, businesses, freight operators, public transport operators as well as central and local government agencies.
- Held a launch event with partners and key stakeholders, we invited over 150 people including Iwi leaders, members of the Independent Māori Statutory Board, staff from Auckland Council and Council Controlled Organisations, Waka Kotahi NZ Transport Agency, Kiwi Rail and a number of other partners, key stakeholders and interest groups.
- Emailed people on AT and Council databases including: the People's Panel (nearly 50,000 people), AT Hop (nearly 20,000), Walking and Cycling (around 20,000), Travelwise Choices (600 – predominately businesses)
- Ran workshops with all 21 local boards



- Presented to at five hui attended by 12 Iwi.
- Ran workshops with some of Auckland Council's advisory panels - Disability Advisory Panel, Ethnic Peoples Advisory Panel, Pacific Peoples Advisory Panel, Rainbow Communities Advisory Panel, Seniors Advisory Panel and the Youth Advisory Panel.
- Engaged Auckland Council's community partners to reach out to members of the Samoan, Tongan, Chinese and Korean communities to encourage them to provide feedback.
- Promoted the consultation via multiple Deaf community sites.
- Created a project page on the AT website with a link to an online feedback form.
- Created an explainer video with an NZ Sign Language translation.
- Held two webinars.
- Held 11 public drop-in sessions around Auckland with 91 hours of staff time dedicated to engaging with the public at drop-in sessions.
- Offered two opportunities for people, partners and stakeholders to present their views in person to a panel of decision makers including members of the Regional Transport Committee.



3. Feedback received – all feedback

Feedback overview

- In total **5,818 submissions** were received, which included:
 - Submissions from the general public.
 - Submissions from 110 key interest groups.
- The public provided feedback through a mix of ‘tick-box’ and open-ended questions:
 - The tick-box feedback was outlined in the [Overview of public feedback](#) section above.
 - The [open-ended feedback received on the RLTP](#) has been grouped into **149 Themes**. The themes have then been clustered together under **20 Topics**. For example, one topic is ‘Growth’, and feedback themes related to ‘Growth’ have been grouped under that topic.

Other feedback received

Rodney ward councillor Greg Sayers conducted his own survey with targeted questions specifically in relation to Rodney. He received 1053 submissions. A summary of the feedback provided in Councillor Sayers’ survey is provided in [Attachment 2](#).

RLTP – key feedback topics and themes

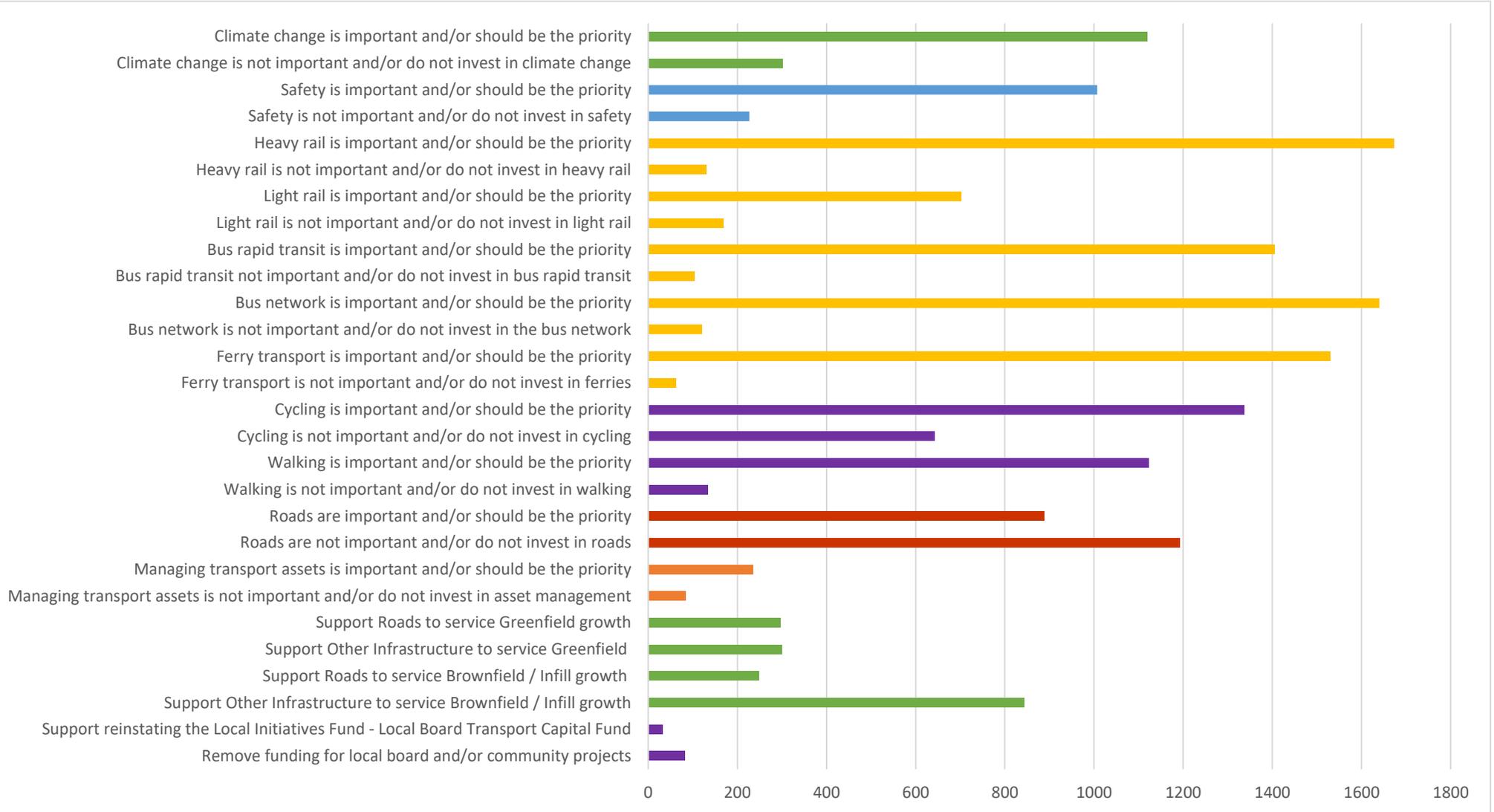
This section outlines the feedback topics and related themes from all submitters, as well as AT’s responses to the feedback themes. Responses to all the open-ended questions have informed these topics and themes. One person’s or organisation’s feedback can count towards multiple topics and themes.

Feedback topics

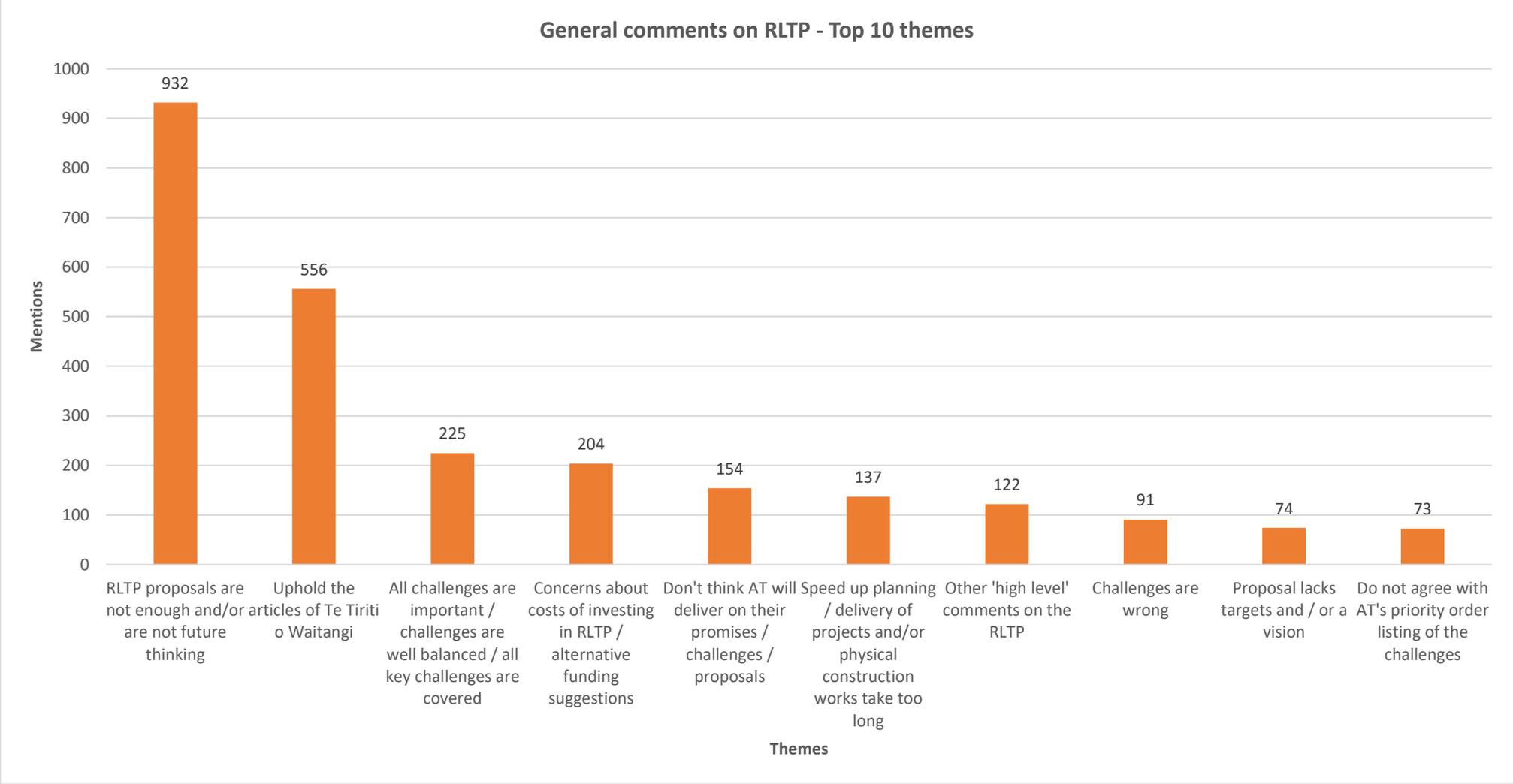




Sentiment towards RLTP priority areas



General comments on RLTP





| Feedback Theme | Main points | Auckland Transport's Responses |
|---|--|--------------------------------|
| Uphold the articles of Te Tiriti o Waitangi <i>Mentions: 556</i> | <ul style="list-style-type: none"> Abide by the laws of New Zealand. Honour and uphold the articles of Te Tiriti o Waitangi. Provide tino rangatiratanga to Māori as tangata whenua. Support enhanced commitment to Te Tiriti o Waitangi. Projects should be based on best practise evidence, with a focus on reducing inequalities that exist for Māori and Pasifika communities. | |
| Do not agree with AT's priority order listing of the challenges <i>Mentions: 73</i> | <ul style="list-style-type: none"> If challenges are listed in priority order, then disagree with the order. List does not prioritise the challenges. Every possible challenge has been identified without effectively prioritising. The draft RLTP also appears to miss the obvious opportunity to factor the costs to Auckland and NZ of future emissions growth into determining how to prioritise the RLTP. Need to prioritise the challenges based on the perspective of small and medium sized businesses. | |
| All challenges are important / challenges are well balanced / all key challenges are covered <i>Mention: 225</i> | <ul style="list-style-type: none"> List covers challenges people talk about. All transport challenges are important for the transport system. Challenges seem balanced. Challenges make sense for Auckland. Key issues appear to have been addressed. RLTP looks comprehensive. | |
| Challenges are wrong <i>Mentions: 91</i> | <ul style="list-style-type: none"> Generally disagree with challenges presented. Too focussed on the nice to have and feel-good things rather than the real challenge of congestion. Too focused on the central city. Regional and rural priorities are equally as important as Auckland City's transport challenges. The options haven't changed from previous years which were unsuccessful. Misses a key reason for current issues, which is high levels of immigration. AT's focus and actions deliberately create congestion. Last kilometre of a public transport journey is not identified as a real challenge. | |



| Feedback Theme | Main points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Challenges presented are too broad. <i>Mentions: 30</i></p> | <ul style="list-style-type: none"> Challenges are so broad that each challenge could have multiple options under it, and some options could fit under multiple challenges. Need to understand trade-offs between challenges/priorities to provide informed feedback. Challenges suggested would be generic challenges anywhere in the world. | |
| <p>Too many competing challenges and priorities <i>Mentions: 54</i></p> | <ul style="list-style-type: none"> There are too many competing priorities. There are too many challenges, with varying importance to select one answer as to whether they are correct (i.e. yes or no) Proposals are haphazard and piecemeal. Focus should be on a smaller number of priorities to create a bigger impact in those priorities. Not all can be delivered so challenges must be prioritised. Information in the RLTP is a lot to process for members of the public. The priorities are interconnected and need to be managed as such, collaboratively with Council and other agencies. RLTP is too long with no executive summary and unread by some. Too much focus on non-core elements. Roading and climate change are opposing goals. | |
| <p>Simplify the RLTP / focus on less projects <i>Mentions: 50</i></p> | <ul style="list-style-type: none"> The RLTP tries to focus on a wide variety of challenges and/or initiatives, rather than identify the most important ones and doing them properly and quickly. Focus on less and do it really well. Prioritise the projects that will have the biggest impact. Focussing on too many projects reduces AT's productivity. Concerned budget may not allow completion of all projects. Simplify to save costs in wake of COVID-19. Prioritise the projects that encourage modal changes first. Prioritise climate change management. Focus on the core issues of getting traffic flowing. Focus on essential services that won't need rates increases to fund. Local boards should focus on minor projects, AT to focus on major projects. Finish current projects first e.g. Penlink. | |



| Feedback Theme | Main points | Auckland Transport's Responses |
|---|--|--------------------------------|
| <p>RLTP proposals are not enough and/or are not future thinking <i>Mentions: 932</i></p> | <ul style="list-style-type: none"> • RLTP is based on what was required 10 years ago or is required now. Need to develop transport programmes that provide what will be needed in the future (e.g. 10, 20, or 50 years time). • By the time you implement these projects they will be out of date. • RLTP is mainly 'business as usual'. • RLTP needs to be bolder. • Issue an independent report on the future (+25 years) transport needs for Auckland. • RLTP doesn't do nearly enough to address climate change and is inconsistent with strategic national and Auckland documents on climate change. • RLTP does not do enough for public transport. • RLTP does not do enough for cycling. • RLTP does not address the core issue of traffic flow in Auckland. • The main (most expensive) projects in RLTP are mainly roading projects, which is contrary to the stated vision of the RLTP. • RLTP needs to be redrafted. • Proposal looks the same as last plan and nothing has changed since then. • Start using more realistic growth predictions (historically always under estimate growth). • Correct challenges identified but not how they will be solved. • AT takes way too long to deliver anything, other countries such as China are much faster. • Plan lacks innovation. • Sick of AT completing a project then ripping it up again due to poor future planning. • Currently all networks focus on getting people to Central Auckland, but this is not where MOST people work, more focus on interconnection of suburbs outside of Central Auckland are necessary. • Challenges don't address the underlying reasons why Aucklanders choose cars over public transport. • Post COVID more people are working from home and less are travelling to Central Auckland. • RLTP does not consider future technologies, driverless mini buses, importance of regional airports for EVTOL aircraft as taxi alternatives. | |



| Feedback Theme | Main points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • RLTP should also include projects that AT does not YET have funding for. | |
| <p>Proposal lacks targets and / or a vision <i>Mentions: 74</i></p> | <ul style="list-style-type: none"> • There are no targets or goals outlined. • There is no vision for what great looks like. • Proposals are vague. • Proposals are piecemeal. • RLTP should provide a visual depiction of how Auckland would look once RLTP plans are implemented. • AT has not shown a proper understanding of the challenges, or how to solve them. • RLTP focuses on short term problems. • Draft RLTP fails to deliver transformational change. • Too many presumptions made. • Challenges are vaguely defined. • The bus network and interconnectivity to trains and transport hubs is lacking in understanding and direction. | |
| <p>Concerns with the way the RLTP is presented <i>Mentions: 65</i></p> | <ul style="list-style-type: none"> • Too many different focus areas. • Too many overlaps between focus areas. • Groups under focus areas are wrong / don't agree with everything within a group. • Groups show a lack of comprehension of what you are proposing. • Split up some of the items and prioritise. • Lacks a coherent vision and/or long-term vision. | |
| <p>AT has missed challenge: interrelationship of transport and health <i>Mentions: 26</i></p> | <ul style="list-style-type: none"> • AT has missed the challenge of the interrelationship of transport and health. • Transport safety and emissions affect human health. • Active transport improves the health of the population. | |
| <p>Don't think AT will deliver on their promises / challenges / proposals <i>Mentions: 154</i></p> | <ul style="list-style-type: none"> • AT has been unsuccessful in managing/developing the transport network. • AT has not delivered on promises. • AT spends too much time/money on planning and marketing and not enough on delivering. • AT internal culture needs a big change. • AT's culture and bureaucracy makes it hard for projects to get started. • Don't think AT will deliver on what they say they will do. | |



| Feedback Theme | Main points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • AT has not shown a proper understanding of the challenges, or how to solve them. • Don't think AT have done a good job identifying solutions to challenges identified. • Current project deadlines have been missed. • Finish existing projects (various examples given of existing projects that haven't been finished). • Don't think AT understand why people choose cars over public transport, so will not come up with the right solutions. • Congestion is caused by AT ineptitude/lack of common sense. • Various criticisms and name calling of AT and AT staff. • AT should stop being influenced by narrow minded lobby groups. | |
| <p>Speed up planning / delivery of projects and/or physical construction works take too long <i>Mentions: 137</i></p> | <ul style="list-style-type: none"> • Too much talk and then nothing happens, get on and do it. • Someone needs to finally step up and make the bold decisions to get on and do the big projects. • Implementation timeframes in the RLTP are too slow. • Costs may increase and then projects are stopped because of lack of money. • Stop consulting and get on and do it. • There should be greater urgency in delivering projects that will affect climate change. • Already way behind on what needs to be delivered (e.g. CRL). • Speed up 10–30-year roading plan for northwest. • Finish existing projects - Tamaki Dr, Quay St, Whau path, CRL, Light Rail, sky path, planned cycleways have all not been started/completed. • Various examples of projects that should of but have not been started e.g. Mill Road. • Once construction works start, they take too long. • Change road works contractors, current company takes too long. • There are too many physical works projects going on at the same time, it's creating a mess / congestion | |
| <p>AT and/or RLTP needs to be more transparent <i>Mentions: 29</i></p> | <ul style="list-style-type: none"> • AT needs better transparency in its decision making. • AT needs better transparency in RLTP budget split within focus areas. • Publicise actual spend vs budget on current roading projects e.g. City Rail Link, AMETI. | |



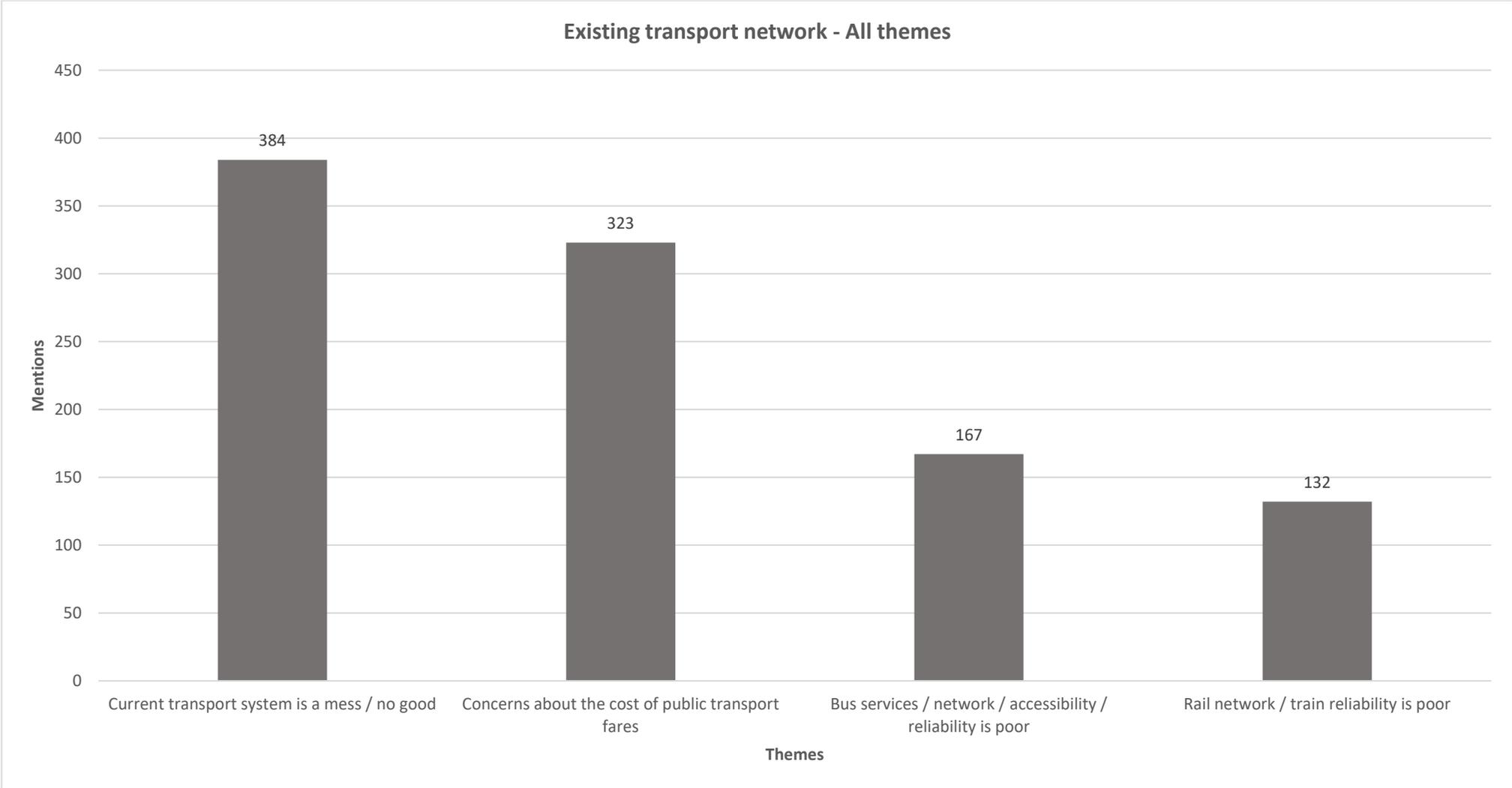
| Feedback Theme | Main points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Regularly publicise progress against RLTP implementation plans (including upcoming projects). • Publicise impartial cost benefit analysis on RLTP projects • Publicise time lines for projects within the RLTP. • Publicise budgets for projects within the RLTP. • Publicise where the RFT is being spent. • Publicise climate change goals. • Publicise outcomes of feedback on RLTP. • Publicise AT's CO2 emissions. • AT representatives do not attend community meetings. | |
| <p>Concerns about costs of investing in RLTP / alternative funding suggestions <i>Mentions: 204</i></p> | <ul style="list-style-type: none"> • Auckland does not have enough money to be investing in transport. • RLTP implementation costs too much. • Concerns that AT will waste money. • Addressing all challenges will cause budget overruns. • Plan doesn't work to utilize existing resources and modes of transport. • Council funding should not be used to support the uptake of EV's. • Concerns public transport is at a cost to private car users who have no other alternative. • Concerns with the amount of funding directed to roading projects. • The costs charged by local construction companies to do public works are too high. • More funding is required. • Limit spending to essentials only until the immigration changes in the wake of COVID are known. • Spend money on safety and practical things not aesthetics, e.g. signwriting buses and trains. • Frustration at wasted money, when projects are completed only to be demolished shortly after e.g. Outdoor bus stop at Constellation Dr, SH16 bus lane changes, concern this will happen with new projects. • Auckland rates should be reducing not increasing in this difficult financial climate. • Alternative ways to fund the RLTP are needed. • Central government funding is required not just rates. • Developers and their developer contributions should pay for new infrastructure. | |



| Feedback Theme | Main points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Private/public partnerships to pay for infrastructure. • Make motorways user-paid and introduce additional tax on public and private carparks in the city to discourage car use / encourage PT use. • Needs focus on future revenue streams as EV's are introduced there will be less revenue from RFT and fuel excise duty. | |
| <p>Other 'high level' comments on the RLTP <i>Mentions: 122</i></p> | <ul style="list-style-type: none"> • AT's previous priorities have destroyed the CBD retail sector. • Better transport connections and roading are not one group. • General population lack experience to know if all challenges have been identified. • Challenges neglect rural and island communities of Auckland. • With people working from home post COVID expensive transport solutions are no longer required. • Concern that transport investment / RLTP decisions and projects are political decisions changing with different governments. • Transport investment / RLTP decisions should be made by transport experts not politicians. • The real reason for Auckland transport challenges is due to open immigration policies. • Better to create jobs near people instead of everyone having to travel to the city. • Some areas of Auckland are poorly served by public transport, but the RLTP doesn't acknowledge that, nor does it prioritise balancing out those inequities. • Auckland Transport does not collaborate enough with Auckland Council. • RLTP needs to emphasize/include better transport connectivity between North, South, East, and West. • RLTP needs to consider transport equity e.g. those in poorer areas often have few transport choices and/or longer travel times. • RLTP is unclear how priority areas relate to investment groupings presented on page 36. • The RLTP does not, but needs to, acknowledge the transport aspirations of place based / community plans across Auckland. | |



Existing transport network





| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Concerns about the cost of public transport fares <i>Mentions: 323</i></p> | <ul style="list-style-type: none"> • Reduce public transport fares. • Using public transport is too expensive, which discourages people from using it. • Stop increasing fare prices - AT should not continuously put up the price of public transport if they are actually serious about getting people to use it. • Reducing the price of public transport will encourage more people to use it. • Affordability to users of public transport should be a key focus area in the RLTP. • Affordability of public transport should be considered as part of accessibility in the RLTP. • It is more cost effective to drive and pay for parking than take public transport. • Cost of ferries is prohibitive. • Bus fares are too expensive in outer suburbs. • Families pay more than cost of a car trip on public transport. • Cost is too high for the elderly. • Cost of peak hour rides shouldn't subsidise interpeak discount, people on buses at peak reduce traffic at peak. • Make public transport free. • Introduce a flat bus fare e.g. \$2. • Give people a certain number of free rides over a set time period. • Lower the costs for frequent use. • Introduce daily fare cap. • Provide more family fare options. • Provide discounted or free fares for children and students. • Provide discounted or free travel for beneficiaries. • Subsidise Waiheke commute. • Need more ferry operators to make fares more competitive. | |
| <p>Current transport system is a mess / no good <i>Mentions: 384</i></p> | <ul style="list-style-type: none"> • Generally, think transport system in Auckland is a mess or no good. • Don't think that improvements are actually improving the transport network. • Need to improve reliability of all elements of the transport network. | |



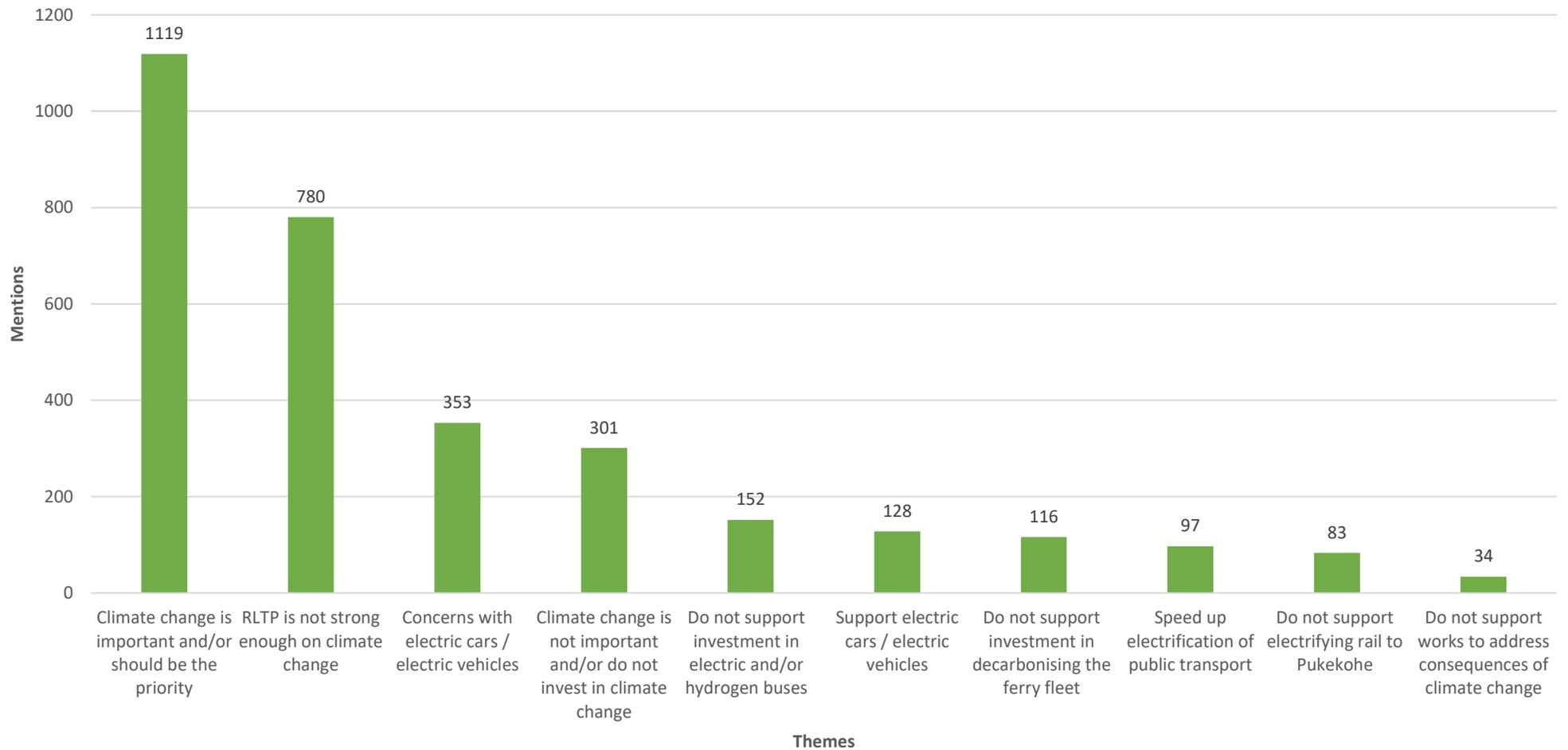
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Too many connections required by public transport / connections to/between public transport is poor. • Unreliable buses. • Children left at bus stops. • Trains not running. • Too much traffic. • Currently all networks focus on getting people to Central Auckland but this is not where MOST people work, more focus on interconnection of suburbs outside of Central Auckland are necessary. • Auckland challenging topography requires a variety of transport options. • Various areas noted as having a poor transport system e.g. West Auckland, Kumeu/Huapai, North Auckland/Rodney, South Auckland. • Rural transport, particularly public transport is poor. • Need to focus on building a public transport friendly city. • Important to consider economic impact congestion has on the economy. • Transport network is poorly maintained. | |
| <p>Rail network / train reliability is poor <i>Mentions: 132</i></p> | <ul style="list-style-type: none"> • Trains are unreliable. • Travelling by trains (and buses) requires waiting, transfers, more cost than personal vehicles, and timetable management. • Train network does not extend to all parts of Auckland. • Auckland trains are bad compared to other developed cities. • Need more train lines out west (Kumeu, Riverhead, Huapai). • Trains from Papakura to Britomart have increased from 50mins to up to 1hr 30mins. | |
| <p>Bus services / network / accessibility / reliability is poor <i>Mentions: 167</i></p> | <ul style="list-style-type: none"> • Bus network requires too many interchanges (often 2 to 3) to get to many destinations, which puts people off using it. • Bus network is unreliable. • Need better across town connections, not just to the central city. • Travelling by bus requires waiting, transfers, more cost than personal vehicles and timetable management. • Bus network does not extend to all parts of Auckland. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|--|--------------------------------|
| | <ul style="list-style-type: none"> • Currently not practical to go anywhere conveniently using public transport. • Unsafe to be on buses at night due to lack of lighting. • Need more bus lines out west (Kumeu, Riverhead, Huapai). | |

Climate change

Climate change - Top 10 themes





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Climate change is important and/or should be the priority <i>Mentions: 1119</i></p> | <ul style="list-style-type: none"> • Need to act fast or the required changes in CO2 levels will not be achieved in time. • If it's a climate emergency, then act like it's an emergency. • All changes should be based around climate change. • RLTP is not strong enough on climate change. • Significant emission reductions are needed. • Decarbonisation of ferries is important. • There should be no diesel use on public transport. • Auckland needs an energy efficient bus service. • Support hydrogen-based fuel. • Encouraging active transport modes should be part of the response to Climate Change. • The environmental impacts of travel are a major problem that needs to be addressed. | |
| <p>Climate change is <u>not</u> important and/or do <u>not</u> invest in climate change <i>Mentions: 301</i></p> | <ul style="list-style-type: none"> • Generally do not support investment in climate change. • Do not believe climate change is real e.g. is actually due to natural cycles. • Climate change is unsettled science. • Funding climate change initiatives does not help people move around the city. • Climate change should be a government priority not AT's. • Climate change is secondary in the current economic climate. • Too much focus on decarbonisation. • New Zealand is too small to influence global climate. • Climate change is political rather than a necessity. • Stop investing money into climate change prevention initiatives. • We hardly emit any CO2 compared to some other countries. | |
| <p>RLTP is not strong enough on climate change <i>Mentions: 780</i></p> | <ul style="list-style-type: none"> • RLTP is not strong enough on climate change. • The RLTP as it stands doesn't meet the targets set out in Auckland's Climate Plan or national targets. • RLTP needs to reduce overall carbon emissions from transport – not just on a per user basis. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Why set carbon reduction targets, then develop a transport plan that increases overall carbon emissions by 2030? • If it's a climate emergency, then act like it's an emergency. • Need to act fast or the required changes in CO2 levels will not be achieved in time. • The RLTP is way too focused on roads to be serious about climate change. • RLTP does not meet its legal obligations regarding climate change. • RLTP needs to do more to support electric vehicles (e.g. more electric vehicle charging stations), it's not ok to rely on central government. • The impact on the transport network's resilience and capacity due to further uncontrolled climate change is not discussed. • Uncertain how RLTP contributes to flood mitigation. | |
| <p>Concerns with electric cars / electric vehicles</p> <p><i>Mentions: 353</i></p> <p><i>(Note: 32 of these mentions said they opposed all the climate change initiatives listed, rather than specifically mentioning electric vehicles)</i></p> | <ul style="list-style-type: none"> • Stop investing money into electric vehicles. • Ecological (non-source pollution) costs of production have not been factored into the impacts of electric vehicles. • Social costs of production have not been factored into the impacts of electric vehicles (e.g. people mining materials in Africa). • Electric vehicle batteries are not recyclable. • Develop eco-friendly methods to dispose of expired batteries from EVs. • Other parts of the car still pollute e.g. tyres, car bodies, car parts. • We haven't consider the electricity generation capacity required (and time to develop it) to provide electricity for all the electric cars. • Electric vehicles are not AT's responsibility (should be central governments priority). • Electric vehicles are still cars, still require roads, still require parking, still require space, still create congestion. • Should be focusing on public transport instead. • Should focus more on bikes and other mini mobility devices instead. • Don't support electric cars. • Focus should be on getting old vehicles off the road first, then EV's. • EV's cannot replace trucks and vans as yet. • Too much emphasis on electric/hydrogen projects. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Don't support council forcing people into electric cars by stealth. • Electric vehicles pose equity issues (e.g. only wealthy people can afford them). • EVs will be mandatory soon anyway. • Hydrogen may be the better alternative. • Don't support because it is a climate change initiative. | |
| <p>Support electric cars / electric vehicles</p> <p>Mentions: 128</p> <p><i>(Note: it is likely that many more of the 1119 submitters that supported Climate Change as a challenge/focus area, would support this theme, even though only 128 specifically mentioned it)</i></p> | <ul style="list-style-type: none"> • Support electric vehicles. • Support subsidy of electric vehicles. • Improve EV infrastructure / add more EV charging stations. • Allow EVs to use bus lanes, and our T2/T3 lanes. • Provide more EV parks. • Provide more EV charging points. • Provide business grants for importers of EVs and hybrids. • If personal vehicles transition to electric vehicles, then we don't need to encourage/force people to catch public transport or ride bikes to reduce CO2 emissions. • RLTP needs to do more to support electric vehicles, it's not ok to rely on central government. | |
| <p>Speed up electrification of public transport</p> <p>Mentions: 97</p> <p><i>(Note: it is likely that many more of the 1119 submitters that supported Climate Change as a challenge/focus area, would support this theme, even though only 97 specifically mentioned it)</i></p> | <ul style="list-style-type: none"> • Speed up electrification of trains, buses, and ferries. • Will make buses more desirable to ride. • Will reduce air pollution and GHG emissions. • Will reduce noise pollution. • Provide electric rail between Henderson and Massey. • Cargo trains should be electrified. • Electric ferries should be explored, NZ could aim to be a world leader in e-ferries. | |
| <p>Support electrifying rail line to Pukekohe</p> <p>Mentions: 18</p> | <ul style="list-style-type: none"> • Electrify rail line to Pukekohe. | |



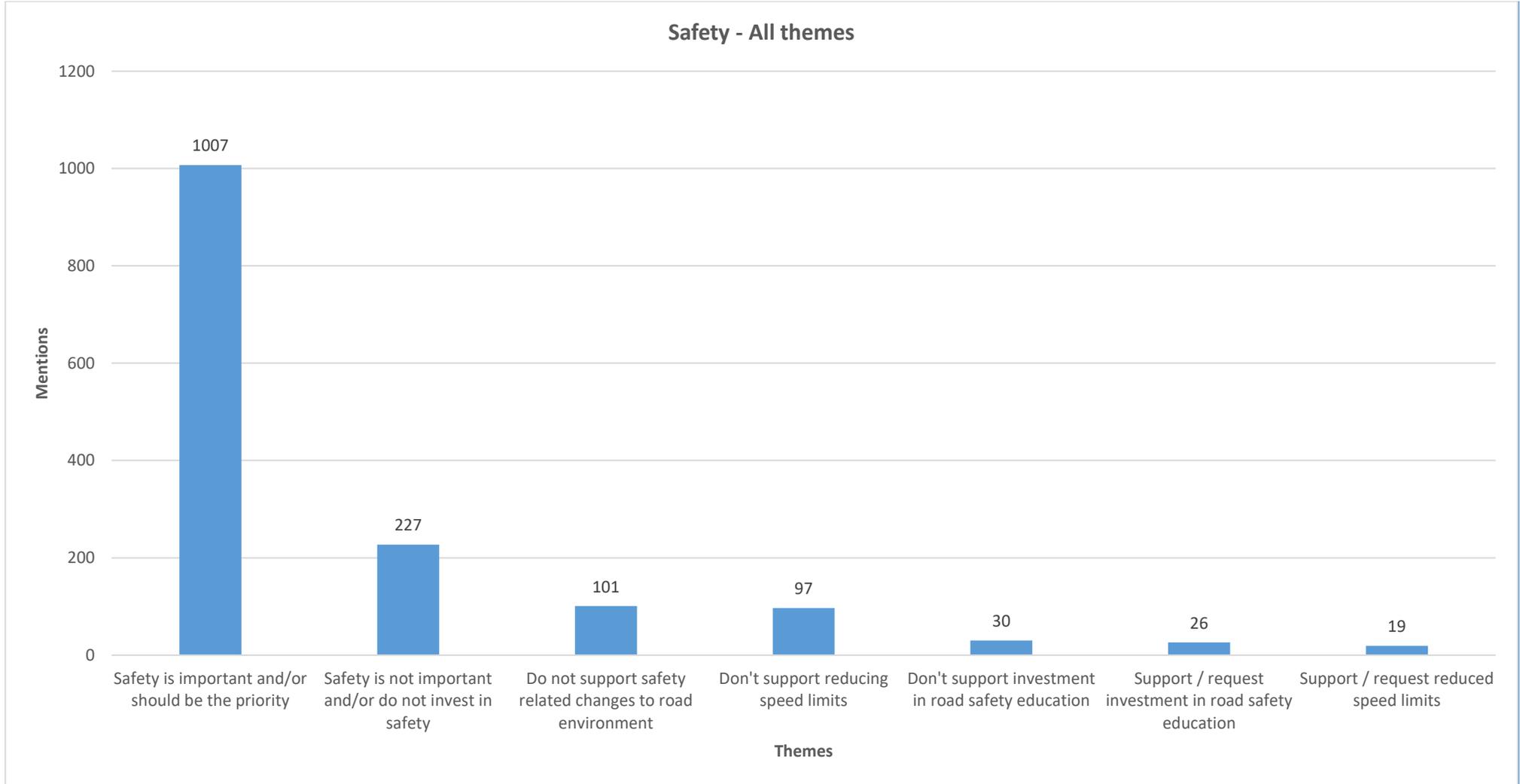
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p><i>(Note: it is likely that many more of the 1119 submitters that supported Climate Change as a challenge/focus area, would support this theme, even though only 18 specifically mentioned it)</i></p> | | |
| <p>Do <u>not</u> support electrifying rail to Pukekohe</p> <p>Mentions: 83</p> <p><i>(note: 32 of these mentions said they opposed all the climate change initiatives listed, rather than specifically mentioning electrifying the rail line to Pukekohe)</i></p> | <ul style="list-style-type: none"> • Stop electrification of rail to Pukekohe. • Don't support because it is a climate change initiative. | |
| <p>Do <u>not</u> support investment in electric and/or hydrogen buses</p> <p>Mentions: 152</p> <p><i>(note: 32 of these mentions said they opposed all the climate change initiatives listed, rather than specifically mentioning electrifying buses)</i></p> | <ul style="list-style-type: none"> • Stop electrification of the bus network. • Focus on electric buses rather than hydrogen buses. • Electric buses are costly, including replacing and disposal of batteries. • Don't support because it is a climate change initiative. • Impression that hydrogen buses are inefficient and require a lot of coal, or nuclear power to produce. | |
| <p>Do <u>not</u> support investment in decarbonising the ferry fleet</p> <p>Mentions: 97</p> <p><i>(note: 32 of these mentions said they opposed all the climate change initiatives listed, rather than specifically mentioning electrifying ferries)</i></p> | <ul style="list-style-type: none"> • Stop investing in decarbonising the ferry fleet. • This is a private commercial matter. • Don't support because it is a climate change initiative. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| Do <u>not</u> support works to address consequences of climate change <i>Mentions: 34</i> | <ul style="list-style-type: none"> Stop works to address climate change risks, e.g. flooding, earthquake and slip prevention requirements. | |



Safety





| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Safety is important and/or should be the priority <i>Mentions: 1007</i></p> | <ul style="list-style-type: none"> • Safety of all transport system users should be a priority. • RLTP should reduce Vehicle Kilometres travelled year on year as a measure of a safe and sustainable transport system • Support safer speeds programme. • Road safety education and improving driver skills is important. • Mixing pedestrians and cyclists with vehicles is against safety objectives of AT. • Support Vision Zero for pedestrians injured and killed by cars and other vehicles. • Support Vision Zero for cyclists injured and killed • More street lights / road lighting. • More speed cameras. • Introduce speed limits and clearer signage on cycleways and shared paths. • Do not allow cyclists on footpaths. • More traffic lights. • More safety barriers. • Improve design and safety at dangerous intersections. • Improve road markings/lines. • Improve safety of those not in cars at night. • Improve safety on public transport for the elderly. • Reduce / eliminate use of phone use by people driving vehicles. • Invest in Low Traffic Neighbourhoods (LTN) / charge a travel fee to reduce vehicle access in some areas. • Implement a safety program and/or regulations to improve safety of, and behaviour of, people using electric micro transport e.g. scooters, e-bikes etc.). • Design for safe cycling according to science and best practice. • Build bus stops off the main roads so it is safer for cars to go past stopped buses. • More road / rail safety programs for schools / community groups. • Better driver education. • Improve road / safety on Peach Hill Rd in Ramarama. • Improve road safety in Titirangi. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Improve cyclist safety by filling in "holes" in the cycling network e.g. from Karangahape Rd towards Ellerslie. • Improve safety with speed bumps in front of schools on busy roads. e.g. Torbay School. • Improve safety outside rural schools. • Improve safety on rural roads with new development. • Improve pedestrian and cyclist safety on rural roads with new development. • Improve safety on rural roads by sealing dangerous unsealed roads. • Pedestrian safety from scooters using footpaths should be addressed. • Address speeding on Whangaparoa Rd. • Lights required at intersection of SH16 and Riverhead Highway. • The two roads surrounding Brookby School need urgent Safety Engineering Improvements including safety barriers. | |
| <p>Safety is <u>not</u> important and/or do <u>not</u> invest in safety <i>Mentions: 227</i></p> | <ul style="list-style-type: none"> • Money spent on safety is not getting the return. • Vision Zero is not realistic and will cause traffic congestion on rural roads. • Vision Zero is absurd. • Do not support Vision Zero. • Stop investing in all safety projects. • Safety on roads should be led by the government, not AT. • Safety on roads isn't an issue in Auckland. • Auckland's roads are not dangerous. • Seems too expensive. • Remove speed bumps, except for in high foot traffic areas like schools. • Spending on safety initiatives takes funding away from core infrastructure spending. • Safety should have considered in road design in the first instance. • Safety can be achieved through provision of separated infrastructure. • Road users should be responsible for their own safety. • Safety is only an issue for old cars, most cars are new. • If cars are reduced through low traffic neighbourhoods roads will be safer. | |



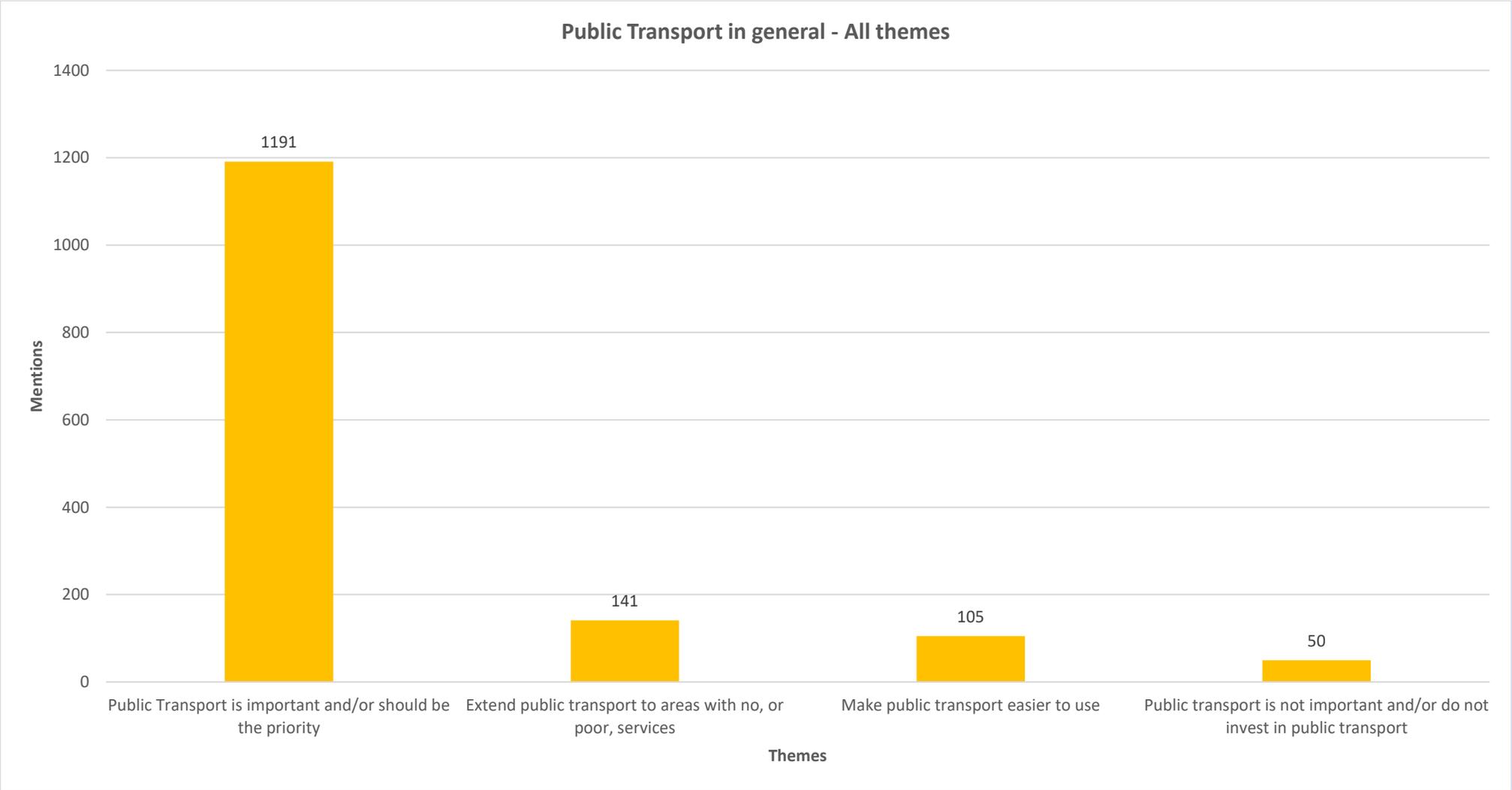
| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Do not fund safety engineering projects, e.g. red-light cameras, speed tables, safety barriers. • Do not fund speed limit reviews/ reduce speeds. • Do not invest in road safety education. • Do not invest in safety near schools. | |
| <p>Do not support safety related changes to road environment <i>Mentions: 101</i></p> | <ul style="list-style-type: none"> • Do not support safety related changes to road e.g. safety barriers, speed tables, speed cameras. • Safety initiatives should be completed at a national level. • Speed tables slow traffic flow and make journey uncomfortable. • Reduce all road painting, it is distracting. • Excessive signage confuses drivers. • 13 cameras on Onewa Road is ridiculous. • Speed calming through Glen Eden has ruined traffic flow. | |
| <p>Don't support reducing speed limits <i>Mentions: 97</i></p> | <ul style="list-style-type: none"> • Stop investing in reducing speed limits. • Increase speed limits. and/or increase speed limits back to where they were before AT reduced them. • Lower speed limits increases congestion. • Lower speed limits increases driver frustration. • Lowering speed limits is an excuse for lack of investment in roading. • Should be completed at a national level. • Ridiculous, expensive, and unnecessary project. • Auckland's roads are already slow. • Traffic moves slowly through congestion. • Do not set speed limits lower than 50km/h. • Spend funding on driver education to improve safety. • Speed is not necessarily the reason the roads and cars are unsafe. • Lowering speed limits will not result in less speeding, those that will speed, speed anyway regardless of limit. • Lowering speed limits does not decrease reduce crash rates, would like information made public of before and after. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Drunk and drugged driving is the main cause of accidents on roads. • Road maintenance/condition is the problem. • Changing speed limits along a route is difficult for drivers. | |
| Support / request reduced speed limits <i>Mentions: 19</i> | <ul style="list-style-type: none"> • Reduce speed limits on suburban roads. • Reduce speed limits around schools. | |
| Don't support investment in road safety education <i>Mentions: 30</i> | <ul style="list-style-type: none"> • Stop investing in road safety education. • Should be completed at a national level. • Teachers can teach road safety. • Road safety education doesn't reach adults. | |
| Support / request investment in road safety education <i>Mentions: 26</i> | <ul style="list-style-type: none"> • Safety campaigns are needed. • Education on using roundabouts and running red lights is needed. • Education about awareness of motorcycles is needed. | |



Public transport in general





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Public Transport is important and/or should be the priority <i>Mentions: 1191</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned public transport, it does <u>not</u> capture people that only mentioned a particular mode of public transport e.g. just rail. • Invest more in public transport. • Public transport should be prioritised over roading projects. • Expand the public transport network. • Likes RLTP focus on public transport. • Public transport a better way of reducing emissions than EV's. • Ensure growth areas are well served by public transport. • Upgrade public transport in areas with high density housing. • Deliver public transport improvements sooner / quicker. • More investment in rapid transport. • Replace busways with rail. • Public transport needs to be accessible, fast, frequent, efficient, and reliable. • Improve accessibility of public transport to elderly and less able. • Electrify public transport. • Make more direct public transport routes. • Improve feeder services to transport hubs and rapid transit routes. • Better integration between transport modes is required e.g. bus and ferry • Accessibility improvements to trains, buses, ferries. • Buses and trains should have bike racks / allow cyclists. • Improve PT connections from suburbs to airport. • Many urban areas of Auckland have poor access to public transport. • More PT connections to local town centres instead of to the CBD. • Rural areas have poor access to public transport (improve public transport services). • Make public transport fares cheaper/affordable. • Focus on providing cheap and reliable public transport for students instead of office workers in the CBD. • Run public transport 24/7, seven days a week. | |



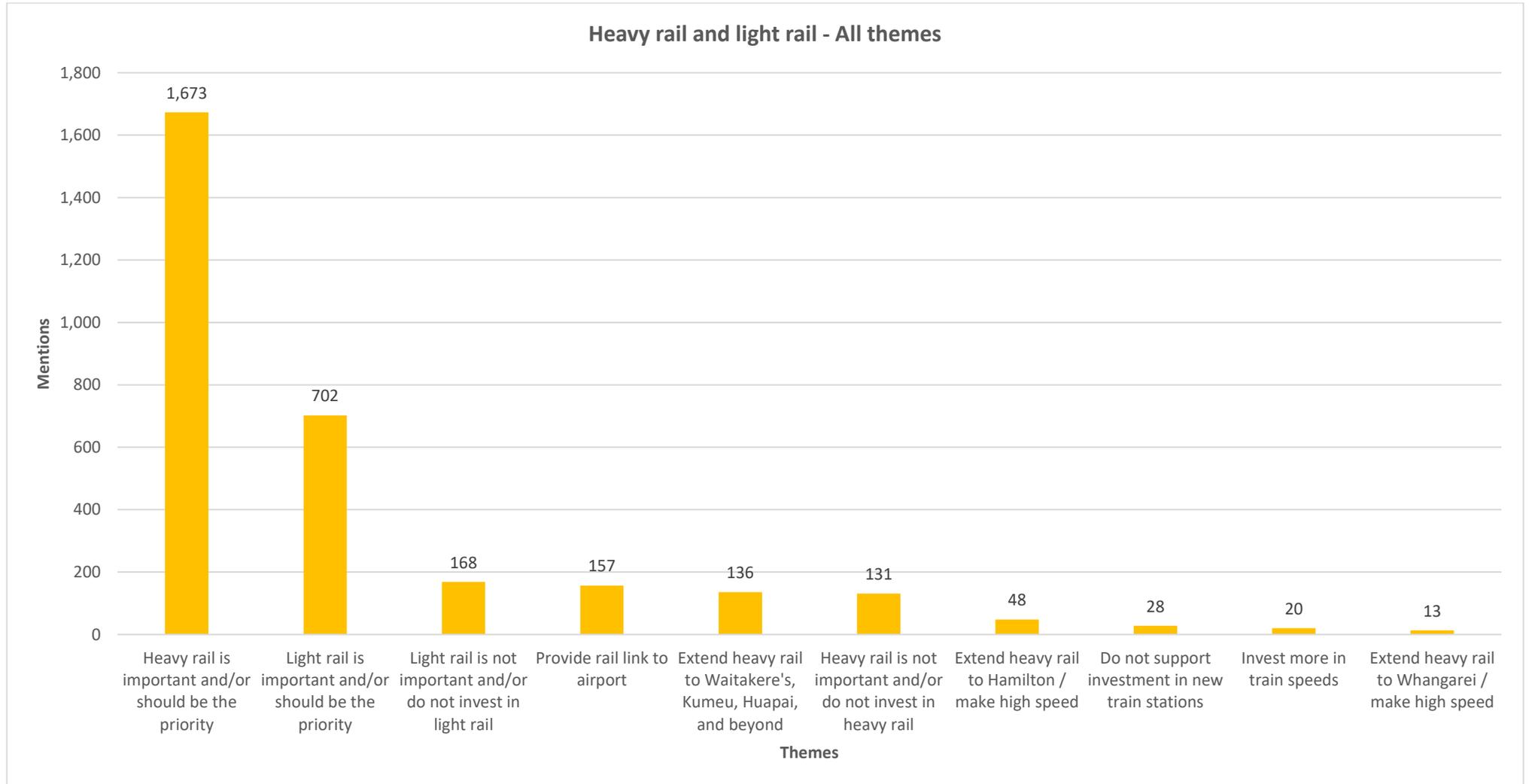
| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • More park and rides, discourages cars in congested areas and encourages public transport. • Upgrade train stations and bus stations. • Improve toilet facilities at PT stops / stations. • More security / better lighting needed at public transport facilities. • Improve usability of the AT App and a media campaign showing Aucklanders how easy it is for them to find a public transport ride to their destination. • Ensure AT App has up to date info in real time. • Provide public transport connections to Wenderholm Regional Park. | |
| <p>Public transport is <u>not</u> important and/or do <u>not</u> invest in public transport <i>Mentions: 50</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned public transport, it does not capture people that only mentioned a particular mode of public transport e.g. just rail. • Public transport is not important. • Do not invest any more in public transport. • Public transport is a waste of money. • Hardly anyone uses public transport. • Users of public transport should pay the full cost of fares. • Invest in roading projects instead. | |
| <p>Extend public transport to areas with no, or poor, services <i>Mentions: 141</i></p> | <ul style="list-style-type: none"> • Better connections to local areas within Auckland's main urban areas. • Improve public transport to rural areas. • Invest long-term in high-speed rail from CBD to underdeveloped areas. • Add light or heavy rail links to airport, west, southeast, north and/or northwest. • Provide PT infrastructure to new growth areas like Warkworth, Henderson, Kumeu, and Westgate. • Provide public transport connections as far as Leigh. • Provide bus services to Milldale. • Improve public transport options to Wellsford and Warkworth. • More frequent and later buses from Warkworth to Albany. • Better public transport options in Albany village. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Make public transport easier to use <i>Mentions: 105</i></p> | <ul style="list-style-type: none"> • Make public transport easier to use, with clear instructions on how to use it. • Invest more in accessible travel options e.g. for elderly, disabled and wheelchair users. • Improve real-time travel information. • Improve public transport feeder / connection services. • Allow payWave payments to ride public transport (as an alternative to HOP card). • Reinstate ability for cash fares. | |



Heavy rail and light rail





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p>Heavy rail is important and/or should be the priority</p> <p>Mentions: 1,673</p> <p><i>(note: 552 of these mentions said they support investment in public transport, rather than specifically mentioning they support investment in rail)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned rail or public transport in general. The breakdown of the specific rail mentions, and public transport mentions is shown in the "No. of mentions" column. • Support investment in rail. • Increase investment in rail. • Prioritise investment in rail over roading projects. • Heavy rail is preferred over buses and light rail as it doesn't use road space. • AT has done a poor job at improving the rail network. • Expand the rail network. • Increase train frequencies. • Increase train speeds. • Additional rail lines needed so that express services can be introduced able to overtake stopping services. • Improve reliability of trains. • Decrease train fares. • Better public transport connection points for easier transfers. • Improve safety for customers on trains, and stations. • Rail hubs like Britomart are needed in other suburbs around Auckland. • Create a subway system. • Remove level rail crossings and/or underground key sections of rail to improve safety, congestion, and/or quality of urban/pedestrian/shopping areas. • Better maintenance of rail lines including graffiti and rubbish. • Fix/improve the rail network before extending it. • Trains should accommodate cyclists / bikes. • Support a rail-based connection to the airport. • Don't link all services via Britomart, connect the system to bypass CBD. • Extend rail network to the north. • Extend rail network out west (as far as Helensville). • Create a northern train loop connecting Helensville and Orewa (and beyond). • Rapid transport link from North Shore to Airport without journey interruptions. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Provide underground rail link under the harbour from Devonport - Takapuna - Long Bay. • Extend rail to Waiuku. • Extend rail to Warkworth. • Fast train to airport from Puhinui Station only 6km over farmland. • Second rail line needed on Onehunga branch. • Link rail line from Onehunga to Manukau to make a loop. • Provide timely rail connections and park and rides at Mill Rd. • Develop a train line connecting Onehunga to New Lynn. • Provide an eastern rail line extension (Panmure to Botany Down to Manukau). • Rail link from Howick to central hub. • Provide electric rail to Hamilton, Whangarei, and/or Tauranga. • Need new rail stations, including Pokeno, Kumeu, Takanini. • Stations needs free luggage storage lockers or personal effects. | |
| <p>Heavy rail is <u>not</u> important and/or do <u>not</u> invest in heavy rail</p> <p><i>Mentions: 131</i></p> <p>(note: 45 of these mentions said they do NOT support investment in public transport, rather than specifically mentioning they do NOT support investment in rail)</p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned rail or public transport in general. The breakdown of the specific rail mentions, and public transport mentions is shown in the "No. of mentions" column. • Rail is a waste of money. • Not flexible enough for people's travel habits. • Auckland is to spread out for public transport. • Trains are not viable options for many commuters. • Trams are more necessary than rail as people are reluctant to walk from their house to the train station. • Don't support rail to the airport. • Use existing rail infrastructure. • Stop all rail projects, concentrate on roads instead. • Don't invest in managing transport assets / rail capacity upgrades. • Rail is outdated technology and expensive to maintain. • Don't invest in rapid transit. | |
| | <ul style="list-style-type: none"> • Invest in faster train speeds. | |



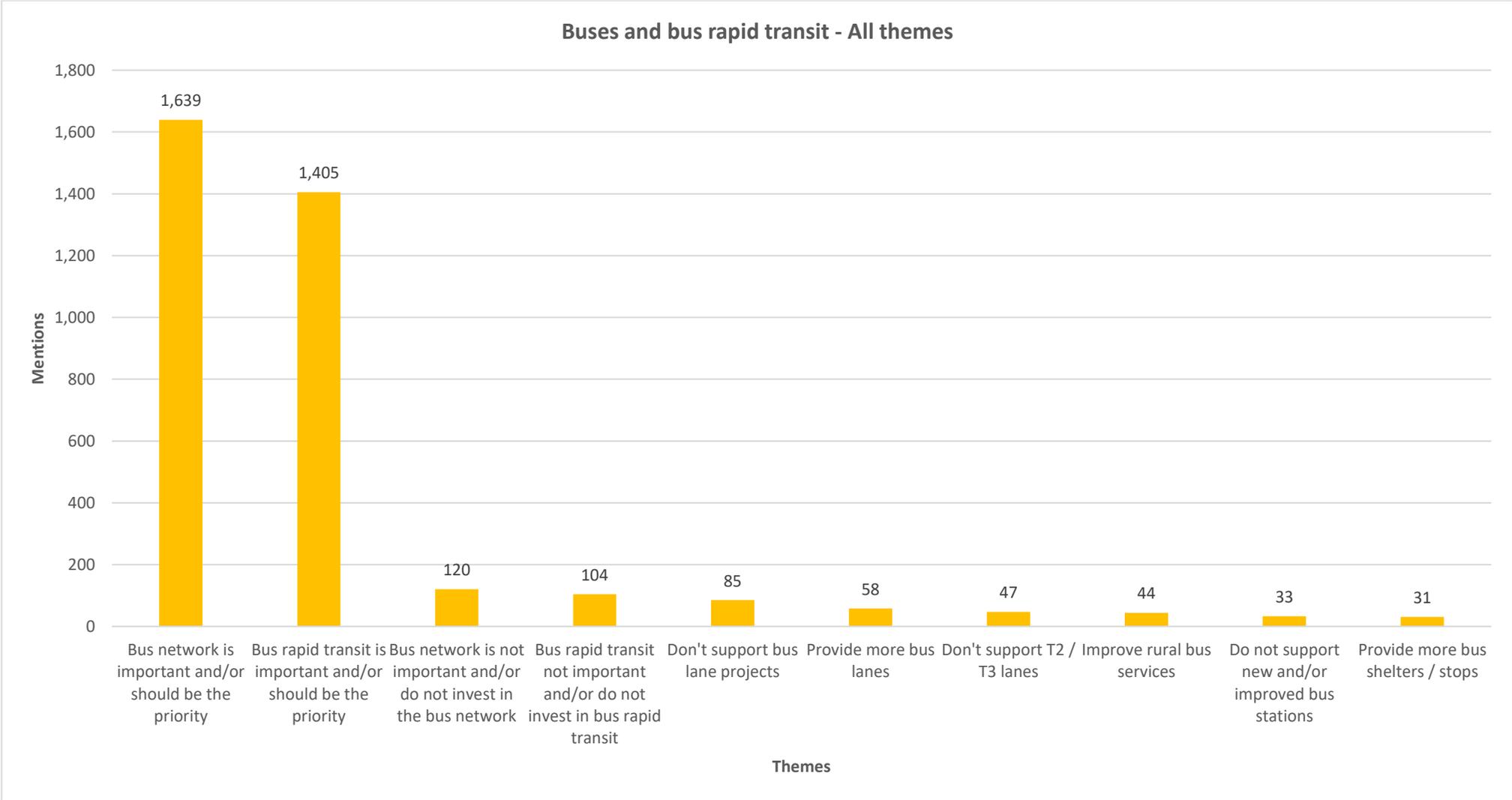
| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| Invest more in train speeds <i>Mentions: 20</i> | <ul style="list-style-type: none"> • Ensure trains can travel at maximum speeds more often e.g. by removing curve in track north of Newmarket. • Invest long-term in high-speed rail from CBDs to underdeveloped areas. • Provide additional tracks for high-speed rail. | |
| Do not support investment in new train stations <i>Mentions: 28</i> | <ul style="list-style-type: none"> • Stop investing in new train stations. | |
| Provide rail link to airport <i>Mentions: 157</i> | <ul style="list-style-type: none"> • Provide rail link to airport (generally). • Provide light rail to airport. • Heavy rail instead of light rail to the airport. • Heavy rail to airport via Puhinui or Penrose. • Light rail loop between Onehunga-Airport-Manukau. • Light rail from Eastern suburbs to airport. • Rapid transport link from North Shore to Airport without journey interruptions. | |
| Extend heavy rail to Waitakere's, Kumeu, Huapai, and beyond <i>Mentions: 136</i> | <ul style="list-style-type: none"> • Extend rail to Waitakere, Kumeu, Huapai, Waimauku, and/or Helensville. • Ensure service is electric trains. • Bus service that replaced previous train service is inadequate. | |
| Extend heavy rail to Whangarei / make high speed <i>Mentions: 48</i> | <ul style="list-style-type: none"> • Provide passenger rail to Whangarei. • Make this a high-speed network. | |
| Extend heavy rail to Hamilton / make high speed <i>Mentions: 48</i> | <ul style="list-style-type: none"> • Extend passenger rail to Hamilton, much easier than catching multiple buses. • Make this a high-speed network. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Light rail is important and/or should be the priority <i>Mentions: 702</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned light rail, it does <u>not</u> include public transport mentions in general, because it is an emerging contentious project. • Support investment in light rail. • There is proven public support for light rail.] • Speed up implementation of light rail. • Provide light rail to airport. • Provide light rail along North Western motorway. • Provide light rail down Dominion Rd. • Provide light rail down Sandringham Rd. • Provide light rail to the North Shore. • Convert northern busway to light rail . • Provide light rail to eastern suburbs. • Provide light rail from Manukau to Botany. • provide light rail to Mt Roskill and Mangere. | |
| <p>Light rail is <u>not</u> important and/or do <u>not</u> invest in light rail <i>Mentions: 168</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned light rail, it does <u>not</u> include public transport mentions in general, because it is an emerging contentious project. • Light Rail is a waste of time/money. • Investment in Light Rail is not best use of resources. • Light Rail will be too late by the time it is completed. • Buses are more flexible than light rail. • Light rail to airport is a lower priority than second harbour crossing. • Invest in heavy rail instead. • Heavy rail is much faster than light rail. • Build underground rail / subway system instead of light rail. • Don't invest in light rail to the airport / postpone. • Don't support light rail to Mangere. • Don't support light rail down Dominion Rd, will cause more traffic. | |



Buses and bus rapid transit





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Bus rapid transit is important and/or should be the priority</p> <p>Mentions: 1,405</p> <p><i>(note: 594 of these mentions said they support investment in public transport, rather than specifically mentioning they support investment in bus rapid transit)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned bus rapid transit or public transport in general. The breakdown of the specific bus rapid transit mentions, and public transport mentions is shown in the 'No. of mentions' column. • Support bus rapid transport. • Preferred over on-road bus lanes. • Bus ways are better than rail and buses can go on and off busway. • Mass rapid transport must be top of the agenda. • Need a busway on North Western motorway. • Extend Northern Busway model to cover East, West and South. • Need a dedicated busway to Silverdale. • Extend the Northern Busway over the harbour on its own parallel harbour bridge crossing. • Create a busway to Devonport along Lake Road. | |
| <p>Bus rapid transit <u>not</u> important and/or do <u>not</u> invest in bus rapid transit</p> <p>Mentions: 104</p> <p><i>(note: 50 of these mentions said they do NOT support investment in public transport, rather than specifically mentioning they do NOT support investment in bus rapid transit)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned bus rapid transit or public transport in general. The breakdown of the specific bus rapid transit mentions, and public transport mentions is shown in the 'No. of mentions' column. • Bus transport lanes and any buses on them are frequently empty. • Don't invest in busways (i.e. like the northern busway). • Stop investing in rapid transit. • Stop funding the Northern busway / no more investment for this (some of these submitters want this money spent on busways in other areas first). • Don't invest money in the eastern busway. • Rail options are more important/desirable. | |
| <p>Bus network is important and/or should be the priority</p> <p>Mentions: 1,639</p> <p><i>(note: 608 of these mentions said they support investment in public transport, rather than specifically mentioning they support investment in buses)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned buses or public transport in general. The breakdown of the specific buses mentions, and public transport mentions is shown in the 'No. of mentions' column. • Invest in buses. • Invest more in buses. • Invest in buses not roading projects. • AT has done a poor job at improving the bus network. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • Improve frequency, reliability, journey times, ease of access, and/or safety of bus journeys • Reduce bus fares / make bus fares more affordable. • Need to improve current issues, such as buses not running. • Need to better serve rural areas with bus services (consider smaller shuttle buses for rural areas). • Need better bus connections to train and bus stations (e.g. rapid transport network). • Ensure bus connections to bus stations, train stations, and ferry terminals align with the connecting services timetable. • Need better across town bus connections, not just the city centre. • Provide smaller buses for routes / times with low occupancy. • Provide more express bus services. • Buses should receive traffic light priority. • More electric buses. • Buses should offer bicycle carriers. • Increase number of bus shelters. • Introduce real time signage at bus stops. • AT real time bus information is frequently wrong and buses disappear from service. • Buses should be kept as clean as trains are. • Bus seat covers need to be plastic for hygiene standards. • Allow dogs under control on buses at certain times of day. • Improve bus drivers service towards customers. • Need more express bus services • Buses need to go down residential roads, not only arterial routes. • Provide smaller, loop route buses on 20min cycles to all destinations. • Introduce night services on key routes between West Auckland and North Shore and CBD and transport hubs for shift workers. • Introduce public transport options to Auckland's regional parks, beaches, forests etc. • Express bus service from Warkworth to Albany / city. • Start NX2 services before 6 AM. | |



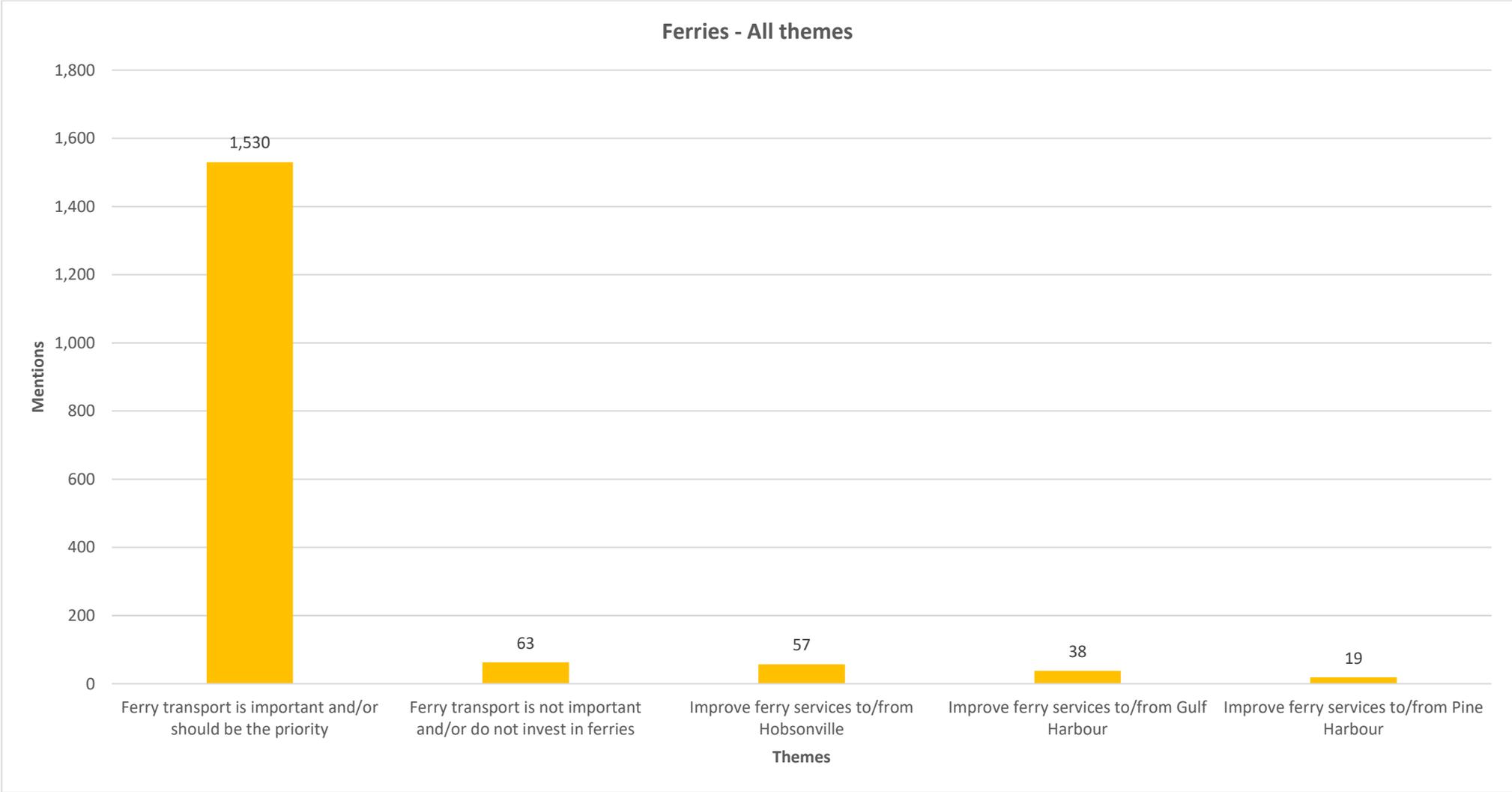
| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Bus services to Milldale. • More and better bus connections in Rodney. • Dedicated bus lane over the harbour bridge, Kepa Rd, Mill Rd, NW motorway, New North Road. • Bus service connecting Papakura-Clevedon-Beachlands-Botany. • Bus connecting Beachlands and Pine Harbour ferry. • Direct and frequent Westgate - City bus connection. • Improve buses from Huia to New Lynn Station • Bus stop at Titirangi Beach Rd. • Invest in a bus service that goes through Paremoremo. • Consider an exemption to allow school buses through Paremoremo as presently they must go through Coatesville to get to Albany. | |
| <p>Bus network is <u>not</u> important and/or do <u>not</u> invest in the bus network</p> <p><i>Mentions: 120</i></p> <p><i>(note: 39 of these mentions said they do NOT support investment in public transport, rather than specifically mentioning they do NOT support investment in buses)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned buses or public transport in general. The breakdown of the specific buses mentions, and public transport mentions is shown in the "No. of mentions" column. • Don't invest anymore in buses / bus stations / bus infrastructure. • Buses are underused. • Bus lanes are underused. • Eastern bus route is underused. • Extend rail network instead of bus network. • Auckland is too spread out for public transport. • Road capacity is more important. • Stop taking away road capacity to create bus lanes. • Bus and train are not viable options for many commuters. • Buses and bus lanes do not belong in industrial areas where there is heavy traffic. • Dedicated bus lanes increase car traffic jams. • Running buses creates lots of emissions and extra traffic. • Existing buses need to be swapped for smaller ones. | |
| <p>Improve rural bus services</p> | <ul style="list-style-type: none"> • Need more investment in rural bus services. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p><i>Mentions: 44</i></p> | <ul style="list-style-type: none"> • Need more smaller buses on rural roads. • More bus stops on rural bus routes. • Better bus services to Kumeu, Huapai, and Whenuapai. • Bus shuttle services to communities on the West Coast and Manukau harbour. | |
| <p>Provide more bus <u>lanes</u> <i>Mentions: 58</i></p> | <ul style="list-style-type: none"> • Provide more bus lanes throughout Auckland. • Upgrade / add more bus lanes to Silverdale. • Dedicated bus lane over the harbour bridge, Kepa Rd, Mill Rd, NW motorway, New North Road. | |
| <p>Don't support bus <u>lane</u> projects <i>Mentions: 85</i></p> | <ul style="list-style-type: none"> • Stop implementing bus lanes (i.e. bus lanes that are part of the general roading corridor, like Fanshaw Street bus lane). • Bus lanes are a waste of money and space. • Do not support all day bus lanes. • Bus project on Lake Road won't work. | |
| <p>Don't support T2 / T3 lanes <i>Mentions: 47</i></p> | <ul style="list-style-type: none"> • Stop implementing T/2T3 lanes. | |
| <p>Provide more bus shelters / stops <i>Mentions: 31</i></p> | <ul style="list-style-type: none"> • Provide more bus shelters. • Provide more bus stops where there are not enough / where they aren't accessible. • More bus stops on rural bus routes. • Bus stop at Titirangi Beach Rd. | |
| <p>Do not support new and/or improved bus stations <i>Mentions: 33</i></p> | <ul style="list-style-type: none"> • Stop investing in new bus stations. • Don't invest in new and improved bus stations. | |



Ferries





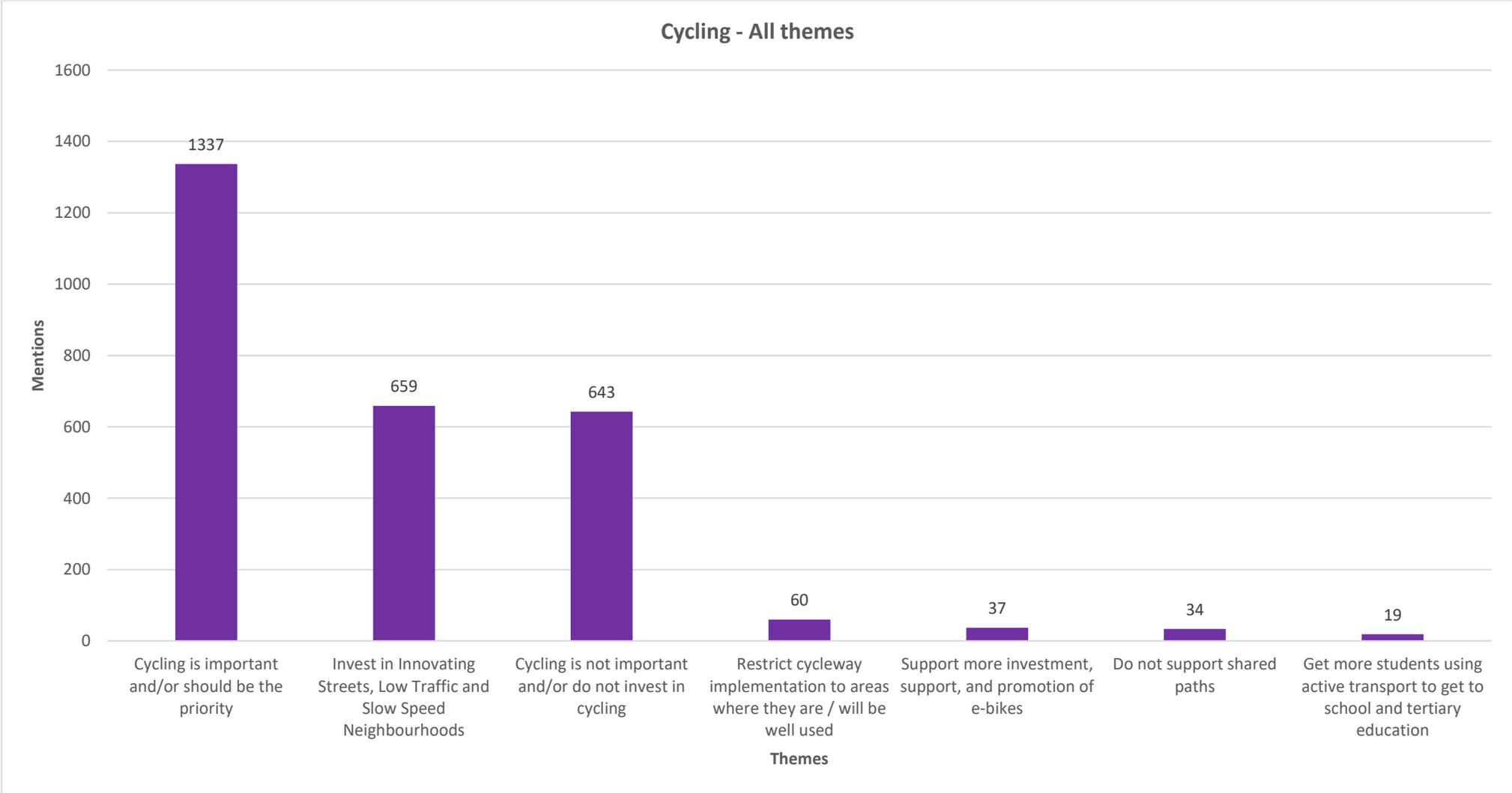
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Ferry transport is important and/or should be the priority</p> <p><i>Mentions: 1,530</i></p> <p><i>(note: 588 of these mentions said they support investment in public transport, rather than specifically mentioning they support investment in ferries)</i></p> | <ul style="list-style-type: none"> • This theme captures anyone who mentioned ferries or public transport in general. The breakdown of the specific ferries mentions, and public transport mentions is shown in the "No. of mentions" column. • Support funding for ferries. • Increase funding for ferries. • Ferries are good as they don't take up space along road corridors. • Increase the number of ferries. • Increase the speed of ferries. • Improve ferry service reliability and punctuality. • Ferry travel should be more affordable. • Electrify ferries. • Use ferries that are bike friendly and allow cyclists on. • Need to upgrade/replace the ferry fleet. • There should be more car park capacity at ferry terminals. • Run ferries 7 days a week. • Widen the ferry service to include more parts of Auckland e.g. Riverhead, Greenhithe, Torbay. • Devonport ferry connections should be improved. • Improve Waiheke ferry service. • Improve Gulf Harbour ferry service. • Improve Hobsonville Point ferry service, • Improve ferry connections from Pine Harbour, including evening and weekend ferry services. • Improve connections between buses and ferries in Devonport and Pine Harbour. • Introduce bike ferry from Westhaven to Northcote. • Make the ferries more frequent in the weekends from Birkenhead/Northcote. • Beachlands needs weekend and public holiday ferry services. • Reconsideration of East West marine transport route from Tamaki River to Manukau Harbour. • Provide ferries to Te Atatu. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> Improved ferry services in the Manukau Harbour - Waiuku/Clarks Beach/Awhitu/Cornwallis Onehunga and development of the wharf at Onehunga . | |
| <p>Ferry transport is <u>not</u> important and/or do <u>not</u> invest in ferries</p> <p><i>Mentions: 63</i> <i>(note: 50 of these mentions said they do NOT support investment in public transport, rather than specifically mentioning they do NOT support investment in ferries)</i></p> | <ul style="list-style-type: none"> This theme captures anyone who mentioned ferries or public transport in general. The breakdown of the specific ferries mentions, and public transport mentions is shown in the 'No. of mentions" column. Don't support investment in ferries. Ferries are owned by private companies, so AT should not be investing in them. | |
| <p>Improve ferry services to/from Hobsonville</p> <p><i>Mentions: 57</i></p> | <ul style="list-style-type: none"> Increase investment in ferry services to Hobsonville to support the growing population. Travel options are limited from Hobsonville as there is limited buses and limited carparking (for car ownership). The Hobsonville service needs more inter-peak sailings . The existing ferry fleet serving Hobsonville needs replacing. | |
| <p>Improve ferry services to/from Gulf Harbour</p> <p><i>Mentions: 38</i></p> | <ul style="list-style-type: none"> Improve frequency and reliability of Gulf Harbour ferry. Need a ferry system that runs from Gulf Harbour to all small towns then CBD every 30 minutes. Provide Gulf Harbour ferry on weekends. | |
| <p>Improve ferry services to/from Pine Harbour</p> <p><i>Mentions: 19</i></p> | <ul style="list-style-type: none"> Improve ferry connections from Pine Harbour, including evening and weekend ferry services. Improve connections between buses and ferries in Devonport and Pine Harbour. | |



Cycling





| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Cycling is important and/or should be the priority <i>Mentions: 1,337</i></p> | <ul style="list-style-type: none"> • Invest, or invest more, in cycling. • Invest in cycling, not roading. • Cycling should be included as part of the Climate Change Challenge. • Invest in completing the cycling network (fill in gaps in cycleways and expand current network of cycleways). • AT has done a poor job at improving the cycle network, it is disconnected and unsafe. • Stop cancelling cycling projects that remove parking. • Cycling should be included in the transport challenges. • Provide more cycleways. • Auckland needs more physically protected cycleways. • Invest in dedicated cycleways, not shared paths. • Ensure cycle improvements are in accordance with best practice. • Provide safe and monitored bike parking (and bike repair station), including at every school, train, and bus station. • Buses, trains, and ferries should accommodate cyclists / bikes. • Invest in shared/public/e-bike options. • Do more to encourage e-bike use. • Buy free e-bikes for Aucklanders on low incomes. • Allow e-scooters on cycleways to get them off the footpath. • Cycleways shouldn't be exclusively for cyclists but also for pedestrians, mobility scooters etc. • Improve signage of cycle routes. • Various requests for cycleways. • Provide safe cycleways to schools. • Provide more greenway cycleways. • Provide better cycleway connections to train and bus stations. • More "connected communities" routes for safe cycling. • Auckland needs an additional harbour crossing option for cyclists. • Provide a shuttle bus service for cyclists and pedestrians to cross the harbour bridge. | |



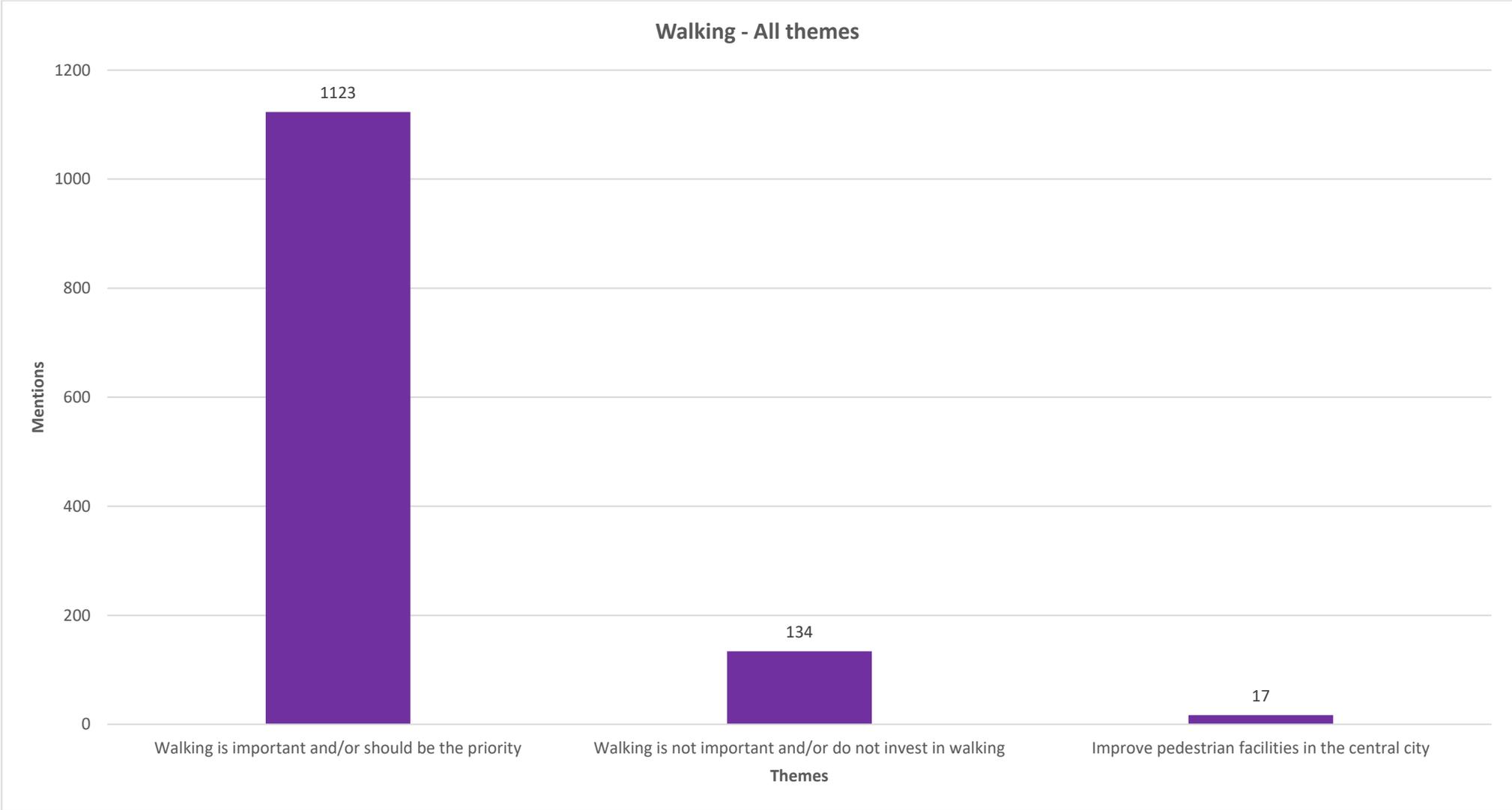
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • East Auckland requires significant cycling accessibility upgrades. • Various requests for cycleway routes (e.g. Lake Rd, Dominion Rd, Orakei-Meadowbank, Kepa Rd - Glen Innes, Te Whau, Matakana Coastal Trail). | |
| <p>Cycling is <u>not</u> important and/or do <u>not</u> invest in cycling <i>Mentions: 643</i></p> | <ul style="list-style-type: none"> • Cycleways are a waste of money. • Stop building cycleways including shared paths. • Cycling incurs large costs while generating no income. • Too much focus on cycleways. • Cycleways are political rather than necessity. • Cycleways are not well used. • Cycleways are unsafe. • Cycling is not a practical option for lots of trips. • Auckland is too wet and hilly for main stream cycling to take off. • Cyclists use roads anyway. • Wait until existing cycling infrastructure use increases before investing further. • Cycling upgrades should not be at the expense of roading upgrades. • Cycling should not be encouraged in industrial areas with heavy traffic. (Particularly about Neilson St and Church St). • Cycleways narrow streets, which choke traffic. • Cycleways remove car parking. | |
| <p>Invest in Innovating Streets, Low Traffic and Slow Speed Neighbourhoods <i>Mentions: 659</i></p> | <ul style="list-style-type: none"> • Introduce low speed/traffic neighbourhoods. • Reallocate road space to accommodate vulnerable road users. • More funding for nimble and low-key infrastructure projects like Innovating Streets, Low Traffic, and/or Slow Speed Neighbourhoods and 'pop-up protection' that provide both value for money and speedy implementation. | |
| <p>Support more investment, support, and promotion of e-bikes <i>Mentions: 37</i></p> | <ul style="list-style-type: none"> • More investment, support, and promotion of e-bikes. • Subsidise cost of e-bikes and provide infrastructure to support this. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| Get more students using active transport to get to school and tertiary education <i>Mentions: 19</i> | <ul style="list-style-type: none"> • Provide incentives for students to walk / cycle / scoot to school. • Provide road safety education to facilitate safe active transport. | |
| Restrict cycleway implementation to areas where they are / will be well used <i>Mentions: 60</i> | <ul style="list-style-type: none"> • Only invest in cycleways in the areas that they will be well used. • Remove existing cycleways that aren't well used. • Takanini section cycleway is barely used. | |
| Do not support shared paths <i>Mentions: 34</i> | <ul style="list-style-type: none"> • Do not invest in shared paths. • Shared paths are not safe for pedestrians. | |



Walking



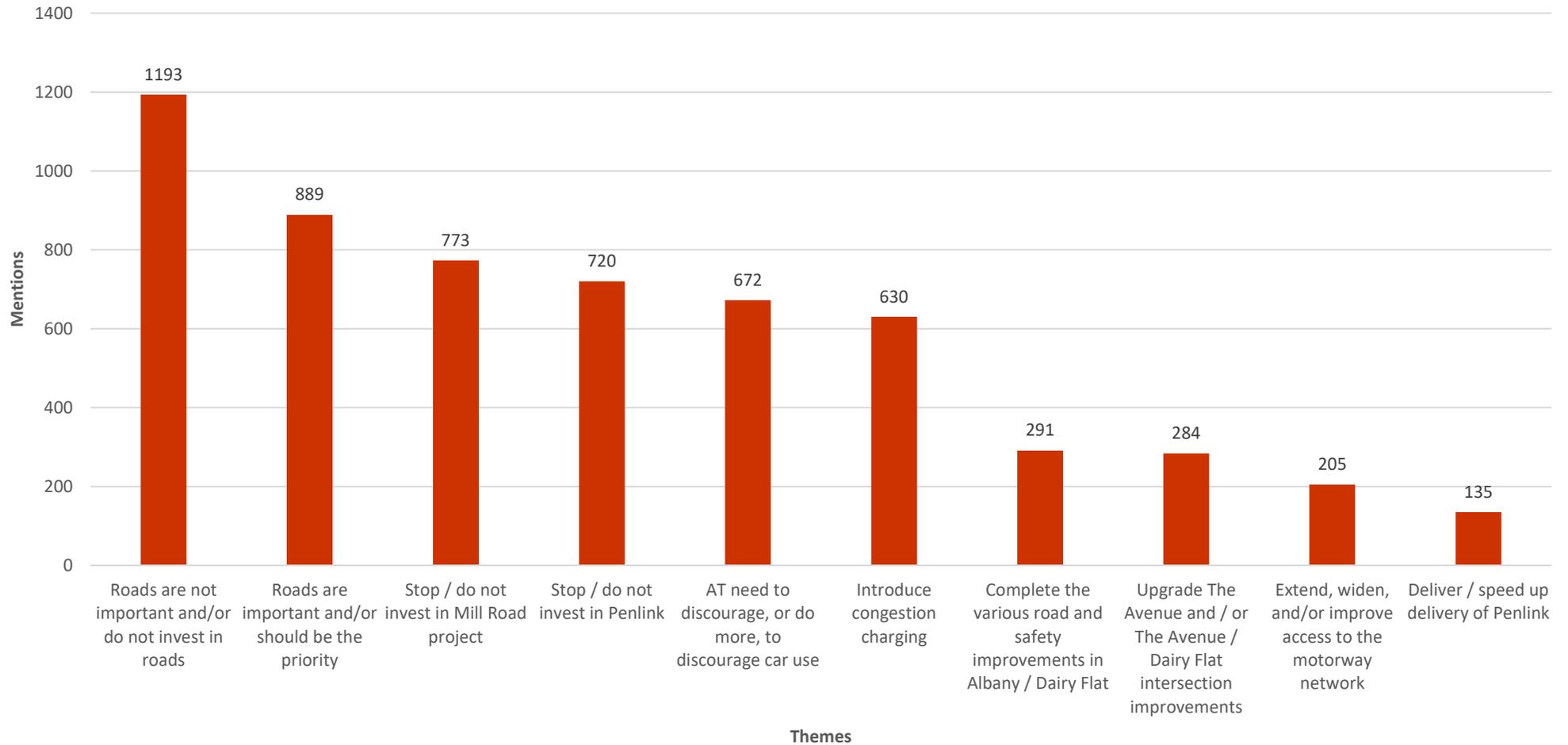


| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p>Walking is important and/or should be the priority Mentions: 1,123</p> | <ul style="list-style-type: none"> • Invest in walking. • Invest more in walking. • Footpaths need to be wider and safer. • Walking should be included in the transport challenges. • Walking should be included as part of the Climate Change Challenge. • Encourage more active modes of transport. • Provide pedestrian only paths, not shared paths. • Improve lighting along pedestrian paths. • Convert roads into active transport zones. • Provide more safe and accessible road / pedestrian crossings. • Flexible road use options, such as pedestrian only zones at certain times. • Pedestrian safety from scooters / cyclists using footpaths / shared paths should be addressed. • Ensure walking routes between parking areas (park and rides) and transport hubs are safe. • Auckland needs an additional harbour crossing option for pedestrians. • Connect Orakei and Meadowbank via pedestrian / cycle bridge. • Suggest new pedestrian crossings at Gowing Dr, Temple St, King St, Paerata Rd. • Add student crossing (underground or bridge) at Rangitoto College entry. • Fix pedestrian crossing near Pakuranga Plaza / make it safe. • Build Parnell Station underpass. • Invest in the Matakana Coastal trail. • Improve / provide pedestrian facilities to and in Huia. | |
| <p>Walking is <u>not</u> important and/or do <u>not</u> invest in walking Mentions 134</p> | <ul style="list-style-type: none"> • Do not invest in new or improved footpaths. • Improving and creating new footpaths is a waste of money. • Wait until existing pedestrian infrastructure use increases before investing further. • Hold pedestrians accountable for unsafe behaviour on roads / crossings. | |
| <p>Improve pedestrian facilities in the central city Mentions: 17</p> | <ul style="list-style-type: none"> • Provide more space for pedestrians in the central city (it's too car dominated). • More walking trails in the city. | |



Roads

Roads - Top 10 themes





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Roads are important and/or should be the priority <i>Mentions: 889</i></p> | <ul style="list-style-type: none"> • Roads should be the number one priority. • Cars are what people want to use; they are the most flexible mode of transport. • Invest in roads not public transport, walking, or cycling. • Don't discourage car / road use until public transport is extensive and reliable. • More road capacity is required to accommodate increasing cars on the network. • Improving roads is important for freight. • Provide more roundabouts and/or replace traffic lights with roundabouts. • Use existing roads better rather than creating more roads. • Don't stop building roads due to climate change, instead transition (quickly) to electric vehicles. • Roads need to be wider and safer. • Auckland needs more 6-10 lane motorways. • Current practice of blocking local roads to force traffic to arterial routes is increasing congestion. • Use AI / other innovative ways to manage traffic flow, such as smarter traffic signals. • Need better technology for on-ramp flow controls. • More investment required in rural roading infrastructure. • Roding improvements are required on the North Shore. • Rodney District requires significant roading infrastructure upgrades, including sealing and maintenance of roads. • Concern at population increase levels in North and South of Auckland with only one motorway. • Road capacity is required to support growth in west/northwest Auckland. • Extend SH16 beyond Huapai. • Complete Kumeu bypass. • Complete link from SH16 to SH18. • Link Helensville to Albany. • Improve and increase traffic flow in Titirangi. • Complete Matakana bypass. • Complete the Glenvar Road roundabout. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Complete Penlink ASAP. • Penlink to be 4 lanes to future proof. • Complete the Northside Drive overbridge project. • Lake Road improvements are critical. • Improve and increase traffic flow on Onewa Road. • Improve and increase traffic flow in Ellerslie. • Improve and increase traffic flow at Great South Rd Takanini. • Improve traffic light phasing on Mt Wellington Highway (Khyber Pass has better phasing). • Improve turning options at Hill Rd / Grandview Rd, and Claude Rd / Alfriston Rd intersection. • Support for Mill Road corridor making the area safer and more efficient. • Address traffic issues between Drury, Pukekohe, and Waiuku. • Build a bridge connecting Weymouth to Karaka. • Complete Pukekohe Bypass. • Complete previously abandoned plan for the east/west connection between the South Western motorway. • Upgrade East Cost Rd - increase lanes to address congestion at intersections. • Improve Market Rd interchange. • Widen Pakuranga Rd between Howick and Pakuranga. • Increase the capacity of the Whitford-Maraetai Road. • Improve roading connectivity to Flatbush. • Increase lanes / add passing lanes on Whitford to Beachlands road. • Coatesville-Riverhead Highway is damaged by heavy machinery close to round about in Dairy Flat, dangerous for cyclists. | |
| <p>Roads are <u>not</u> important and/or do <u>not</u> invest in roads <i>Mentions: 1,193</i></p> | <ul style="list-style-type: none"> • RLTP has too much focus on roads. • AT has been investing too much on roads. • Do not invest in new, improved, or wider roads. • Invest in public transport, walking, and/or cycling instead of roads. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • We already have enough roads. • Roads are not a modern transport solution. • Road capacity fills up quickly. • Reduce the number of car lanes. • Rail is cheaper than roads. • Various roading projects should not proceed e.g. Mill Road, Penlink. • Projects such as Penlink are described as 'multimodal, but they are predominantly projects to increase road capacity for general vehicles. • Stop building new developments that are reliant/mainly/best served by roads. • Make it difficult and costly to drive and/or park to incentivise people to use other modes of transport. • Remove private vehicles from CBD. • The only roads that should be being built should be T3. • Focus on reducing VKT with less roads. • All new roading / road expansion projects should be re-costed taking into account their impact on emissions. Only those will enable public transport and road freight improvements over 30 years + relative to today should be funded. • Invest in campaigning to change mindsets about car ownership. | |
| <p>AT need to discourage, or do more, to discourage car use <i>Mentions: 672</i></p> | <ul style="list-style-type: none"> • RLTP should discourage, or do more to discourage, single occupant motor vehicles e.g. cars. • Auckland's city design should not encourage urban sprawl that makes cars necessary. • Tax/disincentivise single use vehicles. • Introduce congestion charging in Auckland. • Raise fuel tax until it has an effect on the number of cars in Auckland (like the tobacco tax). • New cars are too affordable, more GST on new petrol cars. • Raise car running costs and lower alternatives costs. • Remove parking buildings in the CBD to discourage private vehicle use. • Remove on street parking. • No more resource consent for multistorey carparks. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Residential parking zones in inner suburbs. • Higher parking charges. • Higher fines for illegal car parking. • Provide incentives so employers encourage employees to commute by means other than private vehicle, particularly in CBD. • Cars take up too much space. • Cars create pollution. • Private cars should come third after active transport and public transport. • Don't encourage personal EV's either, shift should be to mass transport not private. • Stop building new roads. • Various roading projects should not proceed e.g. Mill Road, Penlink. • Projects such as Penlink are described as 'multimodal, but they are predominantly projects to increase road capacity for general vehicles. • Improving safety and transport connections means upholding Vision Zero. It cannot be used as an excuse to fund roading projects and increase roading capacity. • Reduce imports of cars. • Car free days/streets. • Encourage working from home. • Publicise a goal for car trips that the public can follow, like Watercare's water saving boards. • Reduce car usage by visitors to Waiheke Island. | |
| <p>Stop penalising cars <i>Mentions: 44</i></p> | <ul style="list-style-type: none"> • RLTP should not be implemented on the assumption that people will stop using private cars. • Cars are currently a necessity in Auckland. • Rather than penalise cars, encourage public transport. • Stop dictating to people and let them make their own travel choices. • Don't penalise people who have no choice to use public transport nor when they start and finish work. • Don't penalise people who may be required to use their car for work during the day. • Lots of areas in Auckland have poor access to public transport. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> Public transport fares are too expensive. Remove RFT, it is general revenue gathering. RFT and a congestion charge is double dipping. Do not toll Warkworth state highway extension. Tolls for people who live in outer suburbs further disadvantage people who are already priced out of living central. Auckland already has measures to reduce cars in the City, parking removal, bus lane enforcement, lower speed limits, RFT. Stop removing carparking. Elderly or parents with young children need cars. | |
| <p>Introduce congestion charging <i>Mentions: 630</i></p> | <ul style="list-style-type: none"> Introduce congestion charging in Auckland. Congestion charging will encourage public transport use. Support congestion charging in theory, if public transport is convenient. Public transport is not convenient on all routes, therefore charge on roads where public transport is an option. Congestion charging will change culture of believing that roads should be "free". When considering if it is fair to charge, also consider is it fair to currently "give" free roading to car owners only . Concession could be given to low-income drivers. Congestion charging should be introduced for freight traffic in peak hours. Pilot any congestion charge project first. Introduce congestion charge to enter the CBD. Put toll back on The Auckland Harbour Bridge. Congestion charge on northern motorway. | |
| <p>Do not support a congestion charge <i>Mentions: 27</i></p> | <ul style="list-style-type: none"> Do not support investigation or implementation of a congestion charge. A congestion charge is not fair. There should be no congestion charge on bridges where there is no alternative to using it. There should be no charges for peninsulas, where there is no alternative to using it. Those in lower socioeconomic communities will be restricted from congestion areas. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • There should be no charge for people from lower socioeconomic areas. • There should be no congestion charge until a viable public transport alternative exists. • RTF and a congestion charge is double dipping. • Penalises people who do not have a viable/practical option of using public transport, nor when they start and finish work. • Penalises people who may be required to use their car for work during the day. • Auckland already has measures to reduce cars in the City, parking removal, bus lane enforcement, lower speed limits, RFT. • Congestion charges, if introduced, should only apply to motorways. • Congestion charging on motorways could drive people onto local roads. | |
| <p>Stop / do not invest in Mill Road project <i>Mentions: 773</i></p> | <ul style="list-style-type: none"> • Don't invest in / stop Mill Road project. • Redesign Mill Rd to cater to public transport. | |
| <p>Stop / do not invest in Penlink <i>Mentions: 720</i></p> | <ul style="list-style-type: none"> • Don't invest in / stop Penlink project. • Redesign Penlink to be a public transport project. | |
| <p>Deliver / speed up delivery of Penlink <i>Mentions: 135</i></p> | <ul style="list-style-type: none"> • Speed up delivery of Penlink • Make modifications, add a busway (or light rail) and biking/walking. • Penlink to be 4 lanes to future proof. • Make Penlink T2 or T3. | |
| <p>Complete the various road and safety improvements in Albany / Dairy Flat <i>Mentions: 291</i></p> | <ul style="list-style-type: none"> • Major traffic congestion on Albany Hill. • Major traffic congestion on the Avenue joining Dairy Flat Highway. • Major traffic congestion on Albany Highway road traffic from Dairy Flat Highway into Albany. • Provide a 4-lane highway on Albany Hill. • Too many accidents / very unsafe roads. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| | <ul style="list-style-type: none"> • Albany's roads need widened / additional roads needed. • Infrastructure needs to keep up with the growth in housing around Albany. • Traffic going through Albany Village needs to be diverted • Bus service, footpaths and cycle lanes are poor. • Albany Highway cycle way needs to be connected to Upper Harbour Drive cycle way. • Dairy Flat needs new motorways for new growth in area. • Albany requires a bus service up Gills Road to Albany Heights. • Albany heights area needs better infrastructure. • Gills Road needs safety improvements as cars come off road over the bank. • Pedestrian crossings needed on The Avenue and Dairy Flat Highway. • Widen the Bush Road, Albany Highway, Schnapper Rock Road intersection on the western side to allow traffic exiting the motorway to turn left into Albany highway with is currently held up by the right turning traffic into Bush road. • Motorway needs an off ramp to Dairy Flat between Oteha and Silverdale to reduce traffic through Albany towards Dairy Flat and Paremoremo. • Congestion is putting people off driving to the Albany park and ride. • Stop Albany Expressway T2 lane at 9am not 10am. | |
| <p>Complete the plans for "Albany Developments" proposed for construction in 2019 <i>Mentions: 55</i></p> | <ul style="list-style-type: none"> • Disappointed plans are not included in RLTP. • Want an explanation why funding has been revoked. • Construction should have already in 2019. • Plan included Dairy Flat Highway upgrade, Gills Road link to Oteha Valley Road, Medallion Drive link to Fairview Avenue. • Was planned in last 10-year plan. • Was part of North Shore Council 10-year plan for 2013. • Reinstate funding and begin immediately. • Upgrades are needed to cope with growth in the areas of Albany Heights, Dairy Flat and Milldale. • Upgrades are needed to fix safety issues. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Complete Gills Road upgrades and /Oteha Valley Rd link project. <i>Mentions: 53</i></p> | <ul style="list-style-type: none"> Disappointed plans are not included in RLTP. Want an explanation why funding has been revoked. New developments have given rise to need for Gills Road upgrade. Road is slipping away adjacent to Gold Street. Gills Road needs a missing section of footpath filled in. Link to Oteha Valley Road required for bus services and pedestrian access. Provides alternative link to reduce congestion at intersection with Dairy Flat Highway. | |
| <p>Upgrade/widen Lucas Creek Bridge <i>Mentions: 131</i></p> | <ul style="list-style-type: none"> Disappointed plans are not included in RLTP. Want an explanation why funding has been revoked. Bridge needs to be widened to 4 lanes. Bridge needs repairs. Stops emergency services in rush hour. Is a pinch point that causes congestion on this road. Needs provisions for safe walking and cycling. | |
| <p>Complete the Dairy Flat Highway widening <i>Mentions: 80</i></p> | <ul style="list-style-type: none"> Disappointed plans are not included in RLTP. Want an explanation why funding has been revoked. Dairy Flat Highway needs to be 4 laned from Stevesons Cres to Gills Ave. Improve Albany thoroughfare. | |
| <p>Upgrade The Avenue and / or The Avenue / Dairy Flat intersection improvements <i>Mentions: 284</i></p> | <ul style="list-style-type: none"> Disappointed plans are not included in RLTP. Want an explanation why funding has been revoked. The Avenue / Dairy Flat intersection needs urgent attention/upgrades because of congestion and safety concerns. Major traffic congestion due to The Avenue bridge. Should be upgraded to lights. Needs a roundabout. Pave intersection. Cars make left turns then U turns to avoid waiting to turn right off The Avenue. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| Upgrade Lake Road - Devonport to Takapuna <i>Mentions: 57</i> | <ul style="list-style-type: none"> • Upgrade lake Road in Northcote. • Provide more traffic lanes. • Provide a cycleway parallel to Lake Rd. • No room for bus, transit or bike lanes on Lake Rd. • Provide bus or T3 lanes in both directions. | |
| Upgrade The Squadron Drive interchange <i>Mentions: 45</i> | <ul style="list-style-type: none"> • The Squadron Drive interchange upgrade is vital to support growth in Hobsonville. • As it stands, Squadron Drive is a half-finished interchange - there are no west bound on/off ramps. • A shared walking and cycling path between Squadron Drive and Fred Taylor Drive should be provided as part of this upgrade. | |
| Fix Hill St intersection <i>Mentions: 34</i> | <ul style="list-style-type: none"> • Fix Hill Street intersection. • Too many homes being built on arterial road causing congestion. | |
| Extend, widen, and/or improve access to the motorway network <i>Mentions: 205</i> | <ul style="list-style-type: none"> • Extend the motorway network generally. • Extend the motorway network out North. • Extend / widen SH16 motorway. • Improve south-western and southern motorway connection via road (e.g. Penrose). • Implement the East-West motorway link. • Motorway from East Auckland to CBD. • Install a bypass around Matakana to reduce congestion. • State Highway 16 needs addressing urgently. • Install a roundabout at the intersection of SH16 and Coatesville-Riverhead Highway • Extend/widen the motorway out north. • Extend/widen the motorway out west. • Widen southern motorway. • The motorway north from Oteha Valley needs 3 lanes traffic. • 4 lanes required from Whenuapai to Kumeu. • Motorway between Penlink and Albany will need widening. • Complete offramp to Dairy Flat. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Upgrade SH8, Upper Harbour Highway. • Widen the bridge next to Sylvia Park. • Remove on ramp lights. • New motorway from Howick towards the South. • Enable better traffic flow from Albany Hill onto motorway. • Enable better traffic flow from Ti Rakau Drive onto motorway. • SH1 needs at least 2 lanes that are dedicated to through traffic not stopping in Auckland. | |
| <p>Extend the motorway network out north <i>Mentions: 34</i></p> | <ul style="list-style-type: none"> • Extend the motorway network out north. • Finish the highway extension from Warkworth to Wellsford. • Widen motorway from Warkworth through to the bridge. • Install a bypass around Matakana to reduce congestion. • Complete motorway network to Whangarei. • Southern Off Ramp/ On Ramp at Warkworth on the Puhoi to Warkworth Motorway to support future population growth. • Bypasses for Warkworth and Wellsford. • Northern Motorway needs to be at least 4 lanes from start to finish. | |
| <p>Extend motorway further out west (SH16) <i>Mentions: 63</i></p> | <ul style="list-style-type: none"> • Generally improve/widen SH16. • Extend to Kumeu, Huapai, Waimauku, and/or Helensville. • Bypass Kumeu, Huapai, and/or Waimauku. • Reduce congestion on the western motorway. • Connecting SH16 to SH20 so you don't have to go through Whenuapai. • Connecting SH16 link with SH1 through Kumeu/Helensville and Kaukapakapa. • Increase to 4 lanes North of Brigham Creek. | |
| <p>Improve traffic flow / reduce congestion on the southern motorway <i>Mentions: 25</i></p> | <ul style="list-style-type: none"> • Improve traffic flow on the southern motorway. • Add more lanes to the southern motorway. • Improve south-western and southern motorway connection via road (various connections suggested). • Address traffic issues between Drury, Pukekohe, and Waiuku. | |

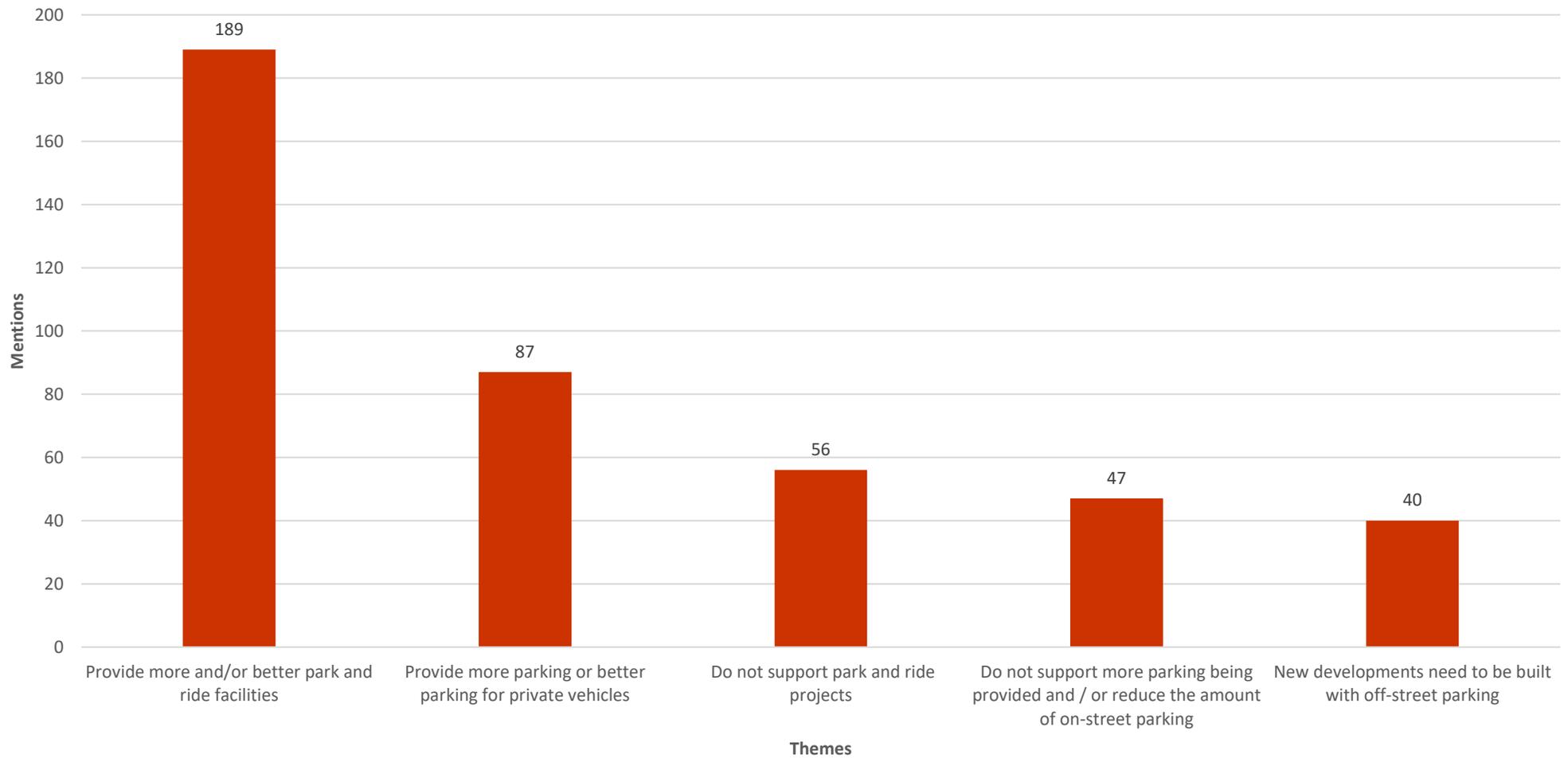


| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • Build the Pukekohe expressway. • Grand Vue intersection (Hill Park) onto motorway needs lights or a separate dedicated lane to access motorway from Grand vue side. • Introduce a fourth lane required between Westfield and Wiri | |



Parking

Parking - All themes





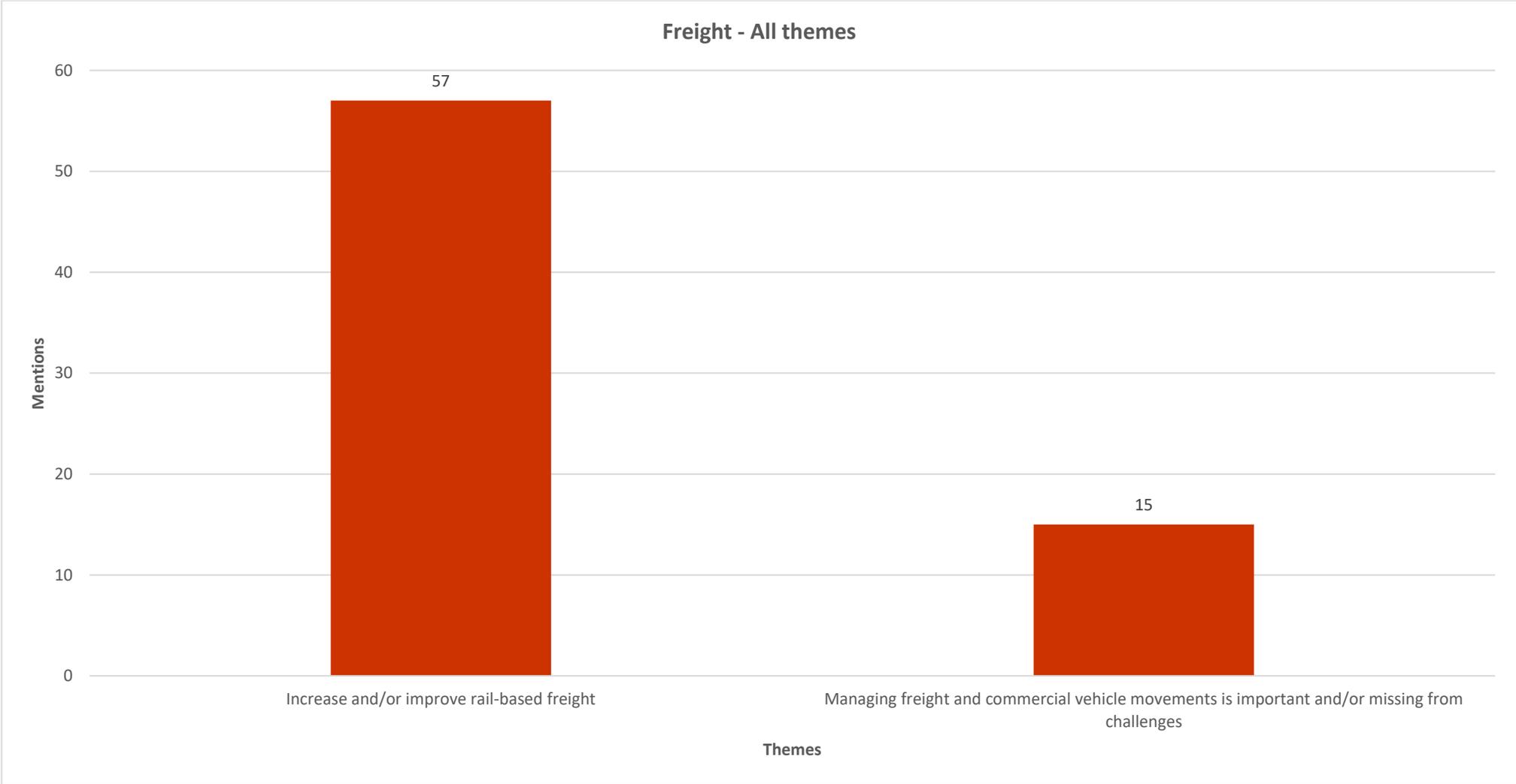
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p>Provide more and/or better park and ride facilities <i>Mentions: 189</i></p> | <ul style="list-style-type: none"> • Generally provide more parking around rail stations. • Generally provide more parking around bus stations. • Provide more parking at ferry terminals such as Half Moon Bay. • Otherwise people have to park in the city, where providing parking costs more. • Do not use Wilsons for park and ride, should be council owned. • Park n Ride car parks are currently too small. • Provide multi-storied parking facilities at park and rides. • Parking should be free at park and ride facilities. • Will improve traffic / PT patronage. • New park and ride facilities needed where rail lines and state highways intersect e.g. Kumeu and Drury. • Various requests for new or larger park and ride facilities, Drury, Runciman, Papakura, Paereta, Warkworth, entry points to Mill Rd, Pukekohe train station, West Park Marina, Avondale train station. | |
| <p>Do not support park and ride projects <i>Mentions: 56</i></p> | <ul style="list-style-type: none"> • Don't invest in new or extended park and ride facilities. • Park and Ride facilities are a huge cost for very little benefit. • Better to improve public transport, walking, and cycling links to train and bus stations. • Don't support the temporary park and ride in Warkworth. • Don't support the new park and ride proposal at New Lynn. | |
| <p>Provide more parking or better parking for private vehicles <i>Mentions: 87</i></p> | <ul style="list-style-type: none"> • Generally provide more parking throughout Auckland. • Provide more on-street parking. • Provide cheaper parking. • The removal of parking is unfairly targeting the elderly and those with disabilities. • Provide more time limited parking . • Provide more disability parking. • On-street parking is required for larger Trade vehicles that can't fit in car park buildings. • Enlarge the size of parking spaces. • Provide more free parking in certain areas. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Provide more motorbike parking. • Provide more parking for EV's. • Improve parking accessibility and provision for elderly people. • Reduce footpaths where they are extra wide to make room for more parking. | |
| <p>Do not support more parking being provided and / or reduce the amount of on-street parking <i>Mentions: 47</i></p> | <ul style="list-style-type: none"> • Disincentivise parking and driving. • Disincentivise and/or remove on-street parking. • Do not support the provisions of more parking. • On narrow streets remove parking or use grass berms for parking. • Sell car park buildings. • Reduce parking in CBD. • Limit street parking on local roads especially on roads surrounding bus stations or schools. • Increase parking prices to discourage car use. • Do not issue resource consent for multistorey carparks. • Introduce paid residential parking zones in inner suburbs. • Removal of parking will reduce congestion, make cycling safer, and make space for cycleways. | |
| <p>New developments need to be built with off-street parking <i>Mentions: 40</i></p> | <ul style="list-style-type: none"> • Provide more off-street parking as part of new housing developments. • If no parking is provided then residents/occupiers take up all the on-street parking. • Roads are too narrow to park on the street. | |



Freight

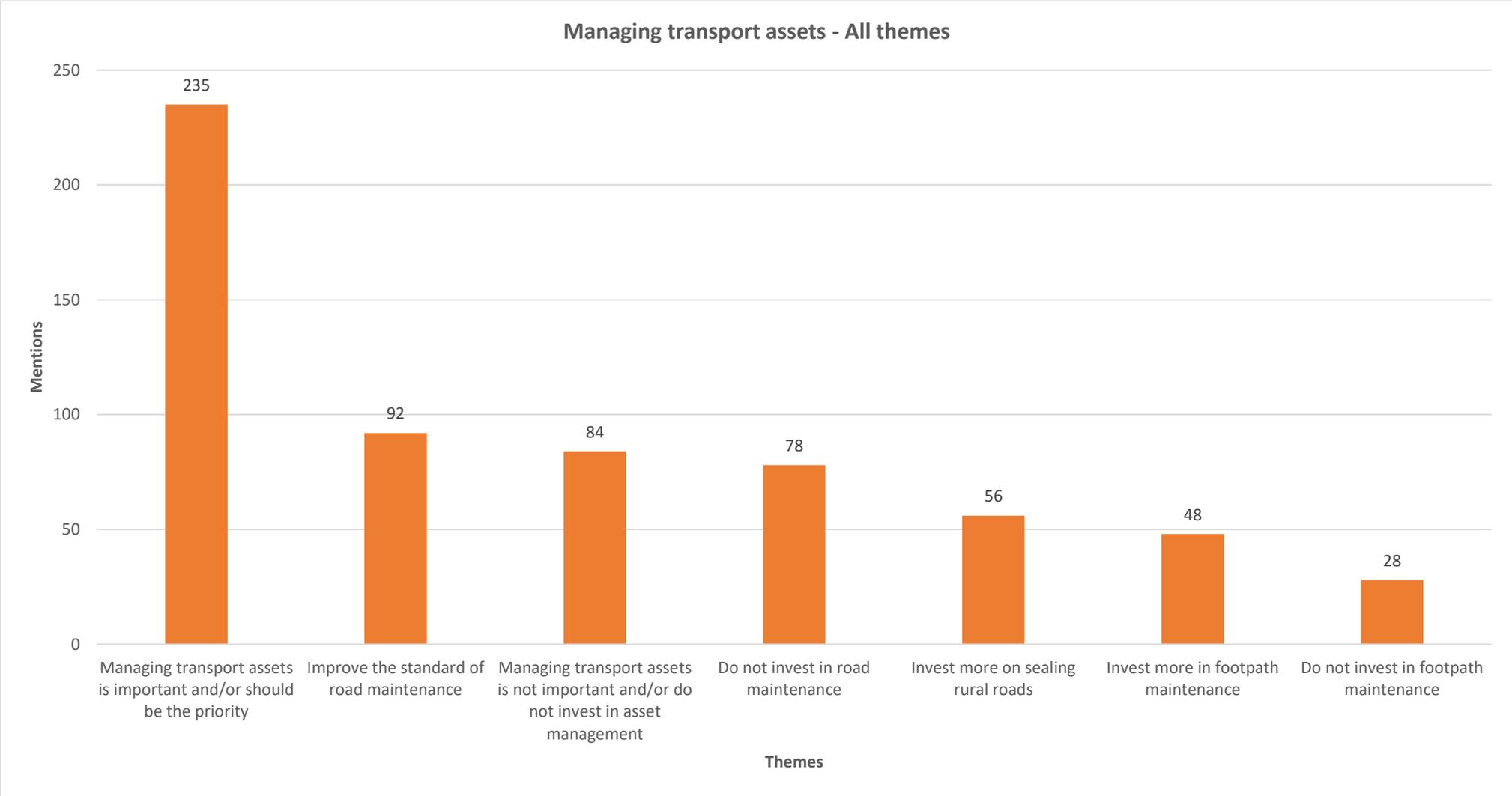




| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p>Managing freight and commercial vehicle movements is important and/or missing from challenges <i>Mentions: 15</i></p> | <ul style="list-style-type: none"> • Managing freight and commercial vehicle movements is missing from challenges. • Managing freight and commercial vehicle movements is important. • Prioritise truck travel. • Need to ease congestion for trade vehicles. • Location of Ports of Auckland in central city causes congestion. • Provide dedicated truck lanes on the highways. • Heavy vehicles should be banned from residential areas. | |
| <p>Increase and/or improve rail-based freight <i>Mentions: 57</i></p> | <ul style="list-style-type: none"> • Increase rail-based freight instead of road / trucks. • Double track rail lines to accommodate rail-based freight. • Electrify rail-based freight. • Improve rail-based freight to Whangarei. • Improve rail-based freight to Tauranga. • Less freight on the roads will reduce congestion and reduce wear and tear to roads. | |



Managing transport assets





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| <p>Managing transport assets is important and/or should be the priority <i>Mentions: 235</i></p> | <ul style="list-style-type: none"> • Need to improve pot hole treatments - current bog-up jobs don't help. • Invest more in road maintenance. • Improve the standard of road maintenance. • Sealing unsealed roads should be a priority. • Maintaining existing roads should be a priority. • Maintain existing footpaths and weed berms. • Footpaths should be on both sides of roads. • Need to improve maintenance standards. • When renewals take place, use space to add active transport infrastructure. • Ensure renewed roads are sufficient for heavy traffic. • Need to focus on rural road maintenance. • Support investment in footpath maintenance / renewals. • Various locations mentioned where maintenance, renewals, or sealing is required. • Improvement of road safety by building better quality roads that are safe to drive on. • Reseal the roads properly so it lasts longer. • Do not use chip seal. • Cover the manholes safely. • Seal school bus routes on gravel roads. • Reseal Piha road. • Maretai, Beachlands, and Whitford has broken road barriers. • Maretai, Beachlands, and Whitford has long grasses which ignites. • Waitakere roads have significant large infestations of ginger, elephant grass and agapanthus that require eradication, • Scenic Drive has broken road barriers. • Footpaths require repair in Green Bay and Blockhouse Bay. • Repair potholes in cycle lanes e.g. Upper Queen St. • Seal road shoulders to allow room for bus lanes. • Repair potholes on SH1 in North. • Repaint road lines so visible on rainy day. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Keep roads clear of glass. • Drain maintenance that will ensure safer rural roads e.g. Ponga Road and Hunua Road. | |
| <p>Managing transport assets is <u>not</u> important and/or do <u>not</u> invest in asset management <i>Mentions: 84</i></p> | <ul style="list-style-type: none"> • Stop spending money on road maintenance. • Too much emphasis on maintaining the existing roading network. • Let roads get to a state of disrepair so people use buses and trains. • AT has been resurfacing roads already in good condition. • Resealing the same roads over and over. • Concerns with poor quality of chip seal resurfacing. • Stop spending money on footpath maintenance. • Footpaths are fine as they are. | |
| <p>Improve the standard of road maintenance <i>Mentions: 92</i></p> | <ul style="list-style-type: none"> • Standard of road maintenance has dropped, was much better 5 or so years ago. • Road maintenance is suffering due to increased population. • Ensure job is done properly, with good workmanship. • Don't use chip seal, use asphalt as chip seal looks ugly, degrades quickly, and damages vehicles windscreens and paint. • Need to improve pot hold treatments - current bog-up jobs are poor and break down quickly. • Roads are patched instead of properly repaired. • Fixing potholes is important for cyclist safety. • Ensure renewed roads are sufficient for heavy traffic. • Fix cracked footpaths in a timely fashion. • If AT are serious about climate and the environment, start completing maintenance tasks on stormwater filters. • Weed berms. • Pest plant and animal control along the rail and motorway corridor. • All toxic chemical weed sprays should be replaced with steam or weed eating. • Condition of SH16 improvements is bad / unsafe for volume of traffic. • Oteha Valley Rd repair is not sealed/constructed to a good standard. | |

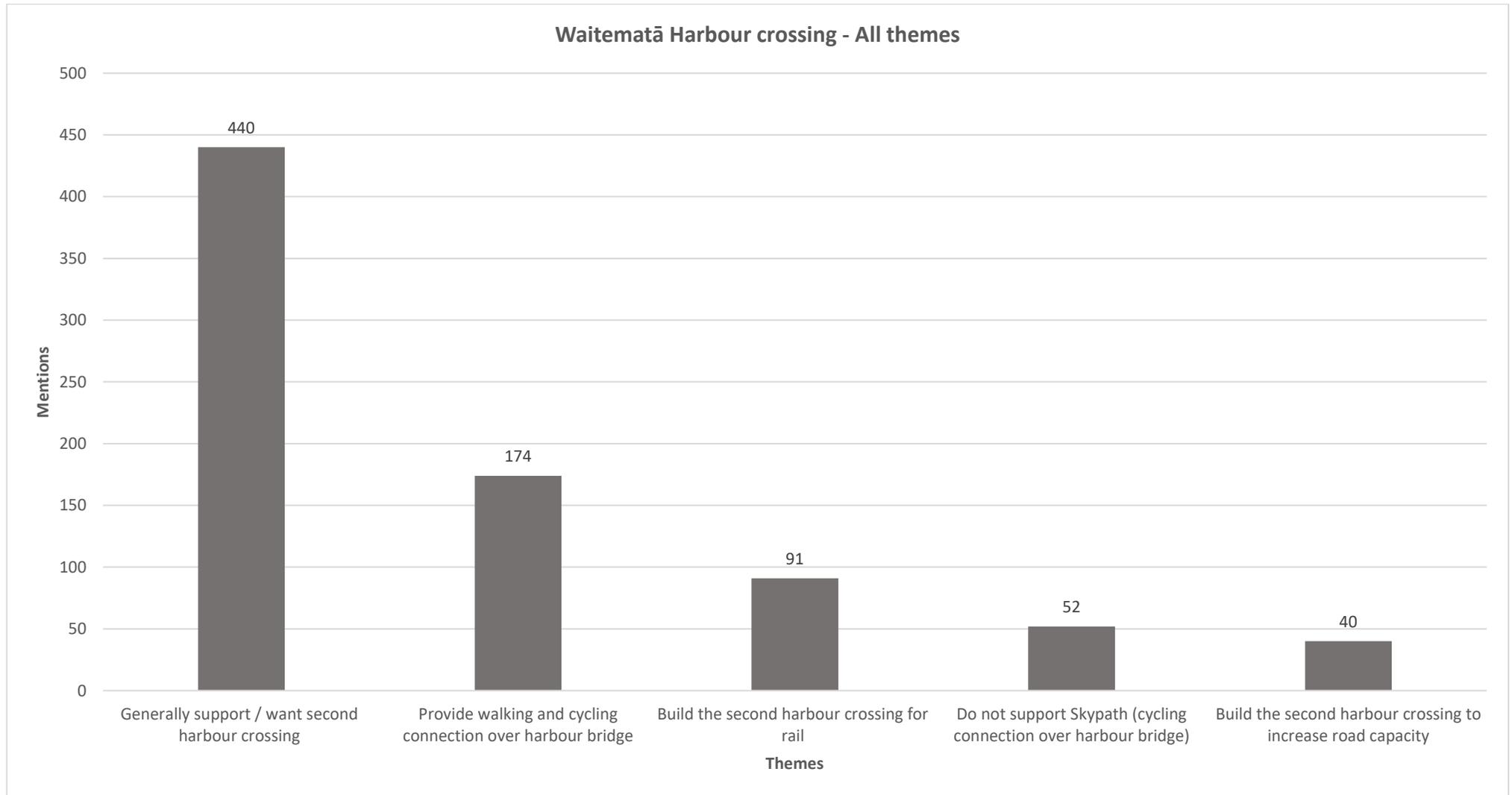


| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Fix curbs and cover culverts in Greenhithe. • Fix potholes properly in Maraetai Whitford Road. • Repair Chorus patches in West Auckland e.g. Atkinson Rd Titirangi. | |
| <p>Invest more on sealing rural roads <i>Mentions: 56</i></p> | <ul style="list-style-type: none"> • Spend more money on sealing rural roads. • Reseal the roads properly so it lasts longer. • Don't use chip seal, use asphalt as chip seal looks ugly, degrades quickly, and damages vehicles windscreens and paint. • Sealing gravel roads will reduce dust which is a general nuisance and health nuisance to humans and farm animals. • Seal roads in Rodney. • Seal roads on Waiheke. • Seal roads off Matakana Road. e.g. Golf Road. • Seal school bus routes on gravel roads. • Reseal Piha road. • Rural roading is well used due to high growth. • Seal Otau Mountain rd. in Clevedon. • Seal Tunnel Road in Puhoi. | |
| <p>Do not invest in road maintenance <i>Mentions: 78</i></p> | <ul style="list-style-type: none"> • Stop investing in road maintenance. • Let the roads get to disrepair. It'll help me move to buses and trains. • Too much emphasis on maintaining the existing roading network. • AT has been resurfacing roads already in good condition. • Resealing the same roads over and over. • Concerns with poor quality of chip seal resurfacing. | |
| <p>Invest more in footpath maintenance <i>Mentions: 48</i></p> | <ul style="list-style-type: none"> • Invest more in footpath maintenance • Mow the berms. • Maintain footpaths properly, with good lighting • Upgrade footpaths to enable walking with wheelchairs, prams, and strollers. | |
| <p>Do not invest in footpath maintenance</p> | <ul style="list-style-type: none"> • Stop investing in footpath maintenance. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---------------------|---|--------------------------------|
| <i>Mentions: 28</i> | <ul style="list-style-type: none"> • Footpaths are fine as they are. | |

Waitematā Harbour crossing



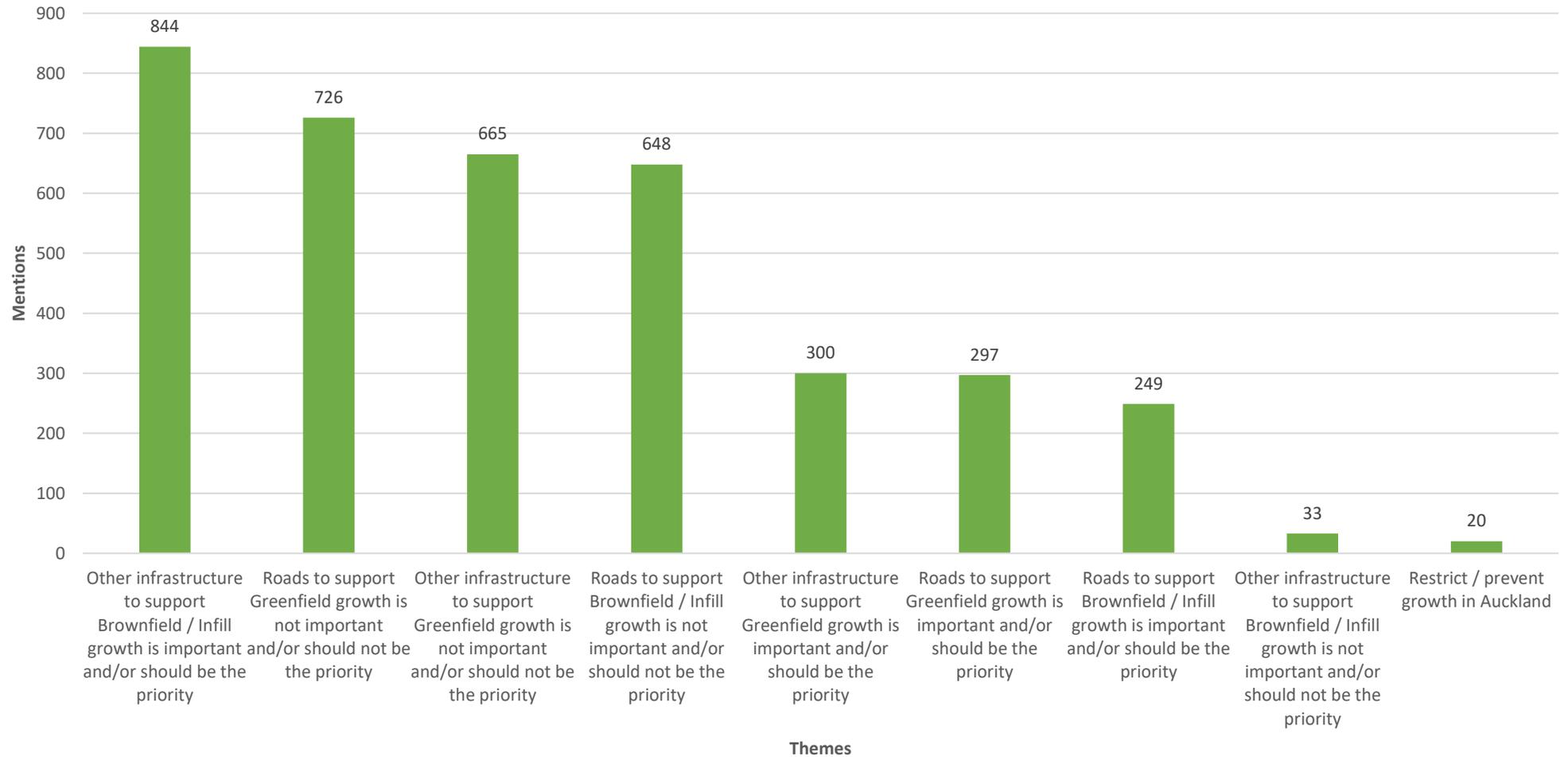


| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| Generally support / want second harbour crossing <i>Mentions: 440</i> | <ul style="list-style-type: none"> • Want second harbour crossing, either generally, or for trains, traffic capacity and/or walking and cycling. • The current bridge is at capacity. • Harbour tunnel also acceptable. | |
| Provide walking and cycling connection over harbour bridge <i>Mentions: 174</i> | <ul style="list-style-type: none"> • Build the Sky Path for cyclists and pedestrians. • Provide a walking and cycling connection over the harbour bridge using existing traffic lanes. | |
| Do not support Skypath (cycling connection over harbour bridge) <i>Mentions: 52</i> | <ul style="list-style-type: none"> • Stop investing in the Skypath, it's a waste of money. | |
| Build the second harbour crossing for rail <i>Mentions: 91</i> | <ul style="list-style-type: none"> • Need second harbour crossing to connect rail to Northshore. | |
| Build the second harbour crossing to increase road capacity <i>Mentions: 40</i> | <ul style="list-style-type: none"> • Provide more general vehicle lanes. • Research shows the public overwhelmingly support more vehicle lanes. | |



Growth

Growth - All themes





| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| Themes supporting investment to service growth | | |
| <p><u>Roads</u> to support <u>Greenfield</u> growth is important and/or should be the priority <i>Mentions: 297</i></p> | <ul style="list-style-type: none"> • It is important to invest in roads to support Greenfield growth / Urban sprawl. • Plan and build roads for new developments. | |
| <p><u>Roads</u> to support <u>Brownfield / Infill</u> growth is important and/or should be the priority <i>Mentions: 249</i></p> | <ul style="list-style-type: none"> • It is important to invest in roads to support brownfield/infill growth. • Brownfield/infill growth is more sustainable, protects valuable rural/food producing land, and is best practice in town planning. | |
| <p><u>Other infrastructure</u> to support <u>Greenfield</u> growth is important and/or should be the priority <i>Mentions: 300</i></p> | <ul style="list-style-type: none"> • It is important to invest in infrastructure other than roads (e.g. public transport, walking and cycling infrastructure) to support Greenfield growth / Urban sprawl. | |
| <p><u>Other infrastructure</u> to support <u>Brownfield / Infill</u> growth is important and/or should be the priority <i>Mentions: 844</i></p> | <ul style="list-style-type: none"> • It is important to invest in infrastructure other than roads (e.g. public transport, walking and cycling infrastructure) to support brownfield/infill growth. • Brownfield/infill growth is more sustainable, creates a compact city, supports investment in (and uptake of) public transport/walking/cycling, protects valuable rural/food producing land, and/or is best practice in town planning. • Encourage high density housing near transport hubs. | |
| Themes <u>not</u> supporting investment to service growth | | |
| <p><u>Roads</u> to support <u>Greenfield</u> growth is <u>not</u> important and/or should <u>not</u> be the priority <i>Mentions: 726</i></p> | <ul style="list-style-type: none"> • Do NOT invest in roads to support Greenfield growth / Urban sprawl. • New roads to support greenfield growth is contradictory to the aims of RLTP. • Greenfield growth destroys productive rural/food producing land, costs more to service with transport infrastructure, is unsustainable, and is NOT best practice in town planning. • Developers should pay for this infrastructure. • All greenfield infrastructure should be cancelled. | |



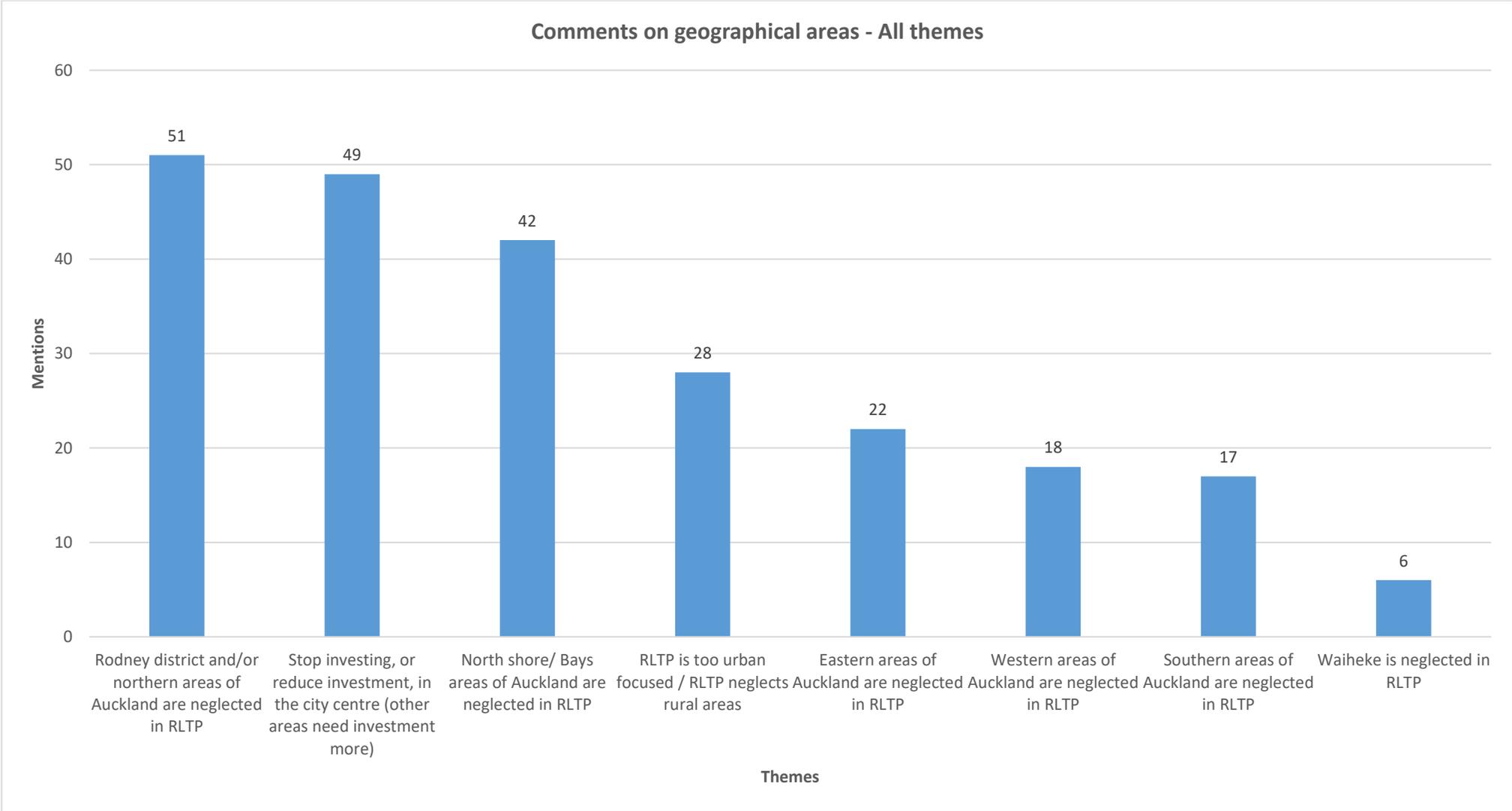
| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Don't support any Auckland Growth projects. | |
| <p>Other infrastructure to support <u>Greenfield</u> growth is <u>not</u> important and/or should <u>not</u> be the priority <i>Mentions: 665</i></p> | <ul style="list-style-type: none"> • Do NOT invest in infrastructure other than roads (e.g. public transport, walking and cycling infrastructure) to support Greenfield growth / Urban sprawl. • Greenfield growth destroys productive rural/food producing land, costs more to service with transport infrastructure, is unsustainable, and is NOT best practice in town planning. • Developers should pay for this infrastructure. • Charge new residents to pay for infrastructure. • All greenfield infrastructure should be cancelled. • Don't support any Auckland Growth projects. | |
| <p>Roads to support <u>Brownfield / Infill</u> growth is <u>not</u> important and/or should <u>not</u> be the priority <i>Mentions: 648</i></p> | <ul style="list-style-type: none"> • Do NOT invest in roads to support brownfield/infill growth. • New roads to support brownfield/infill growth is contradictory to the aims of RLTP. • Developers should pay for this infrastructure. • Don't support any Auckland Growth projects. | |
| <p>Other infrastructure to support <u>Brownfield / Infill</u> growth is <u>not</u> important and/or should <u>not</u> be the priority <i>Mentions: 33</i></p> | <ul style="list-style-type: none"> • Do NOT invest in infrastructure other than roads (e.g. public transport, walking and cycling infrastructure) to support brownfield/infill growth. • Developers should pay for this infrastructure. • Don't support any Auckland Growth projects. | |
| <p>Restrict / prevent growth in Auckland <i>Mentions: 20</i></p> | <ul style="list-style-type: none"> • Growth is making it impossible for the transport infrastructure to catch up. • Restrict further development of housing in Auckland until transport/ infrastructure has caught up. • Restrict further development of housing in Northwest suburbs until transport/ infrastructure has caught up. • Restrict further development of housing in Southern suburbs until transport/ infrastructure has caught up. • Don't allow infill housing until public transport exists in the area. • Council should not approve large housing developments in the same suburb simultaneously, it causes too much disruption. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • Growth must be restricted or the RLTP is hopeless. • Growth in Auckland should be restricted by central government. • Growth will not reduce carbon emissions. • Immigration is the root cause of Auckland's growth. • Growth should be focussed on other cities, so Auckland is not the main hub for every industry. • Growth is making Auckland less desirable and expensive to live in. | |



Comments on geographical areas





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| <p>Stop investing, or reduce investment, in the city centre (other areas need investment more) <i>Mentions: 49</i></p> | <ul style="list-style-type: none"> • Stop investing in the city centre (other areas need investment more). • Auckland is bigger than the inner-city suburbs. • Many workers do not work in the city and public transport does not provide good access to industrial areas. • Stop centralising the transport system via the CBD (Britomart). • Need cross isthmus routes that do not go via Britomart. • Focus on getting workers to avoid travelling to the CBD, i.e. working from home. • There is no tourism to the CBD so money shouldn't be spent here. • Create mixed use hubs out of CBD with commercial, residential, and retail and a feeder bus system to bring people to these hubs. | |
| <p>RLTP is too urban focused / RLTP neglects rural areas <i>Mentions: 28</i></p> | <ul style="list-style-type: none"> • RLTP needs to do more for rural areas. • Rural roads supply wealth to the nation and should not be forgotten. • Those who live rurally are funding Auckland roading and should benefit too. • Rural public transport should be improved. • Improve roading access to rural areas. • Seal unsealed rural roads. • Increase pedestrian crossings and footpaths in semi-rural suburbs. | |
| <p>North shore/ Bays areas of Auckland are neglected in RLTP <i>Mentions: 42</i></p> | <ul style="list-style-type: none"> • RLTP should provide more funding to Northshore and Bays region. • RLTP does not include plans to improve NorthShore's roading situation. • Northshore is not seeing benefit of development contributions. • Northern most areas of Auckland are not linked to acceptable public transport services. • Northshore needs to be connected by rail. • Northshore needs more park and rides. • Bus service increases needed in Albany Heights. • Start Penlink. • Reinstate/implement Albany improvements. • Start Glenvar Rd/ East Coast Rd junction upgrade. • Orewa needs public transport to the city. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Bayswater needs a new ferry terminal. • Whangaparoa needs weekend bus services. • Gulf Harbour ferry needs improvement, ferries are old, and services get cancelled frequently. • Onewa Rd needs double decker buses. • Greenhithe needs footpaths for areas new schools. | |
| <p>Rodney district and/or northern areas of Auckland are neglected in RLTP <i>Mentions: 51</i></p> | <ul style="list-style-type: none"> • RLTP should provide more funding to North Auckland • RLTP does not include plans to improve Rodney's roading situation. • Consider Rodney's recent growth and upgrade infrastructure accordingly. • Growth in Rodney is moving forward unhindered/unchecked. • Consider growth projections for Warkworth and upgrade infrastructure accordingly. • Rodney's rural areas are not linked to acceptable public transport services. • AT's journey planner shows Rodney to City is not possible on public transport. • Seal roads in Rodney. • Rodney needs more park and rides. • Light rail to Rodney should be funded. • Heavy electric rail to Helensville (and towns/stations in between) should be funded. • Lower Waitakere tunnel required for electrification from Swanson to Helensville. • Diesel train service between Swanson and Huapai is required. • Huapai needs convenient public transport links. • Kumeu by-pass should progress. • Improve road capacity between Huapai and Kumeu. • Te Hana- Whangarei motorway should be funded. • Public transport between NW and Whangarei should be trialled again, previous trial did not offer enough services. • Reinstate/implement Albany improvements. • Albany needs more footpaths. • Paremoremo needs more footpaths. • Paremoremo needs convenient public transport links. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Paremoremo needs an alternative route than the motorway to get to the CBD. • Aid the Matakana Coastal Trail Trust and Mahurangi Trail Society should be supported to create the Puhoi to Mangawhai Trail. | |
| <p>Western areas of Auckland are neglected in RLTP <i>Mentions: 18</i></p> | <ul style="list-style-type: none"> • West Auckland has poor transport infrastructure. • RLTP does not include plans to improve West Auckland's roading situation. • West Auckland requires a bus way like the Northern busway. • Light rail for West Auckland should be funded. • Westgate needs footpaths for new residential areas. • Hobsonville Point needs an alternative route to the motorway CBD. • Increase ferry services to Hobsonville Point, there are limited buses and carparking for car ownership. • Titirangi, New Lynn, Glen Eden infrastructure should be funded. • T2 lane on Lincoln Rd off ramp does not lead to a T2 lane on Lincoln Rd. • Lincoln Rd, Te Atatu and Westgate require a bus station. • Heavy electric rail to Helensville (and towns/stations in between) should be funded. • Lower Waitakere tunnel required for electrification from Swanson to Helensville. • Diesel train service between Swanson and Huapai is required. • Huapai needs convenient public transport links. • Kumeu by-pass should progress. • Improve road capacity between Huapai and Kumeu. • Diesel train service between Swanson and Huapai is required. | |
| <p>Eastern areas of Auckland are neglected in RLTP <i>Mentions: 22</i></p> | <ul style="list-style-type: none"> • East Auckland has poor transport infrastructure. • Rail to Eastern Suburbs should be funded. • Eastern suburbs of Auckland are not linked to acceptable public transport services. • Rural Eastern areas are not linked to acceptable public transport services. • East Auckland requires a bus way like the Northern busway. • Meadowbank Kohimarama Connectivity Project should remain funded. • RLTP does not include funding for the Pohutukawa Coast that has experienced significant growth. | |



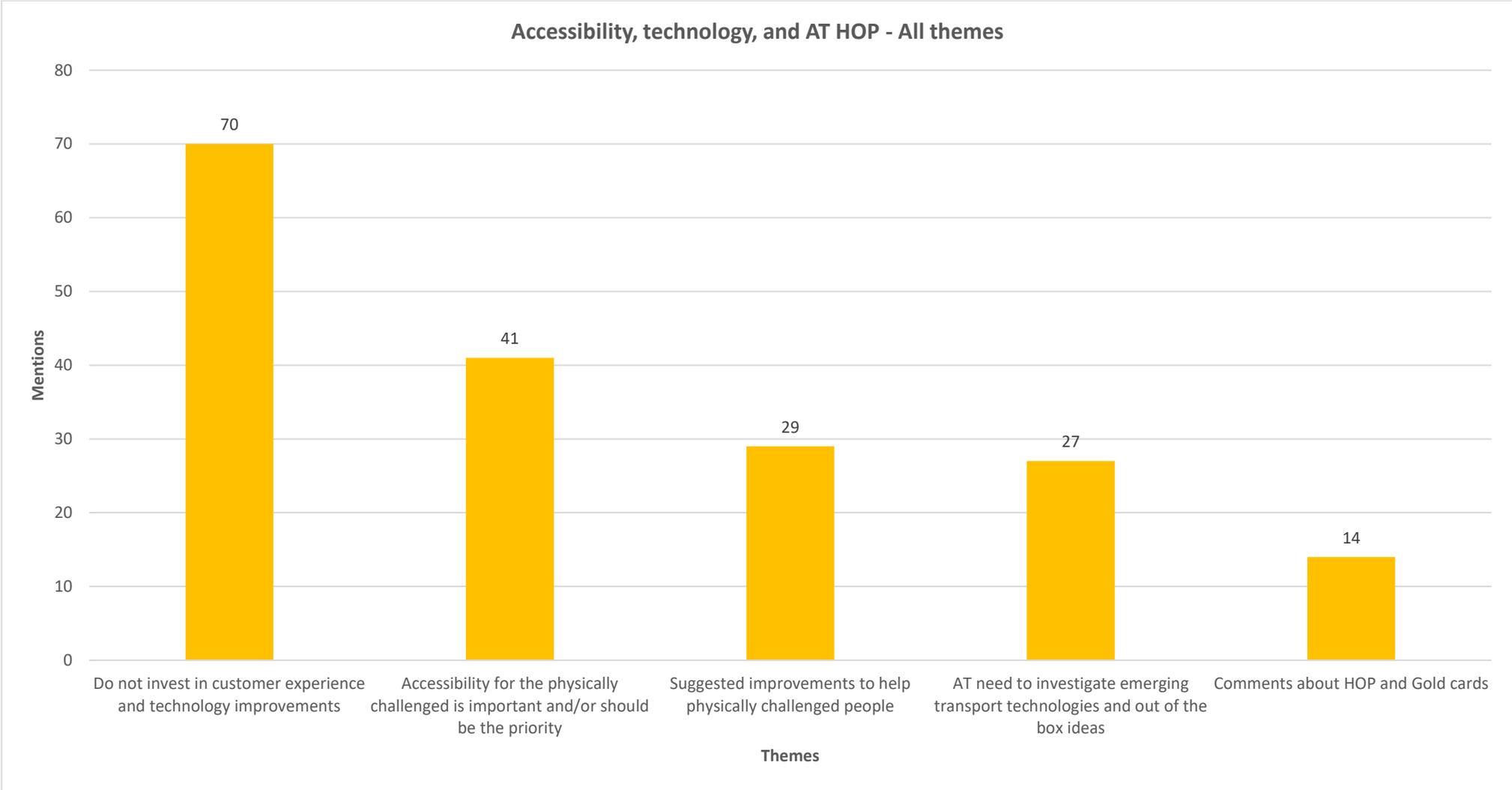
| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| | <ul style="list-style-type: none"> • Heavy rail to Botany and Flatbush should be funded. • Bus links from Beachlands/Maraetai to Howick should be funded. • Pine Harbour ferry service frequencies should increase, and they should also run on the weekends. • Pine Harbour ferry terminal requires a bus link. • Clevedon requires traffic calming and speed limit change at the entry to the village. • Clevedon Village requires a pedestrian crossing. • Clevedon Whitford, Hunua and Kawakawa Bay Villages should become a slow "shared zone" with a bypass for through traffic, simply traffic increases noise and pollution. • Ban large trucks (Over 12 wheels) from Clevedon Village area. • Whitford, Maraetai and Clevedon roading upgrade requires funding. • Hunua Ranges require white lines in middle of road. • Huna Ranges roads should not be repaired with chip seal, it is inadequate for heavy traffic and causes potholes. • Do not consult on the Pakuranga Road changes until 'after' the Reeves Road Flyover and the Eastern Busway projects are fully consented. • Do not start construction on Pakuranga Road until 'after' Reeves Road Flyover and the Eastern Busway projects construction has finished. | |
| <p>Southern areas of Auckland are neglected in RLTP <i>Mentions: 17</i></p> | <ul style="list-style-type: none"> • RLTP should provide more funding to South Auckland. • South Auckland is historically underfunded compared to Northshore. • South Auckland requires a bus way like the Northern busway. • Current public transport options from South Auckland to the City take too long. • Consider South Auckland's recent growth and upgrade infrastructure accordingly. • Drury Station should be completed, was planned 10 years ago. • Create a bridge between Karaka and Weymouth to provide an alternative to the Southern Motorway. • Footbridge to access public transport required in Wattle Downs. • Rapid rail line to Papakura required. • Pukekohe is not linked to acceptable public transport services. • Pukekohe rail electrification should be completed. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • Rapid rail line should link to Manukau. • Provide rail to Waiuku. • South Auckland needs more park and rides. • Speed up trains with an alternative track alongside existing and express lines to avoid slowing for stopping services and freight trains. • Mangere and Otahuhu bus links and cycle ways should be funded. • Fast train to airport from Puhinui Station only 6km over farmland. | |
| <p>Waiheke is neglected in RLTP <i>Mentions: 6</i></p> | <ul style="list-style-type: none"> • Waiheke is important with many visitors and commuters. • Waiheke residents depend on public transport. • Ferries and buses timetables need to align. • Fullers and Sealink ferries should allow bikes on board. • More funding required to deliver the Waiheke Transport Plan. • Allow children free to Waiheke on weekends. • Unsealed roads on Waiheke should be sealed. | |



Accessibility, technology, and HOP





| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|--|--------------------------------|
| <p>Accessibility for the physically challenged is important and/or should be the priority <i>Mentions: 41</i></p> | <ul style="list-style-type: none"> • Currently, those with disabilities cannot access public transport. • Ensure the challenges that the mobility impaired face are considered and addressed in the RLTP. • The current "total mobility scheme" is too costly for pensioners. • Public Transport is not age friendly, too far to walk and too expensive. • Need national ticketing for disabled passengers. • All buses should comply with the RUB for accessibility. • While buses may be accessible bus stops are not, e.g. seating, accessible boarding area. | |
| <p>Suggested improvements to help physically challenged people <i>Mentions: 29</i></p> | <ul style="list-style-type: none"> • Better / more accessible instructions on how to use public transport e.g. board a ferry or a bus. • Provide wheelchairs for hire at transport hubs. • Small shuttle style buses on urban streets to pick up elderly and Less able. • Not considering less able people in the RLTP is unfair and unacceptable. • Currently less abled people cannot access buses around the City. • Reducing access for cars in the City will make access for the elderly/less able difficult. • Reducing access for cars in the City will make it difficult for taxi's who will be needed for the less able. • Provide badges for the less able so people know to offer them a seat. • Ensure less able seats on buses are safe from getting wet when the door opens. • Align bus timetables with ferry arrivals. • Improve audible traffic signals. • Footpath repairs are necessary for elderly and/or mobility scooters. • Elderly and less able cannot cycle, cars are still needed. • Make long route buses, e.g. City to Henderson, City to Swanson. • Park and rides are necessary for Less able people. • Alternatives to car travel need to be realistic and suitable for elderly and less able. • SuperGold card holders should be given special parks like mobility parks. • Elderly do not ride bikes or walk long distances and need to be accommodated. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|--|--------------------------------|
| | <ul style="list-style-type: none"> • E scooters and bikes are a hazard for the elderly or blind who do not see them coming. • Stop changing the bus routes and numbers. • Total Mobility subsidy for taxi has not been increased since 2010 \$40. • Please fix issues raised by elderly and less abled Aucklanders promptly. • An Auckland wide audit is needed to look at accessibility on public transport. • Less able people should be exempt from congestion charging as they have no choice but cars. | |
| <p>Do <u>not</u> invest in customer experience and technology improvements <i>Mentions: 70</i></p> | <ul style="list-style-type: none"> • Do not support investment in customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers. • The current systems are adequate. | |
| <p>AT need to investigate emerging transport technologies and out of the box ideas <i>Mentions: 27</i></p> | <ul style="list-style-type: none"> • Consider future technologies, smaller driverless taxi style buses/shuttles (www.flait.eu), EVTOL aircraft. • Seek feedback from, employ, overseas transport technology experts. • Support investment into Intelligent Transport Systems. • Automated, remote driven public transport. • EV's for ride shares, car share schemes. • Develop on-demand Shared Mobility projects. • Buy all Aucklanders an electric moped to remove cars from road, could be shielded for rain. • AT should not create their own technology but use cheaper, already existing. | |
| <p>Comments about HOP and Gold cards <i>Mentions: 14</i></p> | <ul style="list-style-type: none"> • Pleased with implementation of the HOP card. • HOP card is outdated. • HOP card is difficult to use. • Credit balances should not expire, especially with COVID reducing people's desire to use public transport. • Another fare should not apply when needing to switch buses on the same journey on HOP card. • HOP card top up machines breakdown, should automatically top up like toll roads. | |

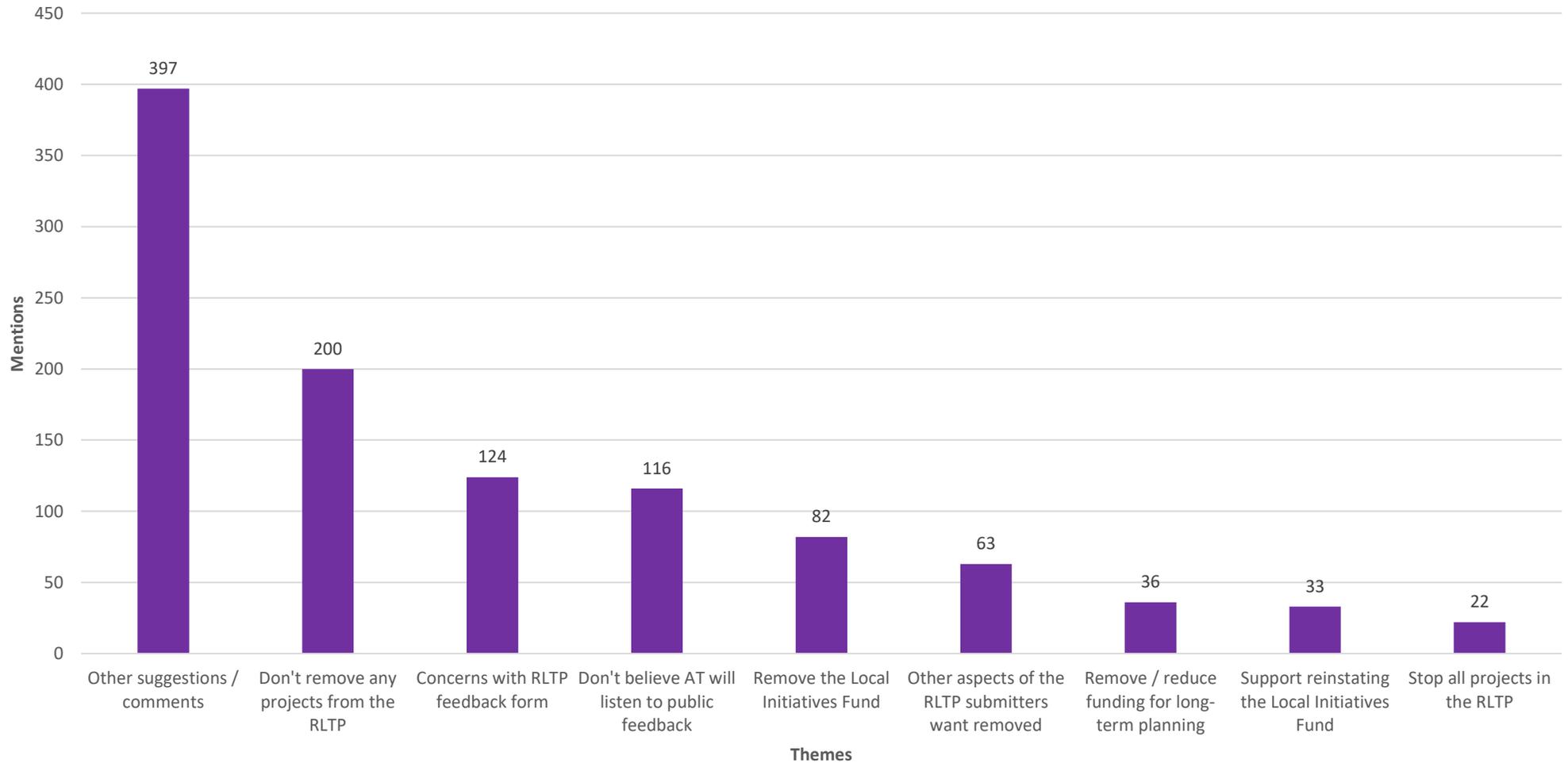


| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • Allow people ways to pay other than HOP card i.e. PayWave. • Don't invest any more funding into HOP card as a nationwide solution would be better. • Make AT HOP cards compatible with other regional services like Waikato Bee cards. • Allow AT HOP cards to pay for scooters and e-bikes hire. • Need monthly combined bus, train, ferry pass. • Allow for parking building payments via HOP cards. • Keep free travel for SuperGold Card users. • Allow passengers to show their SuperGold card rather than needing a HOP card that requires topping up. | |



Other comments

Other comments - All themes





| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| Don't remove any projects from the RLTP <i>Mentions: 200</i> | <ul style="list-style-type: none"> Keep all projects, all are important to Auckland. Bigger / more important projects should be completed first. | |
| Stop all projects in the RLTP <i>Mentions: 22</i> | <ul style="list-style-type: none"> Stop all projects. Stop them all until AT has rethought their approach to transport investment. | |
| Other aspects of the RLTP submitters want removed <i>Mentions: 63</i> | <ul style="list-style-type: none"> Stop investing in campaigns to discourage parents from driving their kids to school. All the excessive spending, get back to your core jobs. Congestion Pricing Infrastructure. Anything that enables more vehicle traffic or personal car use. All NZUP projects should be cancelled. Any aesthetic/beautification projects e.g. footpath / road painting. Enhanced Network Performance. Intelligent Transport Systems (ITS). Restricted parking to encourage public transport use. Supporting Growth Alliance funding. | |
| Support reinstating the Local Initiatives Fund <i>Mentions: 33</i> | <ul style="list-style-type: none"> Support the reinstatement of the Local Board Transport Capital Fund, renamed Local Initiatives Fund, to pre-Covid-19 levels to enable the local board to prioritise local projects and improvements. Local funding allows local communities to benefit from projects specific to their needs. Local Board funding should be further increased. Funding to local boards in the south should be increased, not decreased. | |
| Remove the Local Initiatives Fund <i>Mentions: 82</i> | <ul style="list-style-type: none"> Do not provide funding for community projects. Remove Local Board funding. | |
| Remove / reduce funding for long-term planning <i>Mentions: 36</i> | <ul style="list-style-type: none"> Remove / reduce funding for long-term planning for the future. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|---|---|--------------------------------|
| <p>Don't believe AT will listen to public feedback <i>Mentions: 116</i></p> | <ul style="list-style-type: none"> • AT won't listen to the public's feedback / will just do what they want. • Decisions have already been made prior to consultation. • Don't believe consultation is genuine. • More community input, better community engagement, is required on the RLTP. • Public should have consulted before the draft RLTP was drawn up. • AT don't care about the public; they just do what lobbyists tell them to. • AT is out of touch with Aucklanders. • AT need to seek feedback from and listen to Aucklanders and their various communities. • AT should seek feedback from the younger generations of Aucklanders. • Auckland Transport do not share results of feedback. Example: Speed limit change review. • Auckland is a top-down dictatorship. | |
| <p>Concerns with RLTP feedback form <i>Mentions: 124</i></p> | <ul style="list-style-type: none"> • Did not like being forced to provide an overall rating of transport challenges/focus areas, as significantly different feelings about associated projects listed under challenges/focus areas. • Focus areas have various (and often significantly different) issues bundled together under them; don't like the way the feedback form does not allow an opinion (rate importance) on each issue. • Agree with some items and not others under each challenge, but because I can only rate the overall challenge, my overall answer is incorrect. Would like option to vote on individual projects within each focus area. • Form groupings in focus areas make feedback meaningless. • Many of the questions should be broken down / framed better. • Walking and cycling should be considered separately not as one in the same. • Footpaths and highway maintenance are very different. • Public transport and roading are very different. • Unwanted roading projects have been attached to each focus area to foster support for them. • Formed in a way to get support for what AT wants in the RLTP. • Needed more comment boxes to explain tick box selections. | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|--|---|--------------------------------|
| | <ul style="list-style-type: none"> • Form should provide space to make comments on each focus area. • The survey questions are designed to deliver a pre-determined outcome. • Feedback will be open to misinterpretation by those reading report from survey. • Why was there not a 'Not Important' tick box option. Very cheeky. • A wider scale e.g. 1-10 should be used instead of the importance tick boxes to give more meaningful feedback. • Survey is too high level and needs to translated for communities to understand. | |
| <p>Other suggestions/comments <i>Mentions: 397</i></p> | <ul style="list-style-type: none"> • Includes comments which may not fit into a set theme / topic but hasn't been mentioned enough to warrant a new theme being created. • ATAP, which is outdated, should not be seen as above GPS. • Transport decisions should be left to Local Boards and local communities. • More information required on Connected Communities. • Ensure funding for Connected Communities is allocated to Walking & Cycling as it came from the Active Transport RFT fund. • Review AT changes that have created congestion. • Auckland Transport website needs improvements. • Improve AT Park app. • AT Mobile and AT Park apps should have functionality to film and report law breakers for fines and subsequent reward for person who reported it. • Transport Demand Forecasting Model should be live and updated regularly to aid with planning and decision making. • Shift focus from regions/projects to customer groups to provide full transport solutions for them e.g. students, less able, low socio-economic. • Auckland Transport does not run bus trial changes for long enough. • A small fleet of bio fuel buses would be better than the large empty ones. • Air-conditioned buses are too cold. • Use a taxi style system to allow people to book their transfer from home to station (or vice versa) at a fixed price. • Allow more vehicles to use dedicated bus lanes (trucks, motorbikes, taxis, delivery vehicles etc.). | |



| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|---|--------------------------------|
| | <ul style="list-style-type: none"> • Apply discretion before fining drivers who enter the bus lane a little more than 50m before intersection. • Drink driving, speeding are not issues for Auckland Transport to deal with, these are central government issues. • Fining system is too severe for one off mistakes, should use a suspended sentence approach instead. • Increasing demerits for unsafe driving will not address anti-social drivers who already don't care, don't stop for police, or pay their fines. • Put revenue generated from roading offences and cameras back into the area which it is collected from. • Laws and by-laws need to be enforced Auckland wide, if they aren't remove them. • DSI % decrease is not due to AT it is due to 2020 lockdowns. • Increase speed limits on key State Highways (110km/h). • Keep Auckland Road: open, 50km/hr, and free from pot plants. • Trial dynamic lanes on Onewa Road. • Onewa Road needs attention to resolve excessive congestion not more cameras. • Need more provision for motorcyclists e.g. motor cycle lanes on motorway. • Need driver education on how to share the road with motorcyclists. • Display the speed limit at more regular intervals. • Increase car emission standards. • Congestion charges for car emissions, scaled so that higher emission vehicles pay more etc. • Emissions test during Warrant of Fitness (WoF) should be a requirement. • Consideration for two-wheeled motor vehicles (50-250cc) over cars since they create less congestion and have a lower carbon footprint. • More green planting to help with the carbon output. • Please do not cut down any trees to fulfil RLTP plans. • Improve access to, and parking at, regional parks. • Require licences for cycling, e-bikes, e-scooters. • Need a safety program/regulations for e-scooters, e-bikes etc. • Laws on e-scooters should be managed or removed. | |



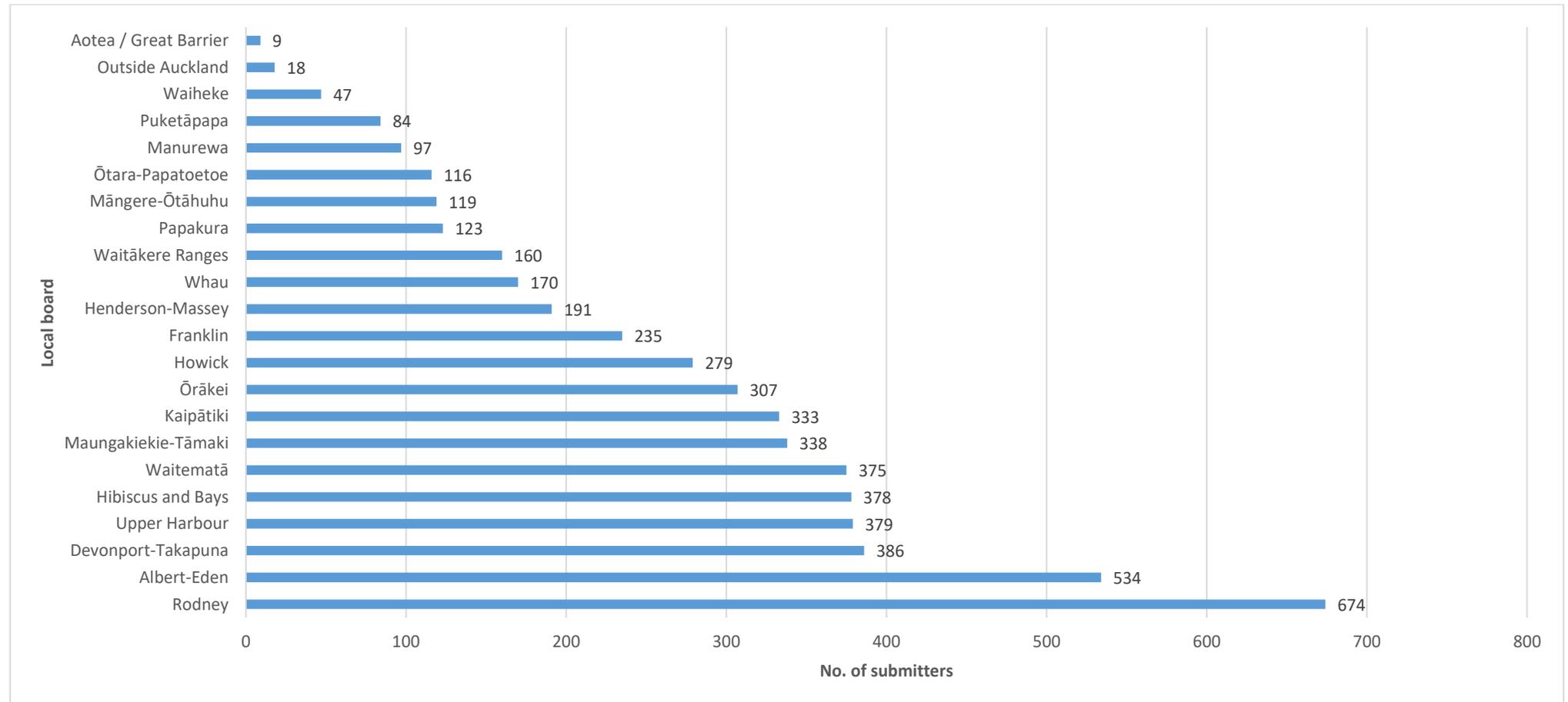
| Feedback Theme | Main Points | Auckland Transport's Responses |
|----------------|--|--------------------------------|
| | <ul style="list-style-type: none"> • Allow e-scooters in cycleways or create e-scooter lanes (need a safe place to travel). • Scooter companies should be charged for all the ACC claims. • Stagger office start-times and tax organisations that make their workers commute when not necessary. • Work on reducing peak hour congestion in ways other than just increasing public transport. E.g. Staggering start times. • Contractors need to be held to account for project over-spends and delays. • Need more public toilets. • Move Ports of Auckland to Marsden Point. • AT should all be brought back into the Council. • AT should be dissolved and taken over by NZTA. • Wages in the public sector are too high. • Cut down on AT staff so we can afford transport projects. • Sack the Mayor and councillors. • Don't support prioritising Marae, Papakainga and Urupa access, these are not public assets. • Stating that the plan is to achieve Maori identity and wellbeing excludes other numerous ethnicities of Auckland. • RLTP places too much effort on homeless housing. | |



4. Feedback received on RLTP – by local board area

The following sections outline how many people submitted from each local board area and the most mentioned feedback themes from each local board area. For a more detailed analysis of feedback by local board area please refer to the separate attachment “**Feedback by local board area**”, which you can download at at.govt.nz/about-us/transport-plans-strategies/regional-land-transport-plan/.

What local board areas did submitters live in?





5. Key themes from Māori

AT attended five hui attended by twelve Iwi. The feedback provided at the hui covered a range of issues, including:

- safety, particularly around schools but also rural roads
- uptake of electric vehicles, including leadership by Auckland Council and Auckland Transport in converting to hybrid/electric vehicles,
- environmental, including impacts of transport on freshwater management, and
- Regional Fuel Tax.

We received written submissions from Te Ākitai Waiohū (a Tāmaki Makaurau Iwi), Ngāti Whātua Ōrākei Whaimāia (a Tāmaki Makaurau hapū) and Te Uri o Hau (a Northland hapū of Ngāti Whātua).

For the purposes of providing a collective summary, some of the main themes to come through the submissions included:

Equity

The RLTP needs to give more consideration to lower income communities who are also adversely affected by the Regional Fuel Tax.

Electric vehicles and higher standards for fuel emissions

There were concerns that policies that reduce the number of higher-emitting vehicles, or that incentivise the uptake of electric vehicles, can disadvantage lower income households including Māori who may be unfairly impacted by these policies or unable to access the benefits from these incentives.

Environment and climate change

Concerns about the 'low' prioritisation of funding for the environment, sustainability and climate change. Increased population into the region will put further stress on the environment and more resource needs to be dedicated to reducing carbon emissions. There was some support for decarbonising the public transport fleet.

It was noted that no chemicals should be used on roading and footpath projects, especially near waterways, to avoid polluting our waterways.

Walking and cycling

Support for projects which encourage mode shift and active modes of transport.

Congestion



More needs to be done to reduce the number of single occupancy vehicles clogging our roads.

Travel choice

Support for greater investment in the public transport network. More needs to be done to reduce public transport journey times and make it more attractive, reliable, affordable and better integrated.

There are limited travel choices for communities in the outer areas of Tāmaki Makaurau, who are often lower income earners.

Clearways and transit lanes

Greater enforcement to improve bus journey times by reducing the number of vehicles illegally parking in clearways and transit lanes.

Pedestrian improvements

Improve signal phasing to give better priority to pedestrians and increase crossing times.

Congestion charging

One hapū expressed support for congestion charging on urban arterial routes that are already well-catered for by public transport. While another expressed concerns about implementing congestion charging where it is not preceded by a public transport system that is efficient, safe and priced to meet the needs of lower-income households including Māori and other disadvantaged groups.

6. Feedback received – partners and key interest groups

Which partners key interest groups submitted?

The following partners, key interest groups/organisations provided feedback on the proposal. For a copy of their submission please refer to the separate attachment “**Submissions from local boards, partners and key interest groups**”, which you can download at at.govt.nz/about-us/transport-plans-strategies/regional-land-transport-plan/.

Please refer to the sections below for the [main themes from partners and key interest groups](#) and the [Auckland Council staff's summary of local board feedback](#).



| | | | |
|--|--|---|---|
| Albert-Eden Local Board | Aotea-Great Barrier Local Board | Devonport-Takapuna | Franklin Local Board |
| Henderson-Massey Local Board | Hibiscus and Bays Local Board | Howick Local Board | Kaipātiki Local Board |
| Māngere-Ōtāhuhu | Manurewa Local Board | Maungakiekie-Tāmaki Local Board | Ōrākei Local Board |
| Ōtara-Papatoetoe Local Board | Papakura Local Board | Puketāpapa Local Board | Rodney Local Board |
| Upper Harbour Local Board | Waiheke Local Board | Waitakere Ranges Local Board | Waitematā Local Board |
| Whau Local Board | Simeon Brown (MP for Pakuranga) | Aggregate and Quarry Association | Aktive |
| All Aboard Aotearoa (a coalition of stakeholders) | Auckland Business Forum | Auckland City Centre Resident's Group | Auckland Council's Advisory Panel |
| Auckland Council's Disability Advisory Panel | Auckland Seniors Advisory Panel | Automobile Association (AA) | Big Street Bikers |
| Bike Albany | Bike Auckland | Bike Te Atatū | Blind Citizens NZ - Auckland Branch |
| Blind Low Vision NZ (BLVNZ), Kāpō Māori Aotearoa NZ Inc. (KMA), and Parents of Vision Impaired (PVI) | Bus and Coach Association New Zealand | Business North Harbour | Campaign for Better Transport Incorporated |
| Castor Bay Ratepayer's and Resident's Association | Clevedon Community and Business Association | Community Action on Youth and Drugs (CAYAD) Tāmaki Makaurau - CAYAD | Drive Electric |
| Ellerslie Residents Association | Engineers for Social Responsibility Inc. | Federated Farmers of New Zealand | First Union |
| Friends of Regional Parks | Fullers 360 | Fulton Hogan Land Development | Glen Eden Residents Association |
| Greater Auckland | Greater East Tamaki Business Association Inc (GETBA) | Grey Lynn Business Association | Grey Power |
| Hamilton City Council Staff | Heart of the City | Hiringa Energy | Hugh Green Limited |
| Hunua, Ararimu, Paparimu Valley Residents Association | Kaipatiki Local Youth Board | Kaipatiki Youth Council | Karangahape Road Business Association |
| Laingholm and District Citizens Association (LDCA) | Lawyers for Climate Action NZ Inc | Mahurangi Action | Mahurangi Trail Society |
| Manukau Harbour Forum | Massey & Birdwood Settlers Association Inc | Matakana Coast Trail | Meadowbank & St Johns Residents Association |

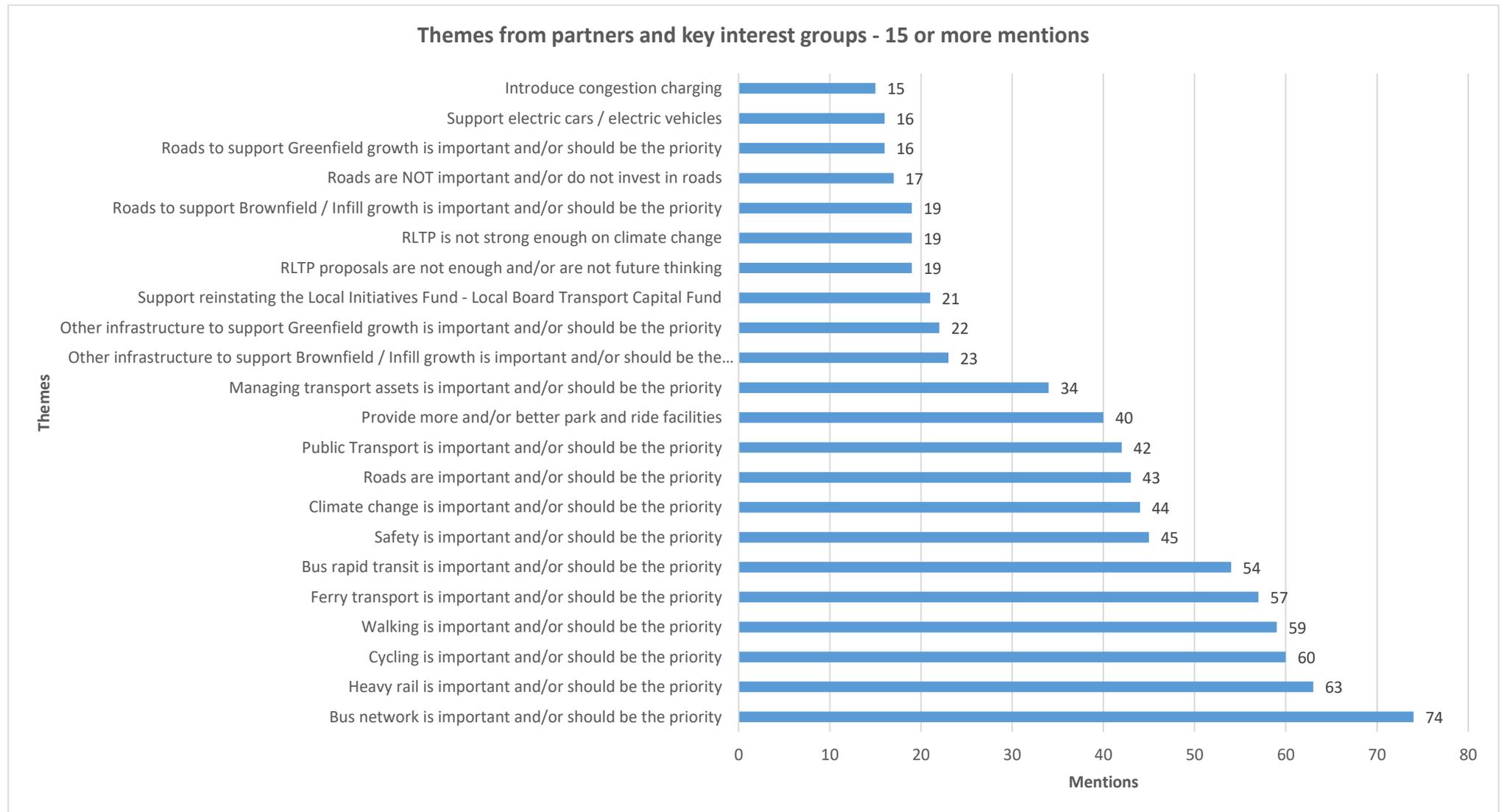


| | | | |
|--|---|------------------------------------|---|
| Mount Albert Residents Association | National Road Carriers Association | Nextbike New Zealand Ltd | New Market Business Association |
| New Zealand Walking Access Commission | Northland District Council of NZ Automobile Association Inc | NZ Rate Payers and Tax Association | Omaha Beach Community Inc. |
| One Mahurangi Business Association | OraTaiao NZ Climate and Health Council | Parents for Climate Aotearoa | Parnell Business Association |
| Pohutukawa Coast Community Association | Property Council New Zealand | Public Transport Users Association | Rainbows End and Rivers Environmental Group Ltd |
| Retirement and Policy Research Centre | Road Transport Association | Rosebank Business Association | Safety Collective Tāmaki Makaurau |
| Sport Waitakere - Healthy Families Waitakere | Takapuna Beach Business Association | Tāmaki Estuary Environmental Forum | Te Ākitai Waiohua |
| Te Tuapapa Kura Kainga - Ministry of Housing and Urban Development | Te Uri o Hau | The Bruce Pulman Park Trust | The Tree Council |
| The Warkworth Area Liaison Group | Titirangi Residents & Ratepayers Association | Transdev Australasia | University of Auckland |
| Waikato Regional Council | Whaimāia / NOW | Whangateau Harbour Care Group | Whau Coastal Walkway Environmental Trust |
| Wynyard Quarter Transport Management Association | Youth Advisory Panel | | |

- In addition, please note that Generation Zero provided an editable proforma for its members/followers to use as the basis of their submissions. Please refer to the separate attachment “Submissions from local boards, partners and key interest groups” [available on our website](#).



Main themes from partners and key interest groups^v





Auckland Council staff's summary of local board feedback

Below is a summary of all the local board's feedback, the summary was prepared by Auckland Council staff members. It was prepared independently of the all the other feedback analysis outlined in this report. To see the local board submissions in full, [please visit our website](#).

Local Board Initiatives Fund (previously Local Board Transport Capital Fund)

1. All local boards endorse the proposed investment package in the 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.
2. In addition to returning to pre-Covid-19 levels of funding, five boards also requested the reinstatement of previously allocated funds that were held over due to Emergency Budget constraints.

Climate change and the environment

3. Local boards broadly support the key shift from the previous RLTP to respond to climate change and its impacts, but observe that the actions outlined will not reduce emissions enough to achieve the targets outlined in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.
4. This is summarised by one local board as such: "if implemented, the RLTP will result in an increase of 6 per cent of greenhouse gasses during a time where the council wants to halve the region's greenhouse gas output. To do this there has to be a fundamental rethink of priorities."
5. Feedback from local boards on climate change focusses predominantly on reducing vehicle kilometres travelled and increasing mode shift, by ensuring that investments and renewals are undertaken through a climate change lens.
6. Other key elements of the climate change challenge include mode shifts, urban sprawl, electric vehicles, and the impact that climate change will have on infrastructure.

Mode shift

7. Ten boards support proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth.
8. Four boards noted that public and active transport is not a choice available for many Aucklanders, particularly for those in greenfield development, semi-rural and rural areas.
9. Three boards noted that public and active transport are more geared to getting people into the central city, and that in order to make a meaningful impact on emissions the transport network needs to have a stronger focus on access to local destinations and amenities, as well as connections to the citywide cycle network.
10. Waitemata Local Board recommends developing a Regional Facilities Transport Strategy to make it easier to reach our cultural and environmental taonga (the zoo, Museum, West Coast beaches and regional park network) by sustainable modes.



Electric/hydrogen buses

11. Eight local boards support a funding acceleration of the Low Emissions Bus Roadmap to ensure at least half of Auckland's bus fleet is low emissions by 2031.

Funding to support the uptake of electric cars

12. Seven local boards support the inclusion of funding to support the uptake of electric cars.
13. Most boards see the appropriate role for Auckland Transport as providing and supporting charging infrastructure, and several local boards would like to see this extended to electric bicycles and other micro-mobility users as well.
14. Rural and island boards request more detailed planning be undertaken on how charging networks will operate in their areas.
15. Waitemata Local Board does not support this proposal on the basis that it is contrary to the goal of reducing congestion and encouraging mode shift.
16. Papakura Local Board sees this proposal as being an area more suited to central government funding.

Electrifying the rail line to Pukekohe

17. Four local boards support the electrification of the rail line to Pukekohe.

Impacts of climate change on the transport system

18. Eight boards support investment in projects that mitigate the impact of climate change on the transport system.
19. Their concerns include sea level rise, extreme weather events (including drought), wave inundation, flood-prone areas and run-off systems, and slips. This is especially so in those rural and island areas where there are no alternative access points. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.

Green Infrastructure

20. Ten local boards support increased investment in infrastructure that reduces negative environmental impacts and increases restoration and regeneration of the environment.
21. Waiheke Local Board supports investment in drainage and culvert upgrades which slow stormwater and filter pollutants before reaching the marine environment.
22. Puketāpapa Local Board would like to see green infrastructure in the transport corridor such as rain gardens become standard in road design.
23. Aotea / Great Barrier Local Board would like to see investment in the modification of road culverts for fish passage migration.



24. Kaipātiki Local Board and Devonport-Takapuna Local Board support improved connections to the storm water network; ensuring maintenance and operational practices minimise impacts on the environment; improving waste practices across infrastructure construction and facilities management, including consideration of using low impact materials during construction (for example, recycled materials).
25. Maungakiekie-Tāmaki Local Board recommend Auckland Transport put increased investment into innovative recycling of infrastructure materials.

Other concerns about the environment

26. Four local boards highlighted support for more trees and plantings along the road corridor and as part of infrastructure development, and noted that this will be critical for the future place-shaping of the city as well as for mitigating carbon emissions.
27. Local boards with non-urban environments highlighted the need for ecological areas to be managed to protect biodiversity values, including through the control of pest plants.
28. Aotea / Great Barrier Local Board would like to ensure investment in lighting design/infrastructure that supports their role as an International Dark Sky Sanctuary.

Travel choices

29. Local boards are broadly supportive of the strong focus on providing Aucklanders with better travel choices to enable more sustainable and economically productive transport options.
30. Kaipātiki and Franklin local boards support the proposal to effectively serve a wider range of key destinations beyond the city centre. These boards do not support the continued emphasis on the city centre as the primary employment destination, and would like to see an approach that considers significant employment development in areas such as Auckland Airport and Albany.

Rapid Transit

31. Twelve local boards support investment which increases the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic
32. Local boards emphasise the important of local connections to rapid transit hubs, including for pedestrians and cyclists.

Active transport

33. Fourteen local boards support initiatives that enable increased safety of people on bicycles across the wider transport system.
34. Nine local boards support investment in walking and cycling as core business for Auckland Transport, and would like to see greater investment in this space.
35. Ten local boards would like to see Auckland transport invest more in creating and maintaining safer footpaths and walkways.



36. Five local boards support delivering important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport.
37. A small number of boards explicitly support the delivery of cycleways in areas associated with the Cycling Investment Programme, but several more would like to see this investment extended to areas beyond the scope of the Cycling Investment Programme.
38. Four local boards would like to see more resources invested into Greenways Plans.
39. Six local boards support making historical cycling infrastructure fit-for purpose and consistent with customer requirements, including space for bikes on trains and ferries, charging stations, and secure, sheltered parking at transport hubs.

Accessibility improvements

40. Six local boards support investment in accessibility improvements at bus, train and ferry facilities.
41. This feedback speaks to accessibility for different communities including those with disabilities, the elderly, families with pushchairs, as well as for those participating in both active transport and public transport, for example those wanting to transport bicycles on a ferry.
42. Five local boards support measures that expand travel choices through assistance to lower income residents, and those living in more deprived areas, to increase their use of public transport.

Bus shelters

43. Manurewa and Orakei local boards support increased investment in more bus shelters.

New park and rides

44. Eight local boards support investment in new and extended park and ride facilities.
45. These facilities need to be well-connected to active transport routes and local feeder buses, should include charging facilities for electric vehicles and bicycles.
46. Seven local boards support increased frequency of connector and feeder buses serving transport hubs.
47. Henderson-Massey Local Board supports the approach that new park and rides should be located at the periphery of the public transport network to avoid the congestion effects of additional car travel.
48. Papakura Local Board supports trialling more on-demand bus services.

Ferry services

49. Nine local boards support the inclusion of funding to start decarbonising the ferry fleet.
50. Four boards would like to see an increased focus on the ferry network and associated infrastructure (including feeder buses) to enable coastal communities to engage in off-road transport options.



51. Two boards support replacing ageing ferries required to deliver existing ferry services.
52. Kaipatiki Local Board request investigation of wake-free ferries to minimise impact on the coastal environment from ferry wake.

Safety

53. The investment programme in this RLTP will build on recent progress in reducing deaths and serious injuries (DSIs) on Auckland roads, and aims to deliver on the Vision Zero for Tāmaki Makaurau transport safety strategy adopted in 2019.
54. Six local boards support safety engineering improvements, like red light cameras and safety barriers.

Community Safety Fund

55. Thirteen out of 21 local boards endorse the inclusion of \$10 million over ten years for the Community Safety Fund.
56. Local boards had consulted on a number of projects with communities that could not be delivered when the funding was discontinued.

Schools

57. Nine local boards support investment which improves safety near schools.

Speed limits and traffic calming measures

58. Ten local boards support measures that address speed limits and other traffic calming measures.

Public health

59. Eleven local boards support continued delivery of the safety programme as set out in the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019, and support investment in transport that reduces DSIs, noting that the proposed RLTP investment aims to reduce DSIs by 67 per cent over the next ten years.
60. Four local boards identified other harms caused by the transport system such as via air and noise pollution.
61. Local boards also recognised the opportunity that active transport provides for improving public health, with reference to the Healthy Streets framework.

Access and connectivity

62. Local boards support providing transport infrastructure for new housing developments and growth areas so long as this is focused on public transport and connections for active modes.
63. Four local boards support the concentration of investment into existing urban areas, both for climate change reasons and also to ensure that there is adequate funding to continue renewals at the required rate.



Managing transport assets

64. Several local boards noted that low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) has created a renewal backlog and support increased investment in road renewal, rehabilitation, and maintenance.
65. 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 (or that the budget allocated for road renewal and road improvements be combined so that roads can be assessed for improvement or renewal at the time of renewal).

Unsealed roads and chip seal

66. Five local boards support investment in unsealed road and signage improvements.
67. Several local boards request changes are made to sealing methods, particularly with cycling in mind.
68. Franklin and Rodney local boards advocate for increased funding renewal, rehabilitation, and maintenance funding to be made available to Auckland Transport to renew at least 12 per cent of Auckland’s sealed roads and bridges in any given year (currently below nine per cent) i.e. an increase to the 2021/2024 budget of approximately \$10 million.

Grade separation

69. Albert-Eden, Manurewa, and Waitākere Ranges local boards support additional funding for grade separation of rail crossings. Conflicts between traffic and level rail crossings need to be addressed, particularly if there is to be increased train frequency, both for safety reasons and network effectiveness.

Congestion Charging

70. Five local boards expressed their support for congestion charging.

Process and communication

71. As governors in the shared governance model of Auckland Council, local boards are responsible for identifying and communicating the interests and preferences of the people in their local board area.
72. Local boards had little input into the preparation of the draft RLTP prior to it being approved for public consultation. The opportunity to speak directly to the RTC during the public hearing was prior to the local boards formally resolving their feedback and consequently local boards were required to provide formal feedback before receiving the reports on feedback from their communities.
73. Several boards have requested that the process and timeframes for local boards to input effectively into the RLTP are improved further, including the opportunity for more input into the draft RLTP and ensuring that timeframes enable boards to formally resolve their feedback after receiving feedback from their local communities.



Attachment 1: RLTP and RFT feedback form

If you're unable to access our website or need assistance completing the form, please call us on **09 355 3553** and our contact centre staff will fill in the feedback form over the phone with you.

If you would like to present your views on the draft Regional Land Transport Plan to us in person or via an audio/visual link, please email ATengagement@AT.govt.nz or call **09 355 3553** to book a time slot. The hearings will be held on 28/30 April 2021 at 20 Viaduct Harbour Avenue, Auckland.

Part A: Questions relating to the Draft Regional Land Transport Plan (RLTP)

Auckland is growing and our transport system faces significant challenges now and into the future. To meet the directives set by central and local government policies and strategies, the draft RLTP aims to contribute solutions to the following challenges:

- Climate change and the environment
- Travel choices
- Safety
- Better transport connections and roading
- Auckland's growth
- Managing transport assets

1. Do you think we have correctly identified the most important transport challenges facing Auckland?

Yes No Don't know Other

2. Please tell us why

3. To help us understand whether we have correctly allocated funding, please indicate how important the following focus areas are to you.

| Focus area and associated projects | Less Important | Moderately Important | Very Important |
|--|-----------------------|-----------------------|-----------------------|
| Climate change and the environment <ul style="list-style-type: none"> • Electrifying the rail line to Pukekohe • Increasing the number of electric/hydrogen buses • Starting decarbonisation of the ferry fleet • Funding to support the uptake of electric cars | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Safety Road safety projects which align with our Vision Zero strategy to help prevent anyone being killed or seriously hurt on our roads. This involves: <ul style="list-style-type: none"> • Safety engineering improvements, like red light cameras and safety barriers • Ensuring speed limits are safe and appropriate • Improving safety near schools • Road safety education | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Travel choices <ul style="list-style-type: none"> • Rapid transit - fast, frequent, high capacity bus and train services separated from general traffic • Additional and more frequent rail services • New train stations • New and improved bus stations • Accessibility improvements at bus, train and ferry facilities • New and extended park and ride facilities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Better public transport connections and roading <ul style="list-style-type: none"> • Improving the capacity of our roads for people and freight to improve productivity • New bus/transit lanes • New roads to support housing developments • Unsealed road and signage improvements | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

| | | | |
|---|---|---|---|
| Walking and cycling <ul style="list-style-type: none"> • New cycleways and shared paths and improved road environments to make cycling safer • New or improved footpaths | Less Important <input type="radio"/> | Moderately Important <input type="radio"/> | Very Important <input type="radio"/> |
| Auckland's growth <ul style="list-style-type: none"> • Providing transport infrastructure for new housing developments and growth areas • Improving transport infrastructure in redevelopment locations | Less Important <input type="radio"/> | Moderately Important <input type="radio"/> | Very Important <input type="radio"/> |
| Managing transport assets <ul style="list-style-type: none"> • Maintaining and fixing footpaths, local roads and state highways • Maintaining the rail network • Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements | Less Important <input type="radio"/> | Moderately Important <input type="radio"/> | Very Important <input type="radio"/> |
| Other <ul style="list-style-type: none"> • Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board • Funding to undertake long-term planning for the future • Customer experience and technology improvements - this includes things like AT HOP card and real-time travel information for customers | Less Important <input type="radio"/> | Moderately Important <input type="radio"/> | Very Important <input type="radio"/> |
| 4. Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included. And if so, which project(s) would you remove in order to include any new projects? | <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> | | |



5. Do you have any other feedback on the draft RLTP?

Beyond the Regional Land Transport Plan

Delivering a transport system that works effectively and efficiently relies on transport policy and regulations. In order to further improve the safety of our roads, reduce congestion and tackle climate change, some policy changes will be required. Some changes can be implemented by Auckland Transport but a high number would need to be led by Central Government. Your views on the policy changes below will help us to understand the views of Aucklanders and inform us on where we focus our efforts.

6. How important do you think the following policy changes are to deliver an effective and efficient transport system?

| Road safety policy changes | Less important | Moderately important | Very important |
|--|-----------------------|-----------------------|-----------------------|
| • Increased fines for unsafe driving | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| • Demerit scheme to address persistent unsafe driving | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Congestion charging | Less important | Moderately important | Very important |
| • Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Environment and climate change policies | Less important | Moderately important | Very important |
| • Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| • Incentives to promote electric vehicle ownership | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| • Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

The following question is being asked on behalf of Auckland.

Part B: Questions relating to the Regional Fuel Tax (RFT)

A key source of funding for transport projects in Auckland is the Regional Fuel Tax (RFT) which was introduced by Auckland Council in 2018 after public consultation. Auckland Council is proposing to change details of projects funded in their current Regional Fuel Tax scheme in response to funding decisions made by the Government and to align with the Draft Regional Land Transport Plan. The proposed changes only relate to projects the RFT will fund (e.g. project descriptions and timings and allocation of funding for each project). The amount of fuel tax you pay will not change. To learn more about the proposed changes to the projects the RFT will fund, please visit Auckland Council's website - aucklandcouncil.govt.nz

| | Yes | No |
|---|-----------------------|-----------------------|
| • Do you support the proposal to vary the Regional Fuel Tax Scheme? | <input type="radio"/> | <input type="radio"/> |

Do you have any other feedback on the proposal?

Part C: Personal information (this section is optional)

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the RLTP.

PRIVACY: AT is committed to protecting our customers' personal information. Our privacy policy is available at: AT.govt.nz/about-us/about-this-site/privacy-policy

Name _____

Your Local Board _____

Email _____

Business / organisation (if you are giving feedback on behalf of an organisation): _____

Street address _____

Suburb _____ Post code _____



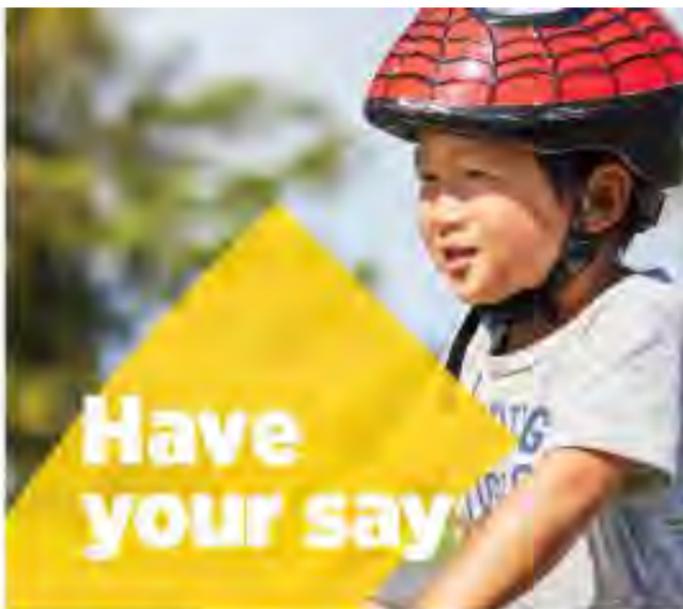
Free



FreePost Authority No. Z5346Z

Communications & Engagement Team
 Auckland Transport
 Private Bag 92250
 Victoria Street West
 Auckland 1142

Project: DRAFT REGIONAL LAND TRANSPORT PLAN



on the Draft Regional Land Transport Plan and Regional Fuel Tax

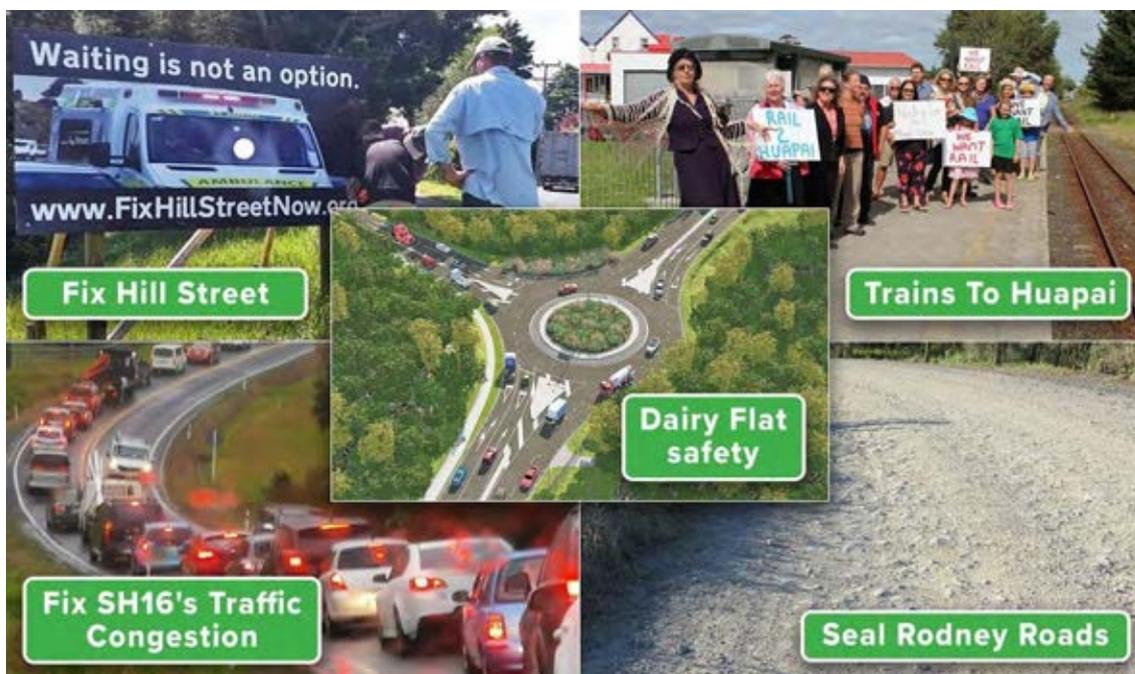
Feedback Form

Before you give feedback, please read the draft plan available at AT.govt.nz/haveyoursay or at any Auckland library, service centre or local board office.

Give your feedback by 2 May 2021

Attachment 2: Councillor Sayers' survey

RODNEY SPECIFIC SURVEY ON PUBLIC INPUT INTO THE RLTP



The Regional Land Transport Plan (RLTP) is the 10-year plan and budget for Auckland's future transport network. Auckland Transport would love your feedback on the draft plan and budgets.

To be helpful I have created this online survey as a way to feedback to Auckland Transport (part of the Auckland Council Group) about what you may wish to have your rates and fuel taxes spent on over the next 10 years, specifically within the Rodney Ward.

Completion time is about 10 minutes.

You don't have to complete every question. You can just answer questions relevant to your Area (that is, it is fine to skip questions related to other Rodney communities, or projects, you may not be familiar with), along with some General Questions about Rodney's transport needs.

Your opportunity to have your say on how Auckland Transport spends your money needs to be completed by the close off date of 2 May 2021.

Auckland Transport are also running their own generic official feedback form about the proposed RLTP. As the Councillor for the Rodney Ward I am conducting this additional survey with targeted questions which affect Rodney. Therefore, my survey questions do not match the Auckland Transport's generic ones.

Auckland Transport will prepare their official Public Feedback Report on the Draft RLTP summarising Aucklanders feedback from their generic questions. Kindly Auckland Transport has officially advised that the Rodney survey findings are able to be given to them and will be included as an additional paper and part of the official Public Feedback Report. That's so great, appreciated and

important as a formal way for Rodney's residents and ratepayers feedback to be heard.

This key Report will be given to the Mayor and Councillors once the Regional Transport Committee have made any changes as a result of the public feedback/ submissions they receive. This will be very useful to all of these people.

For example: Information not explained in the official AT reports or AT feedback form:

Auckland Council has helped by increasing Auckland Transport's budgets. Auckland Transport's overall "Renewals Budget" (= Replenishing Assets that have deteriorated) is up from \$3.05 billion to \$3.93 billion (29% up), yet surprisingly the unsealed roading renewals budget (for replenishing gravel/metal) is proposed to be decreased by 20%.

Auckland Transport's overall "Opex Budget" (= Daily operational budget to maintain Assets & Services) is up from \$17.3 billion to \$19.2 billion (11% up), yet again surprisingly the unsealed roading opex budget (used for grading and cleaning out drains) is proposed to be decreased by 22%.

There are more Rodney specific examples explained throughout the survey below.

Important Information: If you want to use the official Auckland Transport generic feedback form, or to view Auckland Transport's full documentation about the Draft RLTP, please click this link: at.govt.nz/rltp

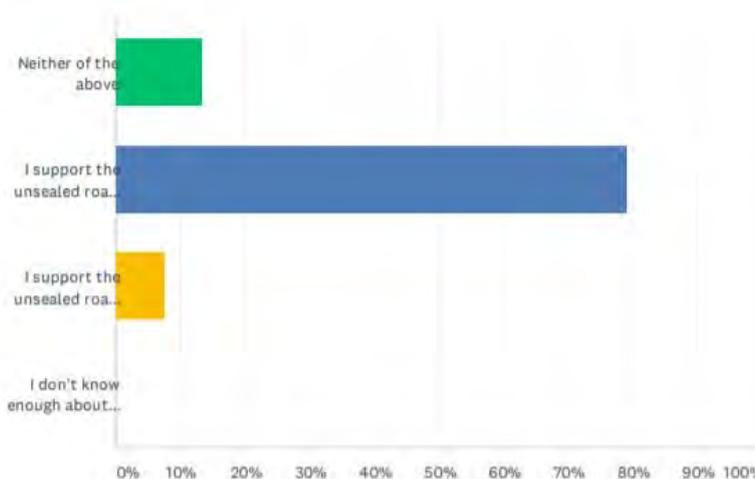
You are welcome to complete both the AT feedback form and this survey.

Total number of submissions: 1053

SURVEY QUESTIONS AND PUBLIC FEEDBACK RESULTS

Q1 Rural Rodney: You may wish to support the rural community to have a bigger budget to seal and improve unsealed roads. At the moment AT is suggesting a \$40 million budget for this spread over 10 years. The existing budget is \$121 million spread over 10 years. Do you support this \$81 million decrease, or do you want the level of funding for sealing and improving unsealed roads maintained at \$121 million, or to be even higher? (This is a "Capex" budget = Asset building budget).

Answered: 992 Skipped: 59

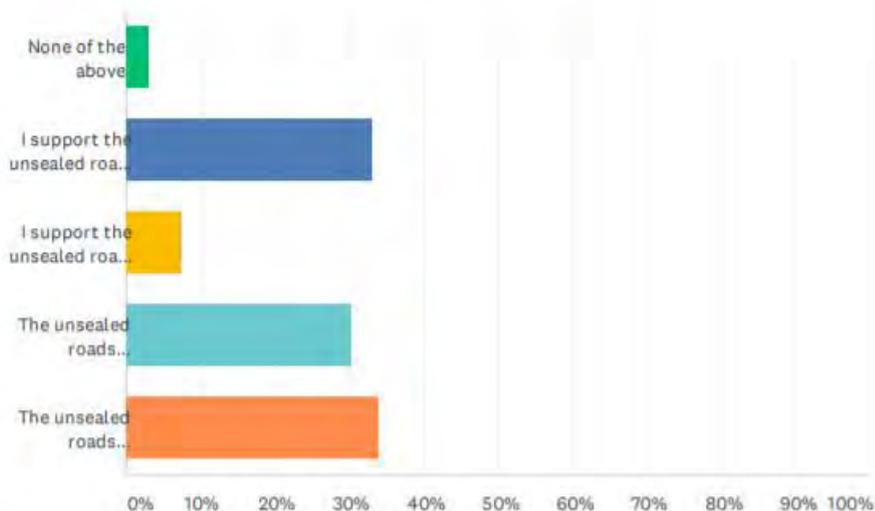


| ANSWER CHOICES | RESPONSES |
|---|------------|
| Neither of the above | 13.31% 132 |
| I support the unsealed road improvement budget, including sealing, to be kept at \$121 million | 79.23% 786 |
| I support the unsealed road improvement budget, including sealing, to be lowered as AT is proposing to \$40 million | 7.56% 75 |
| I don't know enough about this topic to answer it accurately | 0.00% 0 |
| Total Respondents: 992 | |



Q2 Auckland Transport is also proposing to reduce the maintenance budget for grading and clearing drains on unsealed roads from an average of \$4.4 million per year to \$3.6 million per year. Do you support this \$800,000 decrease, or do you want the level of funding for grading and maintaining unsealed roads to be retained at \$4.4 million per year, or to be even higher? (This is a "Opex" budget).

Answered: 996 Skipped: 55

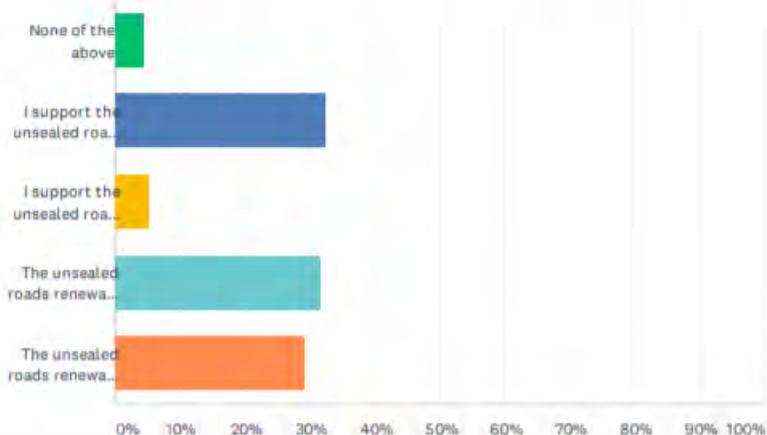


| ANSWER CHOICES | RESPONSES |
|---|------------|
| None of the above | 2.91% 29 |
| I support the unsealed roads maintenance budget being retained at an average of \$4.4 million per year | 33.13% 330 |
| I support the unsealed roads maintenance budget being lowered, as AT is proposing, to an average of \$3.6 million per year | 7.33% 73 |
| The unsealed roads maintenance budget should be increased by the same amount that AT's overall opex budget. ie by 11% to a higher average spend of \$4.9 million per year | 30.42% 303 |
| The unsealed roads maintenance budget is already too low. They should significantly increase the budget by doubling it to \$8.8 million per year | 33.84% 337 |
| Total Respondents: 996 | |



Q3 Part of maintaining unsealed roads is adding gravel to them. This is funded from what is called a "Renewals" budget (renewing what gets lost) and is different from the above maintenance budget. Auckland Transport is also proposing to reduce the unsealed roads Renewals budget from an average of \$2.4 million per year to \$2.0 million per year. Do you support this \$400,000 decrease, or do you want the level of funding adding gravel/metal to unsealed roads to be retained at \$2.4 million, or to be even higher? (This is a "Renewals" budget).

Answered: 970 Skipped: 82

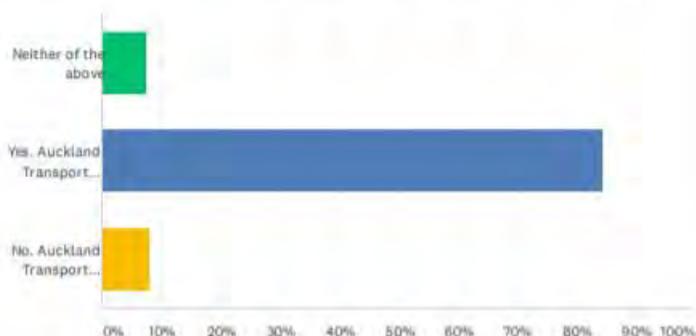


| ANSWER CHOICES | RESPONSES |
|--|------------|
| None of the above | 4.33% 42 |
| I support the unsealed roads renewals budget being retained at an average of \$2.4 million per year | 32.47% 315 |
| I support the unsealed roads renewals budget being lowered, as AT is proposing, to an average of \$2.0 million per year | 5.15% 50 |
| The unsealed roads renewals budget should be increased by the same amount that AT's overall renewals budget, ie by 29% to a higher average spend of \$3.0 million per year | 31.75% 308 |
| The unsealed roads renewals budget is already too low. They should significantly increase the budget by doubling it to \$4.8 million per year | 29.38% 285 |
| Total Respondents: 970 | |



Q4 Mahurangi Area & Warkworth Subdivision (Council): You may wish to support the Warkworth and Eastern Bays areas of Rodney to have a bigger budget to fix the traffic congestion in those areas. At the moment AT is suggesting the Hill Street intersection needs fixing at a cost of \$19 million - but they want NZTA (Central government) to pay for the entire project, even though AT's roads also connect into SH1 at this intersection. The result is NZTA has not agreed and the Hill Street intersection project is unfunded for the next 10 years. That is, the timing of funding is uncertain for Hill Street because NZTA has yet to agree to it with AT during negotiations to date. Sources at NZTA say that once the Puhoi-Warkworth motorway opens they will be handing Hill Street over to Auckland Transport and are only prepared to complete a few minor upgrades before doing that. These organisations should have concluded any negotiations before now to ensure the funding of fixing Hill Street was able to be included in the RLTP transport budget that has gone out for public input. Should AT be contributing at least \$4.75 million (25%) towards the cost to be fair and to keep progressing the reconstruction of the intersection?

Answered: 874 Skipped: 178

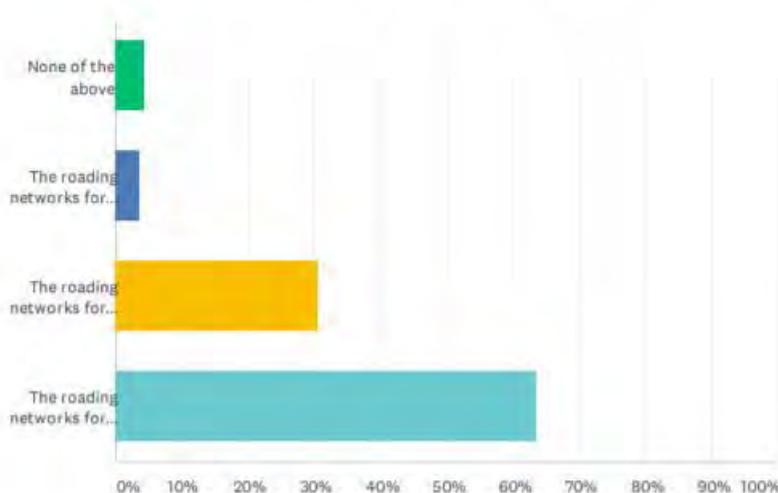


| ANSWER CHOICES | RESPONSES |
|--|------------|
| Neither of the above | 7.44% 65 |
| Yes. Auckland Transport should be contributing rates and fuel tax charges towards fixing the Hill Street intersection | 84.55% 739 |
| No. Auckland Transport should not be contributing rates and fuel tax charges towards fixing the Hill Street intersection | 8.01% 70 |
| Total Respondents: 874 | |



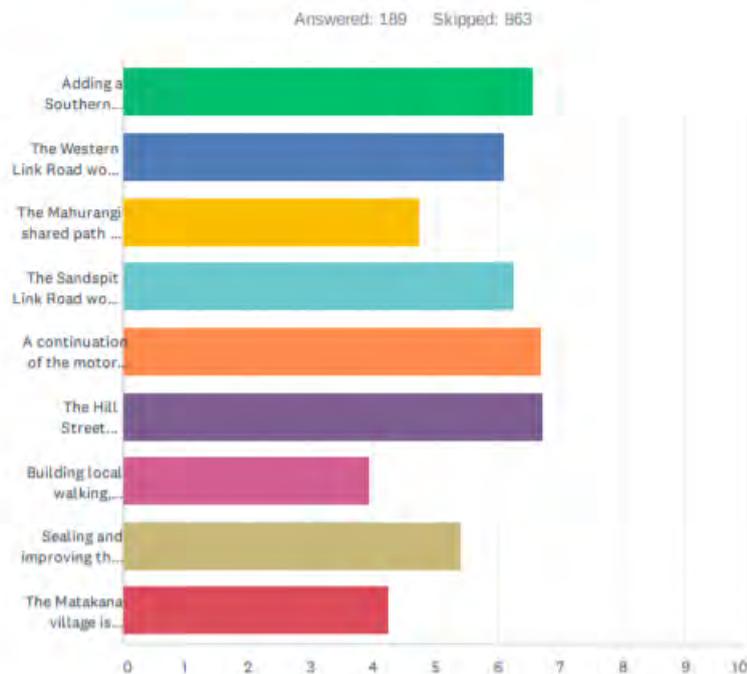
Q5 Auckland Council has designated Warkworth to grow from 4,000 people to 25,000 people which will force an additional 57,000 cars onto the local roads. Matakana too is now under increasing traffic congestion pressures. Do you think Auckland Transport needs to take a holistic approach and build the required roads (with cycleways/ walkways) before the houses are built? This would mean the need to budget for buying the necessary land now.

Answered: 908 Skipped: 144



| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| None of the above | 4.41% | 40 |
| The roading networks for the greater Warkworth area should be built after the housing is in place so there are more rates and development contributions to help pay for them | 3.52% | 32 |
| The roading networks for the greater Warkworth area should be built at the same time as new houses get built to minimize the cost pressures on Auckland Transport and ratepayers | 30.51% | 277 |
| The roading networks for the greater Warkworth area should be built before the housing is in place to ensure traffic congestion is proactively managed in advance of population growth. | 63.44% | 576 |
| Total Respondents: 908 | | |

Q6 Rank Mahurangi's priorities. (You can skip this question if you are unsure). There are unfunded, under funded projects and non-mentioned projects in the budget. If the following projects had full funding, how would you rank these from the most important to get done (#1) through to the least important project needing completing (#8) around the Mahurangi. Note: The RLTP budget includes funding for projects sourced from NZTA, Auckland Transport or both.



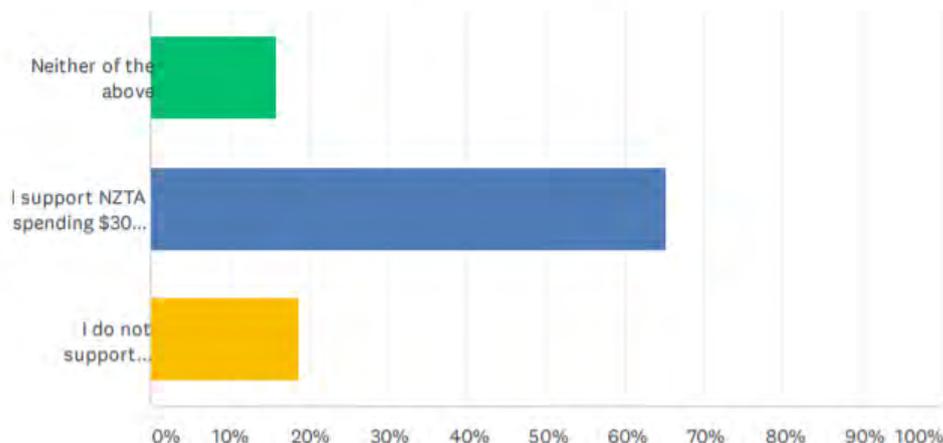
The 9 questions were:

1. Adding a Southern interchange onto the new Puhoi-Warkworth motorway with south-facing ramps located south of Woodcocks Road and in the vicinity of Wylie Road.
2. The Western Link Road would join the northern and southern sections of SH1, through Woodcocks Road. It includes Mansel Drive and Evelyn Close.
3. The Mahurangi shared path is a proposed walking and cycling route along the Mahurangi River which would connect future growth areas to the west of Warkworth with schools, sports fields, and the Warkworth Town Centre.
4. The Sandspit Link Road would connect the Matakana Link Road intersection at Matakana Road with Sandspit Road.
5. A continuation of the motorway being built from Puhoi all the way to Wellsford.
6. The Hill Street intersection improvements to be completed. Fix Hill Street.
7. Building local walking, cycling, mountain biking and/or horse riding paths for residents, visitors and/or tourists.
8. Sealing and improving the unsealed roading network.
9. The Matakana village is congested with traffic and a solution of some kind needs to be found (ie: upgrading the current road and round-about or a bypass road built).



Q7 Wellsford Subdivision (Council): You may wish to support the Wellsford community to have a bigger budget to get transport related infrastructure. At the moment NZTA is suggesting a \$30 million budget over 10 years for safety improvements on SH1 through the Dome Valley. Do you support this level of funding? What are your thoughts about this project?

Answered: 794 Skipped: 258

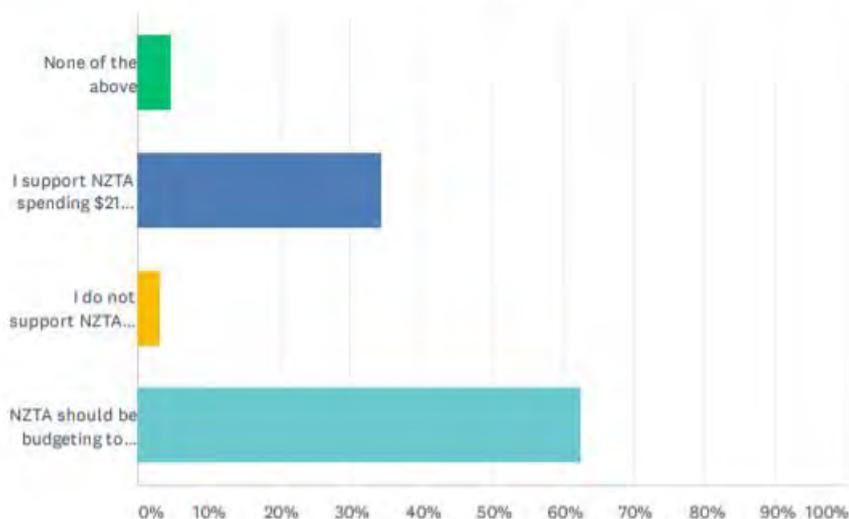


| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| Neither of the above | 15.87% | 126 |
| I support NZTA spending \$30 million on road safety improvements through the Dome Valley | 65.24% | 518 |
| I do not support spending \$30 million on road safety improvements through the Dome Valley | 18.89% | 150 |
| Total Respondents: 794 | | |



Q8 Wellsford has two State Highways (SH1 & SH16) running into the centre of its township. Traffic volumes through this town are enormous and delays for travellers driving on SH1 are frequent. At the moment NZTA is suggesting a \$21 million budget over 10 years for the designation (planning and some land purchases) of a motorway extension from Warkworth to Wellsford. Do you support this project and/or the level of funding?

Answered: 854 Skipped: 198

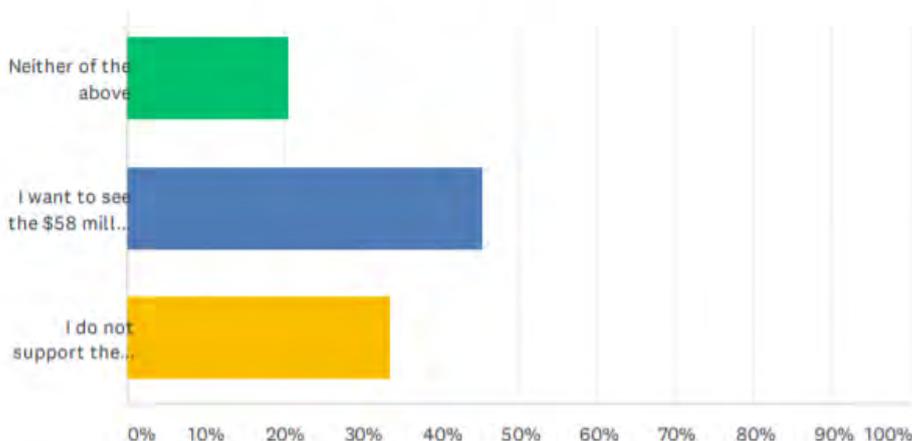


| ANSWER CHOICES | RESPONSES |
|--|------------|
| None of the above | 4.68% 40 |
| I support NZTA spending \$21 million on advancing the Warkworth to Wellsford motorway extension | 34.31% 293 |
| I do not support NZTA spending \$21 million on advancing the Warkworth to Wellsford motorway extension | 3.16% 27 |
| NZTA should be budgeting to build the motorway within the next 10 years, not budgeting \$21 million for just the required planning | 62.41% 533 |
| Total Respondents: 854 | |



Q9 Dairy Flat Subdivision (Council):Auckland Transport would like to spend \$58 million along the Dairy Flat Highway to four lane this road near 'The Avenue, Albany' plus put in traffic lights there. However, this safety and capacity increasing project is unfunded in the proposed budget even though it was funded in the last budget. Do you support this project being added back into the budget as a funded project?

Answered: 721 Skipped: 331

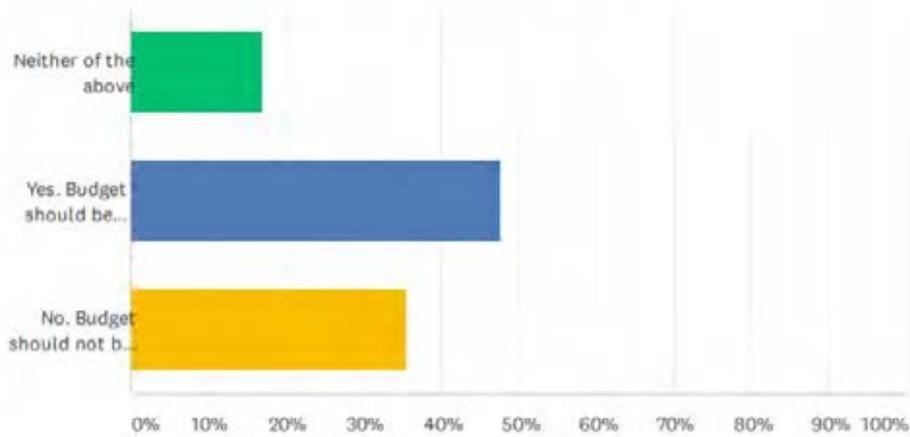


| ANSWER CHOICES | RESPONSES |
|---|------------|
| Neither of the above | 20.80% 150 |
| I want to see the \$58 million for safety improvements along the Dairy Flat Highway to receive approval within AT's 10 year budget | 45.49% 328 |
| I do not support the proposal to fund safety improvements along the Dairy Flat Highway by \$58 million. This proposed project should remain unfunded. | 33.70% 243 |
| Total Respondents: 721 | |



Q10 Auckland Transport does not plan to review the speed limit along the Coatesville-Riverhead Highway which has recently been dropped from 80kph to 60kph. Do you think they should put aside budget to review this?

Answered: 747 Skipped: 305

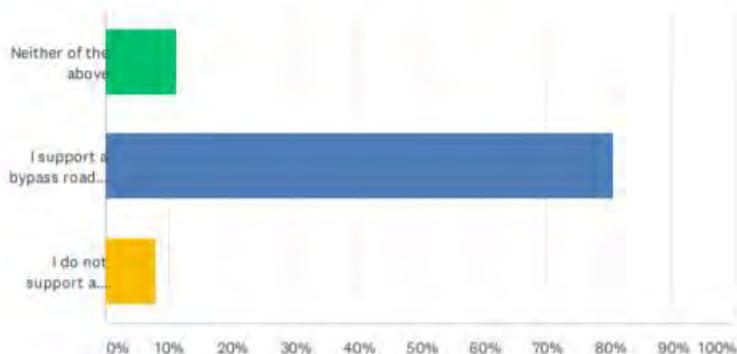


| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| Neither of the above | 16.87% | 126 |
| Yes. Budget should be allocated to revisit the speed limit changes along the Coatesville-Riverhead Highway | 47.66% | 356 |
| No. Budget should not be allocated to revisit the speed limit changes along the Coatesville-Riverhead Highway | 35.61% | 266 |
| Total Respondents: 747 | | |



Q11 Kumeu Subdivision (Council): There is no money allocated within the next 10 years to build a bypass around Kumeu/Huapai to relieve the traffic congestion. This has resulted from the Government forcing thousands of unplanned houses ("Special Housing Areas") to be built without building the required roading infrastructure. This is a Government created this problem. Should the Government be paying to fix it? Should the NZTA (Government) be allocating money now to build a bypass road within the next 10 years, or even sooner? Note: Auckland Council opposed the Governments plans to build the Special Housing Areas saying without new roads there would be congestion, but Council was overruled, and are also forced (by law) to keep issuing the consents so the planned number of houses get built.

Answered: 809 Skipped: 243

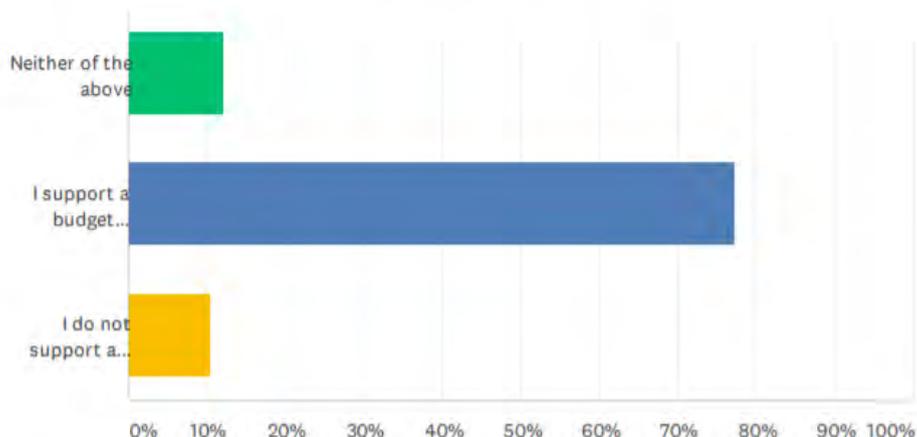


| ANSWER CHOICES | RESPONSES |
|---|------------|
| Neither of the above | 11.25% 91 |
| I support a bypass road being build around Kumeu/Huapai within the next 10 years. This needs to be in the 10 year budget | 80.72% 653 |
| I do not support a bypass road being built within the next 10 years. NZTA should continue to work to their current timelines of 15 years, or longer | 8.03% 65 |
| Total Respondents: 809 | |



Q12 Trains to Huapai (then Helensville once established). There is no budget being allocated to get diesel trains running on the existing tracks to Huapai to help relieve the traffic congestion in the short term. Would you support Auckland Transport working with Kiwi Rail to allocate funding to get trains to Huapai within the next 10 years, or sooner?

Answered: 830 Skipped: 222

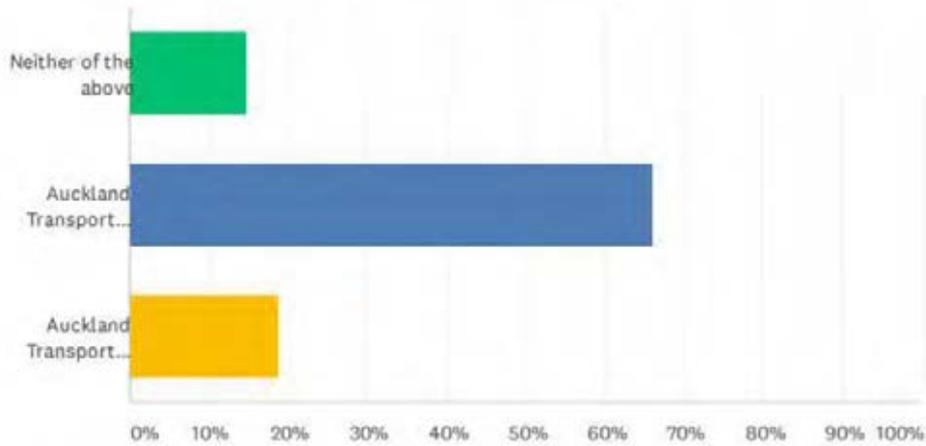


| ANSWER CHOICES | RESPONSES | |
|--|-----------|-----|
| Neither of the above | 12.17% | 101 |
| I support a budget allocated to get diesel trains running to Huapai | 77.35% | 642 |
| I do not support a budget allocated to get diesel trains running to Huapai | 10.48% | 87 |
| Total Respondents: 830 | | |



Q13 General Questions: Auckland Transport has budgeted for very few new footpaths to be built in Rodney. Do you think they should budget for more new footpaths throughout Rodney?

Answered: 914 Skipped: 138

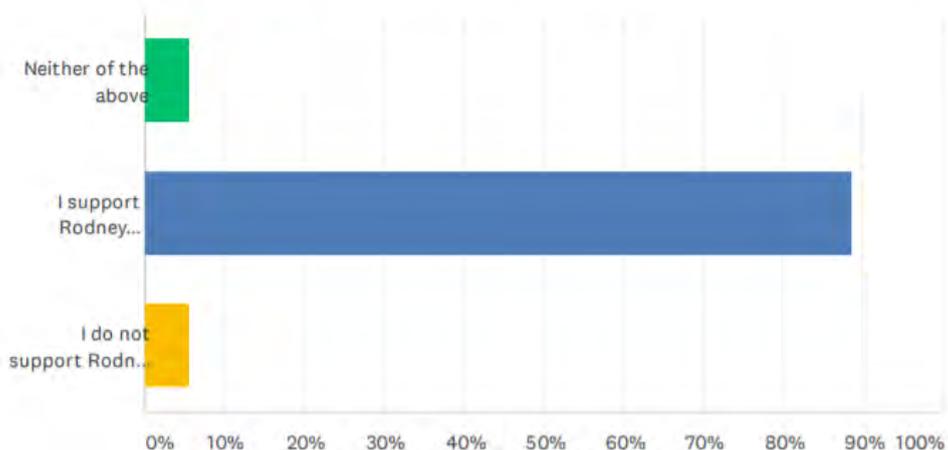


| ANSWER CHOICES | RESPONSES | |
|---|-----------|-----|
| Neither of the above | 14.88% | 136 |
| Auckland Transport should budget to build new footpaths throughout Rodney | 66.19% | 605 |
| Auckland Transport should not budget to build new footpaths throughout Rodney | 18.93% | 173 |
| Total Respondents: 914 | | |



Q14 The renewals budget (fixing damaged roads) for the sealed roading network, across all of Auckland, is proposed to increase from an average of \$11.6 million per year to \$15.6 million per year (up by 35%). Do you support Rodney receiving a 35% increase in funding for its sealed roads?

Answered: 1,002 Skipped: 50

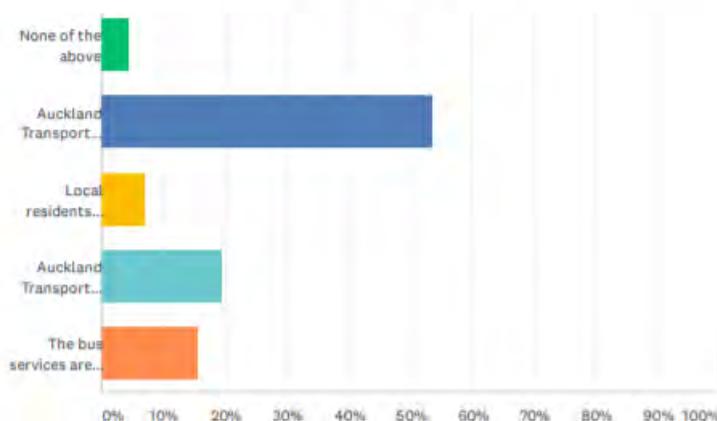


| ANSWER CHOICES | RESPONSES |
|---|--------------|
| Neither of the above | 5.59% 56 |
| I support Rodney receiving a 35% increase for its sealed roading budget to fix damaged roads | 88.72% 889 |
| I do not support Rodney receiving a 35% increase for its sealed roading budget to fix damaged roads | 5.69% 57 |
| TOTAL | 1,002 |



Q15 Do you support the bus services around Rodney being funded from the general Auckland Transport budget (which is primarily funded from general rates, NZTA and Auckland's fuel tax), or should they continue to be funded from the additional targeted rate from your rates bill? Note: Only the bus service between Helensville-Silverdale (126), Wessgate-Dairy Flat (128) and Wellsford-Warkworth (998) operating within Rodney are being paid for by the additional \$150 per rateable property the Rodney Local Board voted to collect. Other bus services are being funded by Auckland Transport.

Answered: 951 Skipped: 101



| ANSWER CHOICES | RESPONSES |
|---|------------|
| None of the above | 4.31% 41 |
| Auckland Transport should be budgeting for, and already paying for, these bus services from rates and the fuel tax | 53.73% 511 |
| Local residents should continue to pay for the above bus service via the additional targeted rate, so at least there are these bus services | 6.94% 66 |
| Auckland Transport should be budgeting to pay for these bus services from rates and the fuel tax, once there are enough people using the services. Then stop using the targeted rate to fund buses. | 19.56% 186 |
| The bus services are too under utilised and should be suspended until the population grows more. Auckland Transport should budget for these buses services but in future years when there will be more patronage demand | 15.46% 147 |
| TOTAL | 951 |



Q16 How do you think Auckland Council could free up money to put into more transport projects? Or, are there any other comments you would like to make about transport priorities that are important to you?

Answered: 509 Skipped: 543

A complete set of every comment was provided.

In summary, the core themes across the majority of messages were:

- Stop the wastage and overspending.
- Auckland Council Group to get back to core business.
- Reduce the amount of regulations and compliance costs.
- The Rodney ward should not be receiving less in this RLTP as compared to the last RLTP.
- Staff costs are too high and more decision making should be delegated to frontline staff.
- Less costs spent on consultants.



ⁱ 552 of the mentions recorded against “Heavy rail is important and/or should be the priority” said they support investment in public transport, rather than specifically mentioning they support investment in rail.

ⁱⁱ 608 of the mentions recorded against “Bus network is important and/or should be the priority” said they support investment in public transport, rather than specifically mentioning they support investment in buses.

ⁱⁱⁱ 588 of the mentions recorded against “Ferry transport is important and/or should be the priority” said they support investment in public transport, rather than specifically mentioning they support investment in ferries.

^{iv} 594 of the mentions recorded against “Bus rapid transit is important and/or should be the priority” said they support investment in public transport, rather than specifically mentioning they support investment in bus rapid transit.

^v The 42 key interest groups that indicated that “public transport is important and/or should be the priority”, were also added to the counts for each of the following themes (as they are modes of public transport):

- Bus network is important and/or should be the priority
- Heavy rail is important and/or should be the priority
- Ferry transport is important and/or should be the priority
- Bus rapid transit is important and/or should be the priority

Please also note that key interest groups were not counted twice against any one of these themes i.e. when feedback was being themed if a submitter was counted against “public transport is important and/or should be the priority” they were not counted against any of the other themes in the bullet points immediately above.

Submissions on the Draft Regional Land Transport Plan 2021-2031 from local boards, partners and key interest groups

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Part A – Local Board submissions on the RLTP

JC1-0645

Albert-Eden Local Board

Context

1. The Albert-Eden Local Board provides the following feedback to the Regional Transport Committee of Auckland Transport and the Governing Body of Auckland Council on the draft Auckland Regional Land Transport Plan 2021-2031 (RLTP).
2. This feedback is based on the consultation document. The local board feedback is at a strategic level and is informed by feedback from our local community.

Process

3. As governors in the shared governance model of Auckland Council, local boards are responsible for identifying and communicating the interests and preferences of the people in its local board area. The timeline and process of the development of the RLTP has meant the local board is required to provide feedback having only received interim and high-level summary of feedback from community in our area.
4. We also have the opportunity to speak directly to AT, but before we have formally resolved our feedback. This speaking slot is part of the public hearing process, indicating that AT consider local boards as stakeholders rather than governors in the share governance model of Auckland Council.
5. We request in future that both these matters are addressed to enough the process and timeframes allow for robust consideration of community feedback and local board input into the RLTP.

Albert-Eden Local Board priorities

6. Albert-Eden Local Board Plan 2020 outlines the priorities and direction for a three year period. The following outcome relates to transport:

| | |
|--|---|
| Outcome 6: Safe, easy and sustainable options for moving around | |
| We want a range of options for people to choose from when moving around and through our area. We will fund projects which focus on walking and cycling, increasing safety and making places pedestrian friendly. We will advocate for a convenient and affordable public transport system which caters to our different needs. | |
| Objective: Our community has more transport options and we see a shift in transport modes used by the community | Objective: Our transport options increase safety and minimise harm |

Key projects

7. We support the following priority projects which are included in and funded through the RLTP:
 - a. Rapid transit:
 - i. City centre to Mangere, with associated spatial planning for the areas alongside the route, footpath and street upgrades included as part of the project, and work to maximise connections between future light rail and the western train line at Kingsland and/or Mt Eden.
 - ii. North-Western rapid transit that serves the local community.
 - iii. We request it is brought forward from 2027/2028 - 2030/2031 to earlier.

b. The completion of the city rail link (CRL) between Britomart and Mt Eden, its station and the associated urban development. We request multiple station entrances to be provided/planned for at the new Mt Eden station to allow better access to the station.

c. Connected Communities, particularly the key strategic arterial roading corridors of Mt Eden, Great North, New North, Sandringham and Manukau roads. This project should include planning and work for streets around town centres, to ensure changes on the main arterial road does not cause an increase in traffic and speed in surrounding residential streets.

d. Improvements to Carrington Road, Mt Albert adjacent to a major crown-coordinated development at the ex-Unitec site, but request that cycling and pedestrian improvements are made, as well as the planned bus improvements.

8. We request the following priority projects are added to and funded through the RLTP:

a. Implementation of the network of paths and connections prioritised in the Albert-Eden Local Paths (Greenways) Plan 2018, including routes outside the limits of local board funding, such as the Motu Mānawa Marine Boardwalk and the Western Springs to Greenlane express cycle connection. This latter is a new strategic cycling connection from St Lukes, through Balmoral to Greenlane. It connects with the St Lukes cycleway and takes commuters through busy Balmoral and follows Route 9 through Mt Eden and Epsom, to Alexandra Park, ASB Showgrounds, Greenlane Clinical Centre and Cornwall Park to Greenlane and the rail station.

b. Grade separation of railway crossing along the western line, noting the completion of the CRL will mean the frequency of trains on the line will increase and barrier areas will be down more, impact traffic and walking and cycling access. We request additional funding is allocated to investigate how address this and implement solutions. We request the \$424 million funding which was allocated in the RLTP 2018 be re-instated to undertake this work.

c. Acquisition or use of strategic pieces of land to increase access to and usage of train stations, for example Greenlane, Remuera and the new Maungawhau Mt Eden CRL station. These could be for additional entrances or 'kiss and ride' drop off areas.

General direction

9. Request the following challenge be specifically identified: responding to growth, improving the infrastructure network and supporting a compact city. We support the intention included in the consultation document, but it is dispersed throughout, this needs to be a focus. We request AT work with Auckland Council on growth and infrastructure planning, spatial planning and Resource Management Act planning processes to allow for integration of transport and growth planning.

10. It is important to meet growth, particularly government-led development in Owairaka and Carrington Precinct and any future developments which may occur, and increased housing means pressures on roading and accelerates the need for public transport and a mode shift-focussed response.

11. We have seven regionally significant arterial roads crossing our local board area. This means we are affected not only by people who live within our local board area moving around, but also people moving through our area to reach the CBD or other locations. This means our roads are congested at peak times. It also means we are greatly affected by large-scale developments and population growth which occurs outside our local board area.

12. We request AT take a holistic approach to bringing the community along to achieve behaviour change. This includes education; early, frequently and meaningful consultation processes; and information to motivate and support people.

13. Note the need for a balanced transport system providing a diversity of transport modes advantageous to different communities including those with special needs, elderly, disabled, and families.

14. The local board supports the re-establishment of the full Local Board Transport Capital Fund that was reduced in the Emergency Budget as this provides a significant source of funding for local projects that would otherwise not be a priority for Auckland Transport.

15. The local board also supports the re-establishment of the previous Community Safety Fund allocated to local boards as local boards had consulted on a number of projects with communities that could not be delivered when the funding was discontinued. This is an important funding source for safety focused projects.

16. Request a review of the current procurement model of AT, given the hugely high cost of transport projects which limit the scope and scale of projects able to be implemented. A new model needs to ensure that funding goes further.

Feedback on proposal focus areas

Climate change and its impacts

17. Support the key shift from the previous RLTP to respond to climate change and its impacts.

18. Request a stronger focus on this as actions outlined will not necessarily reduce emissions enough to achieve the targets outlined in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.

19. Request a specific focus on reducing vehicle kilometres travelled and increasing mode shift.

20. Request AT review projects included in ATAP with a climate lens and aim to reduce emissions produced as a result of those projects.

21. Support low-emission buses and the early work to decarbonise the bus fleet and the use of battery electric buses.

22. Support financial incentives to encourage the purchase of electric vehicles/ investing in a lot more charging stations, and request this is widened to including electric bikes.

23. Support greater use of biofuels for powering vehicles and vessels.

24. Support an increase of green infrastructure in the transport corridor.

25. Request thorough research on projects ensuring any intervention does not unintentionally increase adverse impacts on the climate, particularly changes that increase vehicle kilometres travelled.

26. Request AT incentivise and accelerate mode shift, whilst ensuring these incentives do not cause unintended consequences which result in an overall increase in emissions.

27. Request Mode Shift is incentivised wherever possible, by improving levels of service.

28. Request a focus on sustainable change, working in collaboration with the community.

29. Request a focus on sustainable access to local destinations and amenities.

Travel Choices

30. Acknowledge the importance of the bus and train network in the central city and fringe areas like Albert-Eden in reducing peak period car travel and congestion.

Active transport

31. Support the new cycling infrastructure programme. Continue the Urban Cycleway Programme to progress development of the cycle network, in particular the Great North cycleway work planned for 2022/2023 and the Pt Chevalier to Westmere cycleway planned 2023/2024.

32. Request cash fares are reinstated and additional vendors are provided to sell AT hop cards.

33. Request footpath maintenance is undertaken regularly and maintenance requests responded to promptly, to ensure footpaths are safe and usable.

Safety

34. Support Vision Zero. Request to continue investment to make the roading network safer and decrease death and serious injury on the roads. Support the Road Safety Programme.

35. Support focus on safety. Note that current funding will reduce DSI by almost 70%, so strongly support and encourage more work to achieve greater reductions in DSI.

Young people

36. Support a specific focus on young people.

37. This covers support for safety projects like Safe Schools and Travelwise programmes to improve road safety and reduce the numbers of vehicles driving to and from school at peak times. Support people to use active transport like walking, cycling, scootering and public transport. Prioritise the areas around schools for implementation of safer speed programmes, speed reduction and safety improvements like safe crossing points.

Aotea-Great Barrier Local Board

Ngā tūhonga

Background

- Aotea / Great Barrier Island lies 90km east of Auckland City in the Hauraki Gulf and is Auckland Council's most remote and isolated area.
- Over 60 per cent of the island is Department of Conservation (DoC) estate; 43 per cent of which is the Aotea Conservation Park.
- The island has a permanent population of 936 residents (2018 Census)

| | |
|--|---|
| 14 | Auckland Transport – Regional Land Transport Programme 2021 |
| <i>Note: changes to the original recommendation with deletion of original a) and inclusion of new clause a) were made with the agreement of the meeting.</i> | |
| <p>Resolution number GBI/2021/32 MOVED by Deputy Chairperson L Coles, seconded by Member S Daly: That the Aotea / Great Barrier Local Board: a) delegate the chairperson in consultation with other board members to provide feedback on the Regional Land Transport Programme as per Attachment A to this report. CARRIED</p> | |

Aotea / Great Barrier Local Board feedback

- 1.Support all Auckland Transport infrastructure and practices adhering to climate change impacts and ensure budgets are allocated accordingly. We need to ensure our procurement contracts have climate change objectives incorporated and our assets are renewed with a climate change lens.
- 2.Sea level rise and coastal erosion remains a concern for our coastal island roads. We need to start looking at the long-term options now for alternate routes and advocate for funding towards reviews of coastal infrastructure and roads with options for the future
- 3.Support ways to promote the uptake for electric vehicle and installation of electric vehicle infrastructure. Aotea / Great Barrier Island is off-the-grid and electric vehicle infrastructure will be different to urban planning. We advocate for good staff advice and ability for innovation.
- 4.We are currently investigating a bespoke public transport service for Aotea and support low carbon public transport options which are equitable and versatile.
- 5.Freight pathways which are low cost, low carbon and secure are a high priority for our island. We are supportive of Auckland Transport's focus for freight networks.
6. The island's roading network is 50/50 sealed and unsealed roads. We support the Unsealed Road Improvement Framework to achieve safe and healthy roads by using sealing, environmental sealing and the regular renewal and maintenance of the unsealed roads.
7. Support for the road safety programme particularly for our island's shared roads to enable safe walkways and safe speeds through high traffic areas and near schools.

8. The local board appreciates the opportunity to participate second tranche of Auckland Transport's speed bylaw review scheduled for later this year.
 9. The local board valued the previous local allocation from Auckland Transport of the Community Safety Fund and request its reinstatement.
 10. Support for the Waka Kotahi Te Ara Haepapa programme which has done wonders in our community with drivers licencing, seatbelts and cycling support.
 11. Advocate for funding to be made available for a long-term solution for the modification of road culverts for fish passage migration
 12. Aotea is an International Dark Sky Sanctuary. In order to preserve our night skies and protect nocturnal biodiversity, we advocate for the use of lighting design/infrastructure that meets regulations and protects our environment such as, downward facing lights, blue light, glow strips
 13. Support for the continuation of the Local Board Capital Transport Fund to enable the progression of local Auckland Transport projects
 14. Support for on-island contract manager to actively monitor and assess road conditions, evaluate contractor delivery and performance, lead local issue management and foster a strong positive working relationship with the local board
 15. Transport and freight to and from the island is by either plane, a 35-minute flight one way, or by ferry a four-and-a-half-hour trip one way. Security and accessibility of Mangere Airport and Wynward Quarter terminal are essential to the functioning of our community for transportation and freight.
-

Devonport-Takapuna Local Board

The purpose of this document is to detail the Devonport-Takapuna Local Board's (the local board) feedback on Auckland Transport's (AT) draft Regional Land Transport Plan (RLTP).

Feedback by activity area

This section provides draft advice and suggested feedback on RLTP matters which relate and impact the local board area. Please note the document has been drafted in preparation for formal feedback to be submitted by the local board. The feedback is structured by the activity areas outlined in the RLTP, which include:

- Travel choices
- Climate change and the environment
- Safety
- Asset management
- Other items.

This document also includes additional feedback on matters and projects which have been omitted from the draft RLTP.

This document was approved by the local board at their 18 May 2021 business meeting.

General comments and feedback

1. The local board welcome the opportunity to provide views and preferences on the AT draft RLTP.
2. The local board support the overarching intent and objectives of the RLTP. The document provides a framework for addressing and improving transport across Auckland, while responding to issues such as climate changes and recovering from the impacts of COVID-19.
3. The local boards support AT and Auckland Council advocating to Central Government to make a range of policy changes to ensure Auckland can respond to its transport challenges.

Travel choices

4. The local board supports greater investment in public transport infrastructure and ask that local boards are kept abreast of public transport trends in the Local Board area.
5. The local board supports the current Northern Corridor Improvements project, as it will reduce journey times and improve bus reliability, with the new Rosedale Station improving busway accessibility and reducing pressure on the existing Constellation and Albany Stations.
6. The local board supports the \$62 million budget allocation towards the Northern Busway project to deliver improvements that enhance the capacity of the Northern Busway to meet current and projected demand.
7. The local board requests that the appropriate community engagement be undertaken to ensure the proposed Northern Busway improvements meet the needs and demands of the local community.
8. The local board however note with concern that funding for the Northern Busway enhancements are not budgeted until the 2028 financial year. The local board consider this to be too far away to adequately respond to the travel demands of existing and future North Shore residents. These enhancements are needed to improve capacity and performance and with a

forecasted 32,000 trips expected to cross the Waitematā Harbour by 2038 up from 22,000 in 2016, it's imperative that this is funded sooner.

9. The local board notes concern that the Auckland Harbour Bridge is identified as part of the 'supplementary network' in the Rapid transport network (RTN). The local board advocates that any existing or proposed infrastructure across the Waitemata Harbour be a multi-modal route, to ensure all forms of transport (i.e. private vehicles, public transport and freight) moves efficiently and effectively.
10. The local board supports ongoing, long-term planning of the Northern Busway, to ensure it continues to meet increasing demand, and does not encounter issues such as reaching capacity.
11. The local board supports ongoing service network improvements being made to ensure feeder buses and active transport options (i.e. walking and cycling) effectively connect public transport users to the Northern Busway.
12. The local board advocates that the following areas be considered for funding from the 'Other Public Transport Minor Improvements' budget, as they are high frequency transport locations:
 - Sycamore Drive and Sunnynook Road, as they connect to Sunnynook Bus Station along the Northern Busway
 - East Coast and Beach roads, as they connect to Takapuna (a metropolitan town centre) and on to Auckland Central
 - Milford town centre, as it has routes which connect to Takapuna, and on to Auckland Central as well as the Smales Farm Bus Station
 - Taharoto Road, as it has routes which connect to Takapuna, and on to Auckland Central as well as the Smales Farm Bus Station. It is suggested that dedicated bus and cycle lanes on Taharoto Road could improve the service network, and provide a safe option for cyclists, in particular students
 - Belmont town centre, as it has routes which connect to the Akoranga Bus Stations, via Takapuna as well as the Bayswater Ferry Terminal
 - Bayswater Ferry Terminal: improvements to the terminal will significantly increase the user experience and promote the site as an effective public transport option for Bayswater and wider residents
 - Vauxhall Road, as it has routes which connect to the Devonport Ferry Terminal.
 - Installing bike racks on the front of buses to support and enhance travel choice. This service is already provided by bus operators across New Zealand and is very successful.
13. The local board supports the new programme to deliver accessibility improvements to public transport facilities across the region, and advocates that these be considered along the Northern Busway, the sites identified in point 4 above, and other key projects such the Lake Road Improvements and the Takapuna Bus Station upgrade, which forms part of the Panuku Unlock Takapuna project.
14. The local board advocates for the creation of a 'Connected Communities' programme specific for the northern parts of the Auckland region, as there are several key strategic arterial roading corridors which could benefit from such a programme.
15. The local board supports measures for AT and Auckland Council advocating to Central Government for increased funding towards bus, train and ferry services and asset maintenance. This to ensure there is no funding deficit or impact on existing budgets and service levels.
16. The local board supports the delivery of the Northern Pathway, as it will provide a critical missing link in Auckland's cycle network.
17. The local board supports all measures to address issues associated with section one of the Northern Pathway (the Westhaven to Akoranga link). Specifically, the local board advocate that should the Northern Pathway follows the western side of the State Highway One, that plans include safe walking and cycling connections across the motorway at the following points:
 - the Akoranga and Esmonde roads interchange

- the motorway overbridge at Wairau Road
 - the Tristram Avenue interchange
 - the motorway overbridge at Sunset Road.
18. The local board supports section two of the Northern Pathway (the Akoranga to Constellation link) as it will provide a key piece of cycling and walking infrastructure which connects users to local routes in both the Devonport-Takapuna and Kaipatiki local board areas and ask that it continue to be funded for delivery regardless on the delays with section one.
 19. The local board supports the Ongoing Cycling Programme, which is intended to follow the completion of the Urban Cycleways Programme early in the RLTP.
 20. The local board advocates that the Ongoing Cycling Programme consider and fund (either whole or in-part with financial support from the local board's transport capital fund) the Francis Street to Esmonde Road cycling and walking connection. This is suggested because:
 - it has sub-regional benefits, as residents from across the North Shore can use the connection for both recreation and commuting purposes (i.e. people can cycle to Devonport then on to the Auckland Central via the ferry)
 - the proposed connection has been designed to link to other key projects under development, such as the Northern Pathway, Lake Road Improvements and the Patuone Reserve walkway upgrade)
 - staff have been working alongside the Kingstone Group, property developer for 48 Esmonde Road, who have conditionally supported the project and have indicated they are willing to contribute budget towards the project
 - the project will bring wider benefits, such as positive environmental outcomes (i.e. fewer private vehicles being used) and economic development opportunities (i.e. both residents and visitors could one day complete a loop by starting in Auckland Central, catching the ferry, and cycling along the Devonport Peninsula, along the Northern Pathway, into Westhaven and finish in Auckland Central).
 21. The local board requests greater support from AT should the Francis Street to Esmonde Road cycling and walking connection not be partially funded by the Ongoing Cycling Programme, and asks for options and advice on how the project can be supported from other funding sources, and not just the local board transport capital fund, which in itself is insufficient to develop this project.
 22. The local board supports a new programme for minor improvements for cycling and micro mobility.
 23. The local board supports ongoing funding for a programme of tactical urbanism initiatives such as those brought to life through Waka Kotahi's Innovating Streets programme, on the understanding that local boards be fully involved from project development to completion.
 24. The local board supports operational funding to continue delivery of the Travelwise programme.
 25. The local board supports operational funding to continue the Walking School Bus and Bike Safe programmes, as well as continued investment in the Community Bike Fund.
 26. The local board recommends AT provide greater support and subsidies to local boards who are actively trying to improve cycling and walking provision through new and / or upgraded infrastructure, but do not have the financial capacity to deliver these projects within a meaningful timeframe.

Climate change and the environment

27. The local board supports a funding acceleration of the Low Emissions Bus Roadmap to ensure at least half of Auckland's bus fleet is low emissions by 2031.

28. The local board support key moves that reduce carbon emissions including budget allocated to the electrification of buses and ferries. as it will significantly reduce emissions and help achieve council's climate change goals.
29. The local board supports measures to start decarbonisation of the ferry fleet and reduce diesel emissions.
30. The local board requests AT investigate low carbon multi-modal options (in particular for ferries and buses) which can move cycling and micro mobility users quickly and effectively across the Waitemata Harbour. Other cities have successfully trialled and undertaken bike barges, or bike buses, which allow users to take their bike or scooter with them, then use them again once the ferry or bus has reached its destination.
31. The local board supports the proposed actions to reduce and mitigate the impacts of climate change, which include:
 - Accelerate EV uptake with purchase incentives
 - Road pricing
 - Motor fuel taxes (including the Emission Trading Scheme)
 - Greater use of biofuels
 - Improved vehicle fuel efficiency standards
 - Providing alternatives to private vehicles with public transport, cycling and walking
 - Employee remote working (one day per week)
32. The local board supports water quality and other sustainability initiatives, such as:
 - Including water sensitive design as part of infrastructure development
 - Ensuring maintenance and operational practices minimise impacts on the environment
 - Improving waste practices across infrastructure construction and facilities management, including consideration of using low impact materials during construction (e.g. recycled materials).
33. The local board support more trees (where appropriate) and plantings along the road corridor and as part of infrastructure development.

Safety

34. The local board strongly supports AT advocating to Central Government for wider policy changes to improve safety of the transport system and reduce deaths and serious injury (DSI). The local board supports the potential changes highlighted in the 2018 Road Safety Business Improvement Review.
35. The local board strongly advocate that safety is the first consideration in transport design development, followed by emissions reduction.
36. The local board support all investment in transport that reduces DSI and are pleased to note that the RLTP investment will reduce DSI by 67% over the next ten years.

Access and connectivity

37. The local board support the completion of the Northern Corridor (includes busway extension) to ensure the Northern Busway meets current and future demand, as well as creating a complete connection to State Highway 18 linking the North Shore to West Auckland.
38. The local board support the Lake and Esmonde Road improvements to improve journey time reliability, lead to reduced emissions, network productivity improved public transport options and improve safety.
39. The local board strongly urges an immediate resumption of work on the Lake Road Improvements Project, which was paused through the Emergency Budget. The board looks

forward to commencing proactive and constructive discussions with Auckland Transport to ensure the best possible outcome for all residents and users of this vital transport corridor – including private transport, public transport, micro mobility, cycling and walking.

Asset management

40. The local board supports the proposed budget to cover the cost of renewing Auckland Transport's asset base, but requests an enhanced approach for local boards to suggest or nominate local assets which are in poor condition to be renewed.
41. The local board support increasing investment in renewals and placing a focus on existing assets. In particular on footpath renewals. Quality of footpaths is a regular concern that members of the public raise with the Local Board and we wish to advocate for greater funding in this area.
42. The local board note that when renewals come up, these should not necessarily be delivered as a like-for-like, but rather be an improvement on what is existing. For instance, existing footpaths are often too narrow for the wide range of users and need to be widened. Likewise, where there is an opportunity to improve a footpath by planting more street trees, including grass verges to support stormwater filtration, or improve nearby seating or road signage; then this broader view of each renewal project should be taken.

Other items

43. The local board supports the reinstatement of \$20 million city-wide Local Board Transport Capital Fund to provide for an ongoing programme of smaller scale local transport improvement projects and ask it be increased each year in line with annual rates increases.

Additional feedback

44. Although not included in the RLTP, the local board continues to advocate for the renewal and upgrade of the Bayswater Ferry Terminal. The existing asset is not fit-for-purpose, nor is it reaching its potential as an attractive public transport option on the Devonport Peninsula. Upgrading this asset will enable the terminal to provide an effective service for an area (i.e. Belmont and Bayswater) where population growth is expected, and also alleviate the services at the Devonport Ferry Terminal.
45. In addition, Bayswater Marina Holdings intend to develop the marina site as a transit-oriented development with an expected 350 residents forecast to be living at the Marina Precinct. The existing ferry berth licence expires in 2031 and the local board would like to see greater certainty around the provision and improvements of the Bayswater Ferry service and terminal well before then.
46. The local board requests that AT consider establishing their Community Safety Fund that was provided in 2019. The fund empowered local boards to determine local projects which addressed areas with known and ongoing safety issues and was one of the best ways to respond to on-the-ground safety and transport issues raised by the community. The local board area has benefited from this fund and we consider it to be an important tool to keep members of the community engaged and feel empowered to improve the safety of their streets.
47. The local board notes that the RLTP does not comment on the Northern Busway being converted to becoming part of the rail network, despite initial investigation being undertaken by AT. The Local Board seeks an update on this.
48. The local board notes that while RLTP is silent on the second harbour crossing, the local board continues to advocate for more transport options across the Waitematā Harbour. An additional crossing is essential to:
 - improve and alleviate the ongoing pressure on Auckland's transport network

- improve productivity through improved freight and heavy vehicle movement across Auckland
- greater public transport options, including any crossing being included as part of the RTN
- improve roading connectivity to address resilience issues and growing all-day congestion on the state highway system, including the Auckland Harbour Bridge
- upgrade and enhance the Northern Busway over the future years to increase its capacity, reliability and overall service quality.

The local board also consider that any second harbour crossing must include suitable roading provision for private motor vehicles and freight. This is to ensure that there is a suitable alternative for private vehicle users in the event one crossing is unavailable.

49. The local board request AT and Waka Kohati investigate options to improve the Sunnynook Road overbridge, which crosses over State Highway 1. Due to its narrow footpaths and one-laned roads, the local board consider that the bridge is:

- no longer fit-for-purpose, as it has 'outgrown' it's original intended use
 - does not meet current or future service provision
 - unsafe to manage and deliver a range of transport options in the area. Specifically, the bridge is too narrow and constrained to safely manage:
 - buses crossing the bridge
 - bus users walking to and from the Sunnynook Bus Station
 - cyclists
 - private motor vehicles
 - other users (i.e. people walking or running on the footpath).
-

JC1-0657

Franklin Local Board

Resolution number FR/2021/55

MOVED by Chairperson A Baker, seconded by Deputy Chairperson A Fulljames:

That the **Franklin Local Board**:

- a) receive the Auckland Transport – Regional Land Transport Programme report
- b) provide feedback on the Regional Land Transport Programme as per Attachment A to this report.
- c) request that the Franklin Local Board Plan 2020 advocacy priorities, as informed by earlier public consultation, are received and considered by Auckland Transport and Auckland Council when finalizing the Regional Land Transport Programme 2021, specifically:

| Advocacy Outcome | Advocacy outcome deliverable |
|--|--|
| Improved Transport services and connections to and from South East Auckland | Pine Harbour needs to be developed to accommodate increased ferry services, integrated public transport connections and 'park and ride' facilities to service both urban and rural communities. |
| | Auckland Council and Auckland Transport need to support a regular bus service between transport nodes at Papakura Train Station, Pine Harbour and Botany. This will enable these rapidly developing communities to make environmentally responsible transport choices (respond to climate change issues), access neighbouring community facilities (delaying the need to build new and addressing inequity of council services) and to access and generate employment and visitation opportunities. |
| Local interests in the development and delivery of major transport infrastructure projects | Public transport nodes and dedicated park and ride facilities at Drury, Runciman and Paerata must be designed to service both the urban and surrounding rural communities they will service. |
| | Major infrastructure projects e.g. the Mill Road project should be delivered so that local interests and improvements can be leveraged for and deliver enhanced well-being for local communities e.g. positive environmental and community outcomes. |
| Fit for purpose roads | Auckland Council and Auckland Transport should differentiate between urban greenfield and urban intensification development areas in terms of design and delivery of future service needs so that new roads and paths are fit for purpose, and support transport choices. |
| | Advocate for local board transport funding at minimum to be re-instated to the pre-COVID level of \$21m per annum and, for previously allocated funding of at minimum \$38m lost through the COVID pandemic emergency budget to be fully restored. |
| | Advocate for increased funding renewal, rehabilitation and maintenance funding to be made available to Auckland Transport to renew at least 12 per cent of Auckland's sealed roads and bridges in any given year (currently below 9 per cent) i.e. an increase to the 2021/2024 budget of approximately \$10 million; and that routes and roads of strategic importance to the people of Auckland, including Whitford-Maraetai Road, Papakura-Clevedon Road, Alfriston-Brookby Road, Glenbrook Road, Hūnua Road and the Pukekohe ring road be prioritised. |

- d) provide feedback on the Regional Land Transport Programme as per the question “Have we accurately identified the issues and challenges facing Auckland?” requested within Attachment A to this report as follows:

Climate change

- i) support proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth.
- ii) note that large parts of the Franklin Local Board area, including those experiencing growth, do not have sustainable travel options and are therefore reliant on private vehicle travel.
- iii) request that provision is made within the RLTP to provide public transport services that link South-East Auckland communities to transport nodes at Papakura Train Station, Pine Harbour and Botany; and enable environmentally sustainable transport choices and access to existing council services and facilities as envisaged by the community investment approach, noting that a bus service is costed at \$790,000 per annum or \$7.9m over 10 years.
- iv) request an increased focus on the ferry network and associated infrastructure to enable coastal communities to engage in off-road transport options including:
 - increasing frequency of services
 - weekend sailings, and
 - improved public transport connections to ferry terminal including connection between the 8,000 residents of Beachlands to the Pine Harbour ferry.

Impacts of climate change on the transport system

- v) support investment in network resilience and adaptability (including in slip remediate and coastal resilience projects) in the context of climate change noting the vulnerability of key coastal connections and routes including Maraetai Coast Road and Clevedon-Kawakawa Bay Road
- vi) support investment in planning to address climate change & environmental hazards e.g. flooding. Note that this planning should include identification of alternatives to existing vulnerable roads e.g. coastal roads.

Travel Choices

- vii) support investment in programmes that improve the public transport customer experience, making it simpler and easier to use.
- viii) do not support the continued emphasis on the City Centre as the primary employment destination. The approach to investment should be more future facing e.g. consider significant employment development in areas such as Manukau, Auckland Airport, East Tamaki and Drury, and support localised transport options on balance with destination travel
- ix) support the proposal to effectively serve a wider range of key destinations beyond the City Centre.
- x) support continuous improvements to the resilience and reliability of the rail network through the catch-up renewal programmes.
- xi) support the replacement of ageing ferries required to deliver existing ferry services, and encourage investigation into an improved mechanism for ferry service delivery.
- xii) note that public and active transport is not a choice available for many Aucklanders in greenfield development and rural areas and therefore investment in roading is still required to enable connection to employment, public services (including Council services and health services) and to public transport nodes.

JC1-0659

Active Transport

- xiii) do not support the continued disproportionate investment in the Urban (city centric) Cycleway Programme to progress development of the cycle network.
- xiv) request that delivery of cycleways and pedestrian paths are considered in areas not necessarily associated with the Cycling Investment Programme e.g. as articulated in locally developed paths and trails plans
- xv) request that Auckland Transport actively support the development of active transport connections and active transport to and between Franklin growth centres as envisaged in the Pukekohe Paths Plan and the Clevedon Trails Plan
- xvi) request that Auckland Transport support active transport in rural areas by amending path design standards and delivery processes that will enable community-delivered, fit for purpose and affordable pathway development.
- xvii) request that Auckland Transport prioritise delivery of footpaths and curb and channelling in legacy deficient areas that are developing such as Beachlands Orere Point and Glenbrook, where the development (expansion) process will not enable delivery to existing neighbourhoods.

Safety

- xviii) support initiatives that enable increased safety of people on bikes across the wider transport system, and note that this should include safety of bikes on the rural road network.
- xix) support continued delivery of important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport and Central Governments proposal to lower the speed limits outside schools.
- xx) request safety initiatives and speed controls for rural schools that are experiencing increased traffic growth.
- xxi) support continued delivery of the safety programme as set out in the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019, including safety improvements to rural roads and to roads within the villages and settlements within the Franklin Local Board area
- xxii) note that support for speed limit changes is conditional upon the application of robust assessment, including consideration of local knowledge and local feedback, as opposed to a desk-top blanket approach.

Access and connectivity

- xxiii) support further development of Auckland's transport network to enable improvements to freight productivity, to provide better access to employment hubs (including those outside of the city centre) and to enable access to social opportunities.
- xxiv) request that AT take a balanced holistic approach to town planning in greenfield development areas. The approach should enable locals and visitors to easily access motorways, arterials and existing public transport nodes and active transport networks.
- xxv) request that the following projects, some of which were included in the previous RLTP, are referenced within the RLTP 2021 as critical network developments that address both greenfields population growth and freight distribution needs:
 - Pukekohe inner link (also known as the Pukekohe outer ring road)
 - Pukekohe expressway
 - Paerata Connection (the connection from Paerata Heights to the expressway)
 - Hingaia bridge capacity improvements (four-laning or replacement)
 - signalization of the Oakland Road and Hingaia Road intersection (with the continuation of fourlaning of Hingaia Road)
 - Blackbridge Road and Karaka Rd intersection improvements (a roundabout).

Managing transport assets

- xxvi) note that low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) has created a renewal backlog.
- xxvii) request increased investment in road renewal, rehabilitation and maintenance enables the prioritisation of critical rehabilitation projects that support the development and growth of Auckland i.e. roads and bridges supporting quarrying activity such as Papakura- Clevedon Road, Alfriston-Brookby Road, Whitford-Maraetai Road and Hūnua Road
- xxviii) request that resealing of roads needs to be delivered earlier than proposed to mitigate the risk associated with ongoing sweating of assets.
 - e) provide feedback on the Regional Land Transport Programme as per the question “Have we allocated available funding to the highest priorities?” requested within Attachment A to this report as follows.

Travel choices

- i) support investment in rapid transit - fast, frequent, high-capacity bus and train services separated from general traffic.
- ii) support additional and more frequent rail services.
- iii) support new train stations at Drury, Runciman and Paerata, including dedicated park and ride facilities that are designed to service both the urban and surrounding rural communities.
- iv) support accessibility improvements at bus, train and ferry facilities, including public transport linkages for Beachlands, Pine Harbour and Clarks Beach
- v) support new and extended park and ride facilities including additional park-and-ride capacity to manage car park demand at the Papakura train station, along with the Papakura Local Board.

Walking and cycling

- vi) support new cycleways and shared paths and improved road environments to make cycling safer, however note that investment should be expanded to include off-road connector pathways e.g. the Pukekohe Paths Plan
- vii) support improved design for retrofitting cycleways to avoid reduction in vehicle lanes and on-street parking eg use of grass berm areas
- viii) support investment in new or improved footpaths, however request that priority be given to delivering footpaths in areas where boards are prepared to provide partner funding and where footpaths will not otherwise be delivered through development e.g. Beachlands and Glenbrook Beach.
- ix) note that fit-for purpose design standards will enable the delivery of fit for purpose, lower cost paths i.e. in rural areas.
- x) while strongly support electrifying the rail line to Pukekohe, request investigation for the use of construction service roads, provided for the electrification project, as walking and cycle paths in the future.

Climate change and the environment

- xi) support increasing the number of electric/hydrogen buses.
- xii) support starting decarbonisation of the ferry fleet
- xiii) support funding to enable the uptake of electric cars, however, note that the rural context should be actively considered in this planning.

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Safety

- xiv) support safety engineering improvements, like red light cameras and safety barriers
- xv) support the purchase of land at Mill Road, Bombay (the Bombay service centre intersection, BP entrance) to enable third-party funded construction of a roundabout as a significant safety improvement, noting that as this location is on a key horticulture heavy transport route, this also delivers access and connectivity deliverables.

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- xvi) support investment in programmes that ensure speed limits are safe and appropriate, however emphasise the importance of gaining and responding to local insights prior to and after delivery of changes.
- xvii) support improving safety near schools including a consistent approach to speed management, and consideration for rural environments.
- xviii) support continued investment in road safety education.

Access and connectivity

- xix) support investment in increased capacity of our roads for people and freight to improve productivity, prioritising rehabilitation of routes and roads that service Auckland's development and food supply including: Whitford-Maraetai Road, Papakura-Clevedon Road, Alfriston-Brookby Road, Glenbrook Road, Hūnua Road and the Pukekohe ring road
- xx) note that public and active transport is not a choice available for many Aucklanders in greenfield development and rural areas and therefore investment in roading is still required to enable connection to employment, public services (including Council services and health services) and to support food and construction supply routes.

Auckland's growth

- xxi) support investment in new roads to support housing development.
- xxii) support unsealed road and signage improvements.
- xxiii) support providing transport infrastructure for new housing developments and growth areas, noting that Auckland Council and Auckland Transport should differentiate between urban greenfield and urban intensification development areas in terms of design and delivery so that new roads and paths are fit for purpose for current and future use i.e. are wide enough to for car parking that is necessary in greenfield areas (in the short term) and to accommodate bus services in the longer term.

Managing transport assets

- xxiv) support investment of appropriate budget to adequately maintain footpaths, local roads, state highways and the rail network.

Other

- xxv) request the local board transport funding at minimum to be re-instated to the pre-COVID level of \$21m per annum and, for previously allocated funding of at minimum \$38m lost through the COVID pandemic emergency budget to be fully restored.
- xxvi) support investment in customer experience and technology improvements including AT HOP card functionality and real-time travel information for customers and suggest that availability of in-carriage WiFi (on trains and ferries) is progressed.
- f) provide examples of omissions from the Regional Land Transport Programme as per the question "Have we excluded any projects or activities from the proposed transport programme that should be included?" requested within Attachment A to this report as follows:
 - i) Pukekohe inner link (also known as the Pukekohe outer ring road)
 - ii) Pukekohe expressway.
 - iii) Paerata Connection (the connection from Paerata Heights to the expressway)
 - iv) Hingaia bridge capacity improvements (four-laning or replacement)
 - v) signalization of the Oakland Road and Hingaia Road intersection, and four-laning of Hingaia Road
 - vi) Blackbridge Road and Karaka Rd intersection improvements (a roundabout) as part of the previously proposed Waka Kotahi State Highway 22 comprehensive safety improvements package
 - vii) purchase of land to enable third-party construction of a roundabout as a significant safety improvement at Mill Road, Bombay (the Bombay service centre intersection, BP entrance).

CARRIED

Henderson-Massey Local Board

Feedback from the Henderson-Massey Local Board on the Draft Regional Land Transport Plan (Auckland Transport) 2021–2031

That the Henderson-Massey Local Board:

1. Emphasise that the Henderson-Massey Local Board serves a diverse population of 120,000 with high areas of need across much of our board area and a young age demographic, with 36 per cent of the population being born overseas and 16 per cent of our people being of Maori descent so it is important to have transport infrastructure funding allocated in a way that best serves the needs of our community in a fair and equitable way.
2. Support the vision, outcomes and objectives outlined in the Draft Auckland Regional Land Transport Plan (RLTP), and specifically supports budgetary considerations to:
 - i) Support Climate change response initiatives generally
 - ii) To deliver transport system that minimises its climate change impact
 - iii) Provide greater access to public transport options to provide more choice to the public
 - iv) Support more walking, cycling and micro-mobility, by eliminating barriers to their usage
 - v) Tailor projects to ensure enhance transport safety
 - vi) Support a network increase that promotes the public's access too, and connectivity with, public transport and active mobility
 - vii) Ensure that transport assets are adequately installed, renewed, and maintained to a reasonable standard
 - viii) To recognise and acknowledge Auckland Transport's role in placemaking in our local communities, and in enhancing the role of tangata whenua in decision-making
 - ix) Provide sufficient funding to deliver necessary local projects within the Henderson-Massey Local Board area.
3. Note that the RLTP does not allocate budget to specific projects or programmes.

Climate Change

4. Support the key directive that emissions and other consequences of Auckland's transport system today are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change. Tackling climate change will require a very significant change to the way we travel around our region.
5. Support the proposal to invest in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth.

Impacts of Climate Change on the Transport System

6. Assert that all decision-making on transport planning to be reviewed in terms of minimising its climate change impact.
7. Note that Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.

8. Support the proposal to include more green infrastructure – using natural systems to provide shade, and improved connections to storm water.
9. Support the proposal for to support the uptake of electric micro-mobility and cars, and an associated charging system network.

Travel Choices

10. Recognise that better and faster public transport options are needed to give Aucklanders more choices in the way they travel. Congestion will continue to get worse if we don't provide more desirable transport options than the car.
11. Support the proposal to continue improving the public transport customer experience making it simpler and easier to use.
12. Extend the catchment of the Rapid Transit Network (RTN) across Auckland's urban area and developing greenfield areas
13. Prioritise transport infrastructure beyond the City Centre to discourage long-distance commuting and encourage more localised working and living that will more effectively serve our West Auckland communities and encourage economic investment in our town centres.
14. Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic.
15. Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes.
16. Prioritise rapid transit options to provide fast, frequent, high-capacity bus and train services separated from general traffic, and the associated infrastructure including:
 - i) Waitakere train station
 - ii) New and improved bus stations along the Northwest SH16 route
 - iii) Accessibility improvements at bus, train and ferry facilities.
17. Support new and extended park and ride facilities.
18. Support the approach that new park and rides should be located at the periphery of the public transport network to avoid the congestion effects of additional car travel.
19. Support that in more built-up areas, feeder bus services tend to be more cost efficient.

Active Transport

20. Acknowledge Auckland Transport's role in encouraging the increase in walking, cycling and micro-mobility by eliminating barriers to their usage. Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network.
21. Support the delivery cycleways in areas associated with the Cycling Investment Programme in line with the Henderson-Massey Connections Plan.
22. Support the continuation of travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport and so they connect to existing and planned infrastructure, for example, schools and communities around Te Whau Pathway to ensure access is safe and connected.
23. Supports the continuation of safe cycling infrastructure on the cycle and micro-mobility strategic network and across the wider transport system.
24. Consider that walking and cycling should be a primary focus, and that should be reflected in Auckland Transport's operational practices.

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25. Support the aspiration over the next ten years is to improve the safety, security and convenience of access around RTN stations as part of the funded walking and cycling programme.
26. Recommend that improving capacity to accommodate bikes on trains or buses and safely leave bikes at stations and stops is needed in conjunction with improving getting to and from first and last components of multimodal journeys.
27. Support measures to address real and perceived road and personal safety (being and feeling safe), as it is central to the attractiveness of the walking and cycling environment.
28. Advocate for new cycleways and shared paths and improved road environments to make cycling safer.
29. Advocate for an increase in the amount of funding than what is currently proposed for footpath maintenance, for new or improved footpaths, and for rural footpaths.

Transport Safety

30. Acknowledge that the transport system has the potential to cause both direct and indirect harm to the people of Auckland. The most direct form of harm is through Deaths and Serious Injuries (DSI) because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health. These include harm caused by air and noise pollution originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.
31. Support the response to significantly enhance and accelerate the road safety programme provided for under the 2018 RLTP and seeks further investment into the road safety programme.
32. Support an increase in funding for safety engineering improvements, like red light cameras and safety barriers, ensuring speed limits are safe and appropriate, and improving safety near schools.

Access and connectivity

33. Support the development of our transport network to increase the use and speed of public transport and walking and cycling facilities as well as improve freight productivity to provide better access to employment and social opportunities for more people.
34. Support: i) Improving the capacity of our roads for people and freight to improve productivity
ii) New bus/transit lanes
iii) New roads to support housing development
iv) Unsealed road and signage improvements
v) Investigation into upgrading the alternate SH18 bridge at Whenuapai.

Managing transport assets

35. Support the need to increase funding for the maintenance and renewal of our publicly owned to ensure the resilience and reliability of our infrastructure.
36. Support the key strategic driver for Auckland's transport system being guided by population growth and development in existing urban areas and greenfield growth areas, but that the Northwest must be prioritised due to projected population growth.
37. Support the position that to increase the capacity of the transport network and provide customers with a more frequent, reliable, faster and lower-priced journey, more road space must be allocated to public transport and active modes.

38. Support the provision of the maintenance budget to ensure a good standard of maintenance to fix our footpaths, local roading and other transport infrastructure so it does not fall into a state of disrepair.

39. Support funding for the provision of transport infrastructure for new housing developments and growth areas such as Redhills.

Placemaking

40. Support the embedding of te reo Māori into the transport network.

41. Note that wayfinding in all its forms is an important component of placemaking and encourages Auckland Transport to ensure that placemaking is a consideration when designing wayfinding improvements.

42. Support the focus on placemaking through the Roads and Streets Framework.

43. Support the principle that public transport design is a crucial part of the design of public space.

44. Support the approach of engagement at a local level and welcome future opportunities to work together to meet community expectations while supporting the wider network.

45. Provide the following feedback on the focus area of improving Māori responsiveness:

i) Note that Henderson metropolitan centre is one of Panuku Development's "Unlock" locations, and Māori responsiveness is a key component of the development work already under way.

ii) Look forward to the opportunity for Māori responsiveness as outlined in the plan to continue to manifest in Henderson through the CRL development and the future Northwest light rail corridor, particularly in the areas of social procurement and Te Aranga design principles.

iii) Support the approach to partner with iwi to connect Māori communities with their marae or wahi tapu in areas that are difficult to service with conventional public transport.

iv) Support working towards bilingual announcements on all trains, ferries and buses.

v) Support incorporation of te reo Māori in the Technical Design Manual

vi) Support the use of Te Aranga design principles as a tool to shape development and tell the stories of mana whenua.

vii) Support working with iwi partners on employment and business development opportunities.

Specific Projects

46. Support the securing of Auckland Transport Capex Funding to smaller scale transport projects to be decided upon by each local board.

47. Note that New Zealand Transport Agency (NZTA) is now leading the business case for rapid transit corridors, including the North-west rapid transit bus network.

48. Support the Northwest rapid transit bus network and the development of associated infrastructure such as bus stations.

49. Support the continued prioritisation of the North-west Light Rail Corridor as a crucial transport link for future growth.

50. consider that Te Whau Pathway is a key catalyst for access to the North-western cycleway and merits being seen and funded as a regionally significant asset.

51. Supports the allocation of funding to develop long-term localised strategic transport plans for our town centres such as Te Atatu Peninsula, Henderson and Westgate incorporating public transport, general traffic, cycling and micro-mobility, freight, pedestrian traffic needs.

52. Seek prioritisation of funding of focussed areas of investment to fund public transport in Henderson-Massey.
53. Seek an increase in the transport safety fund to enable more transport infrastructure around schools
54. Note that the RLTP will contribute to the Henderson-Massey Local Board Plan objective “*a flexible public transport network that meets the varied needs of a growing population*” under the outcome “*It is easy to get around without a car*”.
55. Note that Henderson Metropolitan Centre is undergoing significant transformation as a Panuku “Unlock” project and the focus areas in the plan of improving customer access to public transport and improving Māori responsiveness have particular application to well designed and meaningful integration of the town centre with the public transport network.
56. Note that there is an opportunity to further optimise Henderson station and platform and associated structures to allow for more fit-for-purpose cycling facilities, including the provision of good quality, covered cycle parking at the station which is currently not provided for in the proposed CRL plans.
57. Advocate for better planning around road resealing programme to ensure opportunities to add value for walking and cycling are not missed.
58. Support the inclusion of bike parking of a high standard that is safe and covered at Public Transport hubs like Henderson, and at the planned Northwest busway stations.
59. Provide the following feedback on the focus area of expanding and enhancing rapid and frequent networks.

Integrated corridor priority programme

60. Support the approach, as a mechanism for implementing placemaking initiatives.
61. Support the Integrated Corridor Priority Programme’s City Centre-Northwest Light Rail project.

Increasing services on the Rapid Transport Network and Frequent Transit Network

62. Support the aspiration to increase frequencies from a service every 15 minutes to a service every ten minutes across these two networks.
63. Support the extensions to the Rapid Transport Network and Frequent *Transit* Network as detailed in the draft plan.
64. Support funding for Lincoln Road upgrades.
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Hibiscus and Bays Local Board

Resolution number HB/2021/26

MOVED by Member J Parfitt, seconded by Member J Fitzgerald:

That the **Hibiscus and Bays Local Board**:

- a) receive the Auckland Transport – Regional Land Transport Programme report
- b) provide the following feedback on the Regional Land Transport Programme:
 - i. support moves to encourage Aucklanders to switch to sustainable travel modes and note the significant opportunities to improve bus and cycling provisions in the Hibiscus and Bays area (notably the Whangaparaoa Peninsula, the connectivity at the Western end of Penlink, and along East Coast Road)
 - ii. strongly advocate for the inclusion of a bus turnaround at the Whangaparaoa side of Penlink
 - iii. fully support the extension of the Rapid Transit Network northwards through greenfield areas, including Dairy Flat, Milldale and Millwater. Including funding for the connectivity between this, Penlink and the existing Public Transport networks in the Hibiscus Coast area, as currently this urban community is heavily reliant on private vehicles
 - iv. support the replacement of ageing ferries to electric or hydro but also see opportunities in increasing existing services, such as Gulf Harbour, and investigating new service locations such as Browns Bay
 - v. support the increase in investment for the Frequent Transit Network (FTN), as mentioned in our Hibiscus and Bays Local Board Plan, especially in peak travel times (before and after work) and where they connect business areas and communities. Of note, there is only one FTN service in the Bays
 - vi. support separated bus lanes for efficient travel, these are essential to incentivise a modal shift to public transport, (this is one of the Hibiscus and Bays highest priority advocacy points, that while out of the scope of the Regional Land Transport Programme, signals intent “that of advocating for four lanes on the Penlink Project in order to accommodate separate bus lanes”)
 - vii. request an extension of the Cycling Investment Programme to include the East Coast Road arterial route (Northcross to Sunset), and along Oteha Valley Road, to coincide with the investment in Glenvar Road to avoid building a cycleway to nowhere in the latter case
 - viii. request more funding on the edges of new developments (such as Long Bay) to allow for walkways which improve connectivity to significant amenities (in this instance to the Long Bay Regional Park)
 - ix. recognise the importance of separated cycle lanes rather than just a painted strip on the side of roads. Especially at vulnerable areas around schools and at pinch points such as the south end of Orewa Bridge heading over the river mouth
 - x. fully support Penlink and urge the project to be delivered as four lanes to sufficiently cater for the current significant congestion and projected growth of Whangaparaoa

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- xi. support the re-inclusion of and priority given to Glenvar/East Coast roads improvement project for commencement in 2021/2022
- xii. request that local buses that terminate at transport hubs, such as the Hibiscus Coast Bus Station, need to be more frequent, and every effort needs to be made to shorten travel time for public transport in congested areas
- xiii. seek an increase to the bus connections in the Frequent Transit Network from suburbs to park and ride facilities, especially in peak hours, to increase the uptake in public transport use and to control the overflow carpark issues at these facilities
- xiv. support the decarbonisation of the ferry fleet
- xv. support the increased use of red-light cameras and safety barriers, particularly at high-risk accident intersections and intersections near schools
- xvi. support improving safety near schools. Ensuring that main walking or cycling routes that children use have safe crossing points, low speed limits and driver behaviour is monitored
- xvii. strongly request more transparent communication to communities on the timelines and phasing of key projects like Glenvar and East Coast roads improvements project
- xviii. strongly recommend a large increase in budget for footpaths and walkways. The current level of investment is lamentable. Every transport movement includes footpaths. Every person in Auckland uses them, walking is the most environmentally friendly transport mode. Footpaths need far more investment, to become wider, safer, better lit (in environmentally friendly ways), and better connected to amenities
- xix. seek an increase in funding for footpath and walkway renewals and request that existing paths be upgraded/widened to accommodate multiple modes including shared paths and cycleways
- xx. note that many incidents of serious injury (for example, falls) that occur on footpaths and do not involve a vehicle, are not recorded by Auckland Transport, and used as part of the Vision Zero strategy, therefore funding for footpaths is accorded a lower priority
- xxi. note that the Vision Zero strategy considers actions for pedestrians only in relation to other vehicles, whereas the local board request a higher level of footpath funding to prevent accidents owing to design or maintenance faults, and to prioritise safe walking for those with disabilities and younger Aucklanders
- xxii. supportive of the Local Board Transport Capital Fund provision to local boards to deliver local projects of importance
- xxiii. supportive of the reinstatement of the Community Safety Fund, as a delivery fund for small local projects of high impact to the community
- xxiv. strongly support the continued funding of the Supporting Growth Programme's work to connect Penlink at its Eastern end with the proposed road network in Redvale, and future walking and cycling connections. Without this funding for connections, there will be fewer modal shift gains to be made from Penlink, as walking and cycling connections terminating at East Coast Road will be perceived to be too dangerous for many

c) request speaking rights for the chairperson and deputy chairperson at the Regional Transport committee when they consider the Regional Land Transport Plan 2021 to present the local board feedback

d) request speaking rights for the chairperson and deputy chairperson at the Governing Body when they consider the Regional Land Transport Plan 2021 to present the local board feedback.

CARRIED

Howick Local Board

Please find below the resolution from **Howick Local Board's** 19 April 2021 meeting:

HW/2021/32 Auckland Transport – Regional Land Transport Programme 2021 FILE REF
CP2021/03775 AGENDA ITEM NO. 13

ITEM NO 13:

Auckland Transport – Regional Land Transport Programme 2021 Bruce Thomas, Elected Member
Relationship Manager – Auckland Transport was in attendance to speak to this report.

Note: changes were made to the original recommendation adding new clause b) as a chair's
recommendation. Resolution number HW/2021/32

MOVED by Member B Wichman, seconded by Member B Kendall:

That the Howick Local Board:

- a) receive the Auckland Transport – Regional Land Transport Programme report.
- b) provide the following feedback on the Regional Land Transport Programme:
 - i) restore the uncommitted budget from previous financial years allocated to the Howick Local Board from the Local Board Transport Capital Fund.
 - ii) supports the Local Board Transport Capital Fund being restored to \$20 million.
 - iii) supports the restoration of the Community Safety Fund and requests all eligible projects be commenced by the end of the 2019 – 2022 electoral term.
 - iv) investigate traffic calming measures to a section of The Parade between Laings Road and Whitcombe Road, Bucklands Beach, to provide better pedestrian safety.
 - v) provide more innovative, on-demand or feeder services to enable the community to access existing bus/ferry networks (Howick Local Board Plan 2020, Outcome 6 “Effective and accessible transport choices.”).
 - vi) extend the existing, or provide more, bus routes/services to serve the communities of Flat Bush, Mission Heights and the Murphys Road area, Cockle Bay, Farm Cove and Bucklands Beach (Howick Local Board Plan 2020, Outcome 6 “Effective and accessible transport choices.”).
 - vii) ensure that the airport to Botany rapid transport network is completed and includes Barry Curtis Park in any route design (Howick Local Board Plan 2020, Outcome 6 “Effective and accessible transport choices.”).
 - viii) review and improve the provision of shelters at bus stops – particularly in newly developed communities such as Ormiston/Flat Bush (Howick Local Board Plan 2020, Outcome 6 “Effective and accessible transport choices.”).
 - ix) deliver pedestrian safety improvements around schools (Howick Local Board Plan 2020, Outcome 6 “Effective and accessible transport choices.”).

x) maintain funding and commence construction on the following (Howick Local Board Plan 2020, Outcome 6 “Effective and accessible transport choices.”):

- A) widening of Smales Road/Allens Road intersection.
- B) Stancombe Road connector in Flat Bush.
- C) the Mill Road upgrade.

CARRIED

Kaipātiki Local Board

20 Feedback on Auckland Transport's Draft Regional Land Transport Plan 2021-2031

Resolution number KT/2021/71

MOVED by Chairperson J Gillon, seconded by Member A Tyler:

That the **Kaipātiki Local Board**:

- a) provide the following formal feedback from the Kaipātiki Local Board on Auckland Transport's draft Regional Land Transport Plan 2021-2031:
 - i) Climate change:
 - A) support a funding acceleration of the Low Emissions Bus Roadmap to ensure half of Auckland's bus fleet is low emissions by 2031.
 - B) support key moves that reduce carbon emissions including budget allocated to the electrification of buses and ferries, as it will significantly reduce emissions and help achieve council's climate change goals.
 - C) support measures to start decarbonisation of the ferry fleet and reduce diesel emissions.
 - D) support further investment and purchase incentives and programmes for the uptake of e-bikes, including a "pay through your rates" scheme to assist people to purchase e-bikes.
 - E) support increasing green infrastructure, water quality and other sustainability initiatives in transport infrastructure, such as:
 - including water sensitive design as part of infrastructure development and improved connections to the storm water network;
 - ensuring maintenance and operational practices minimise impacts on the environment;
 - improving waste practices across infrastructure construction and facilities management, including consideration of using low impact materials during construction (for example, recycled materials).
 - F) request that the use of Electric Vehicles is incentivised through the provision of new charging stations.
 - ii) Travel Choices:
 - A) request a survey of the Kaipātiki community to better understand the destinations of private car owners, where they are going and why they can't use public transport to help identify potential new bus routes in order to support people to use public transport.
 - B) support greater investment of public transport infrastructure and ask that local boards are kept abreast of public transport trends in the Local Board area.
 - C) support a funding acceleration of the Low Emissions Bus Roadmap to ensure half of Auckland's bus fleet is low emissions by 2031.
 - D) support shuttle bus rideshare services that could address existing gaps in the Kaipātiki public transport network where commuter demand may not justify dedicated bus routes, along with the development of technology like on-demand-shared-mobility apps.
 - E) support the current Northern Corridor Improvements project, as it will reduce journey times and improve bus reliability, with the new Rosedale Station

improving busway accessibility and reducing pressure on the existing Constellation and Albany Stations.

- F) support the \$62 million budget allocation towards the Northern Busway project to deliver improvements that enhance the capacity of the Northern Busway to meet current and projected demand.
- G) note with concern that funding for the Northern Busway enhancements are not budgeted until the 2028 financial year. The local board consider this to be too far away to adequately respond to the travel demands of existing and future North Shore residents. These enhancements are needed to improve capacity and performance and with a forecasted 32,000 trips expected to cross the Waitematā Harbour by 2038 up from 22,000 in 2016, it's imperative that this is funded sooner.
- H) note concern that the Rapid Transport Network (RTN) indicates that the Auckland Harbour Bridge is part of the 'supplementary network'. The local board advocates that any existing or proposed infrastructure across the Waitematā Harbour be a RTN route, to ensure all forms of transport move efficiently and effectively.
- I) request that bike racks are installed on the front of buses to support and enhance travel choice, or that other means of transporting bikes is investigated. This service is already provided by bus operators across New Zealand and is very successful.
- J) support the new programme to deliver accessibility improvements to public transport facilities across the region, this should include ensuring there is enough space on buses for both wheelchairs and prams.
- K) request that ferries have provisions in facilities that encourage cyclists patronage.
- L) support an increase in funding towards bus and ferry services and asset maintenance, to ensure there is no funding deficit or impact on existing budgets and service levels.
- M) request investigation of wake-free ferries to minimise impact on the coastal environment from ferry wake.
- N) support a new programme for minor improvements for cycling and micro mobility.
- O) support operational funding to continue delivery of the Travelwise programme, Walking School Bus, Bikes in Schools and Bike Safe programmes, as well as continued investment in the Community Bike Fund.
- P) recommend that Auckland Transport provide greater incentives and subsidies to local boards who are actively trying to improve cycling and walking provision through new and/or upgraded infrastructure, but do not have the financial capacity to deliver these projects within a meaningful timeframe.
- Q) request that Auckland Transport investigate the ability to use payWave-enabled cards in addition to HOP card.
- R) request a wider range of public transport destinations beyond the city centre for Kaipātiki residents, as per research which demonstrates that the majority of commuting is between 'inner' and 'outer' urban areas.
- S) reiterate our support for bringing rail to the north shore.
- T) request the investigation of a 'bike bus' service that can carry cyclists across the harbour bridge and further up and down SH1 servicing the north and south of Auckland city as an interim measure until the Northern Pathway is operational.

- iii) Safety:
- A) support the School Speed Management Programme to reduce speeds around schools by 2030.
 - B) support safer pedestrian infrastructure, including raised tables on side roads; more and safer options for crossing roads, particularly around bus stops; and decluttering footpaths from poles and signage.
 - C) request that funding is allocated to improving safety at the Glenfield Road/Roberts Road intersection. This is a high-risk intersection for vehicles turning in and out of Roberts Road pedestrians and crossing Roberts Road, and is only a matter of time before there is a serious incident. There is also an opportunity to improve safety for pedestrians crossing Glenfield Road in this area.
 - D) request that after dark bus services are assessed against personal safety. We are aware that vulnerable people are choosing not to use public transport after dark if bus shelters are not well lit or the route involves transferring at a bus station.
- iv) Access and Connectivity:
- A) requests an increase in ferry service frequency for Beach Haven, Birkenhead and Northcote sailings and improve bus connections to ferries. Ferries are the North Shore's equivalent of trains, and require frequent and reliable sailings to increase both commuter and weekend patronage.
 - B) request an investigation of an Island Bay ferry service to further improve access to local ferry services.
 - C) support the delivery of the Northern Pathway (stages 1 to 3), as it will provide a critical missing link in Auckland's walking and cycling network; allow walking/cycling between the North Shore and the city centre; and connect the Kaipātiki, Devonport-Takapuna and Upper Harbour local board areas.
 - D) request funding, support and engagement with the local board for the delivery of additional connections from the Northern Pathway into the Kaipātiki area, so that they can be delivered at the same time as the Northern Pathway. These connections include at Stafford Park, Heath Reserve, Tuff Crater Reserve, Wairau Valley, and to the Te Ara Awataha greenway in Northcote.
 - E) request the investigation and implementation of shared walking and cycling capacity in the northern footpath on Onewa Road, including appropriate signage and markings, to enable a route between Highbury at the western end to the Northern Pathway at the eastern end. This route would provide connection to the Northcote Safe Cycleway, as well as enhancing safety for school students and cyclist commuters.
 - F) request that funding is allocated to establishing a clearway on Onewa Road, pending the results of the public consultation conducted in late 2020.
 - G) request urgent investigation of "out of the box" solutions to congestion on Onewa Road, noting that many commuters will not be able to be enticed or forced onto public transport due to needing their vehicle to pick-up/drop-off children; carry tools or equipment; travel to locations outside of the city centre that are not well serviced by public transport; visit multiple locations in a timely manner during the course of the day; have multiple young children to manage; require the use of a pram or double-pram; or have a disability that precludes public transport.
 - H) request that Auckland Transport continue to work alongside the owners of Highbury Shopping Centre in any future development in order to achieve a larger bus interchange and park and ride facility.

- l) support the proposed investment into the interchange improvements at Glenfield shops, and request early consultation with the local board.

- v) Managing Transport Assets:
 - A) support the proposed budget to cover the cost of renewing Auckland Transport's asset base, but request an enhanced approach for local boards to suggest or nominate local assets which are in poor condition to be renewed.
 - B) support increasing investment in renewals, including footpath renewals.
 - C) request that resolution KT/2021/49 (attached) regarding road resealing is considered part of the Kaipātiki Local Board's feedback on Regional Land Transport Plan 2021-2031.
 - D) request that Auckland Transport and Auckland Council prioritise spending to ensure that all of Auckland's suburban roads are sealed to a safe, useable and quality standard, such as asphaltic concrete (or equivalent), acknowledging that this will require a considerable increase in budget allocation and may not qualify for subsidy from Waka Kotahi NZ Transport Agency.
 - E) request that Auckland Transport apply the "rejuvenation" technique to all applicable asphalt roads (or portions of road) within the Kaipātiki Local Board area that are identified in the 2021/22 resealing programme, rather than resurfacing them with chip seal.
 - F) request that Auckland Transport and Waka Kotahi NZ Transport Agency negotiate an appropriate level of subsidy for the "rejuvenation" road resealing technique to ensure that suburban asphalt roads are no longer resurfaced with chip seal.
 - G) request that the informal carpark property at 450 Glenfield Road is returned to public carparking to support local businesses and shoppers, until such time that the Kaipātiki Local Board repurposes the site as per the Glenfield Centre Plan.
 - H) advocate to Auckland Transport to maintain our roads intersections, footpaths, pedestrian crossings and walkways to a high standard, creating a safe environment for our vulnerable road users – pedestrians, cyclists and bus users of all ages and abilities.

- vi) Local Board Funding:
 - A) support the \$10 million allocation of Community Safety Fund funding for the completion of the community safety projects that were developed by Local Boards in 2018-21.
 - B) support the \$200 million allocation of Local Board Initiatives funding to local boards to provide for an ongoing programme of smaller scale local transport improvement project (Local Board Transport Capital Fund).
 - C) Request that Auckland Transport provide operational 'opex' funding to Local Boards so that Local Boards can work with the community to research and trial new bus routes.

- vii) Other Matters:
 - A) note that while the draft Regional Land Transport Plan 2021-2031 is silent on the additional Waitematā Harbour crossing, the local board continues to advocate for more transport options across the Waitematā Harbour. An additional crossing is essential to:
 - b) improve and alleviate the ongoing pressure on Auckland's transport network
 - c) improve productivity through improved freight and heavy vehicle movement across Auckland

- d) greater public transport options, including any crossing being included as part of the RTN
- e) improve roading connectivity to address resilience issues and growing all-day congestion on the state highway system, including the Auckland Harbour Bridge
- f) upgrade and enhance the Northern Busway over the future years to increase its capacity, reliability and overall service quality.

CARRIED

Māngere-Ōtāhuhu Local Board

14 Auckland Transport - Regional Land Transport Programme 2021

A copy of the feedback tabled at the meeting has been placed on the official minutes and is available on the Auckland Council website as a minutes attachment.

Resolution number MO/2021/41

MOVED by Chairperson L Sosene, seconded by Member N Bakulich:

That the **Māngere-Ōtāhuhu Local Board**:

- a) endorse the feedback on the Regional Land Transport Programme 2021 tabled at the meeting as attached
- b) appoint the Chair and Member Kolo to present their views at a hearing on the Regional Land Transport Programme 2021.

CARRIED

Attachments

- A 21 April 2021 Māngere-Ōtāhuhu Local Board Item 14 - Regional Land Transport Programme 2021 Māngere-Ōtāhuhu Local Board Feedback

1. Have we accurately identified the issues and challenges facing Auckland?

| Focus areas | Page reference | Local board feedback |
|--|----------------|---|
| <p>Climate change.</p> <p>Emissions and other consequences of Auckland’s transport system today are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change. Tackling climate change will require a very significant change to the way we travel around our region.</p> <ul style="list-style-type: none"> - Auckland Transport is proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth. | 22- 24 | <p>Zero emissions - The local board plan 2020 outcome three, outlines the local board’s objectives and activities to support Auckland’s Climate Action Framework, based on the Auckland Plan.</p> <p>A zero emissions community by 2050, modal shift to transporting goods and services, cheaper public transport fares, and enabling more cycling are some of the board goals.</p> <p>The local coastline - the local board request that the Te Whau Pathway is fast tracked for delivery as a shared pathway from Manukau Harbour and the Waitemata Harbour funded by the COVID-19 Response and Recovery budget.</p> <p>Portage Project - The local board request that the Ōtāhuhu Canal Reserve Portage Project: Totōia, led by the local board is also included in Te Whau Pathway’s budget. The local community during the COVID-19 lock downs were frequent users of local parks and coastline pathways, Te Whau and Totōia will further benefit our communities health and well-being and further connect our two harbours for our communities to better access.</p> <p>Support - The local board support the RLTP’s focus on reducing the impact of climate change.</p> |
| <p>Impacts of climate change on the transport system.</p> | 25 | <p>Tree Canopy - Increasing the local areas tree canopy is a priority for the local board. The local area has the least</p> |

| Focus areas | Page reference | Local board feedback |
|---|----------------|--|
| <p>Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.</p> <ul style="list-style-type: none"> - Changes include more green infrastructure – using natural systems to provide shade, and improved connections to storm water. | | <p>tree coverage in the region, and the board wants this mitigated, with a contribution from the RLTP. As the benefits will not only be in the local area but will positively add to the environments ecological system.</p> <p>Population growth - The environment and coastline require attention as these areas have been impacted by Auckland’s population growth with sediment run-off, ageing and high demand infrastructure and reduced budgets due to COVID-19. Placing these areas in a vulnerable position more so when weather patterns are extreme to due to climate change.</p> <p>Support - The local board support the RLTP’s focus to deliver a natural infrastructure plan.</p> |
| <p>Travel Choices. Better and faster public transport options are needed to give Aucklanders more choices in the way they travel. Congestion will continue to get worse if we don’t provide more desirable transport options than the car.</p> <ul style="list-style-type: none"> - Continue improving the public transport customer experience making it simpler and easier to use - Continue to serve the growth of the City Centre as an employment destination - Extend the catchment of the RTN across Auckland’s urban area and developing greenfield areas - Effectively serve a wider range of key destinations beyond the City Centre - Improve the coverage of the Frequent Transit Network (FTN) by increasing investment in services - Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic - Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes - Replace ageing ferries required to deliver existing ferry services | <p>27</p> | <p>Free bus - the local board plan 2020 outcome two, highlights our plan to encourage options to get around our local area, this includes free local public transport! The local board request that a free bus to connect our local shopping areas, retail and shopping area at the airport, and local attractions are connected through this service.</p> <p>Concession card - the local board requests that Waka Kotahi NZ Transport fund its <i>Community Connect (PT concession card)</i> as communities like this local board area rely on public transport to get them around to shop and work.</p> <p>HOP Cards - We request that Auckland Transport develop projects to boost uptake of HOP cards and use of public transport in South Auckland. Statistics show that in South Auckland have a very low uptake in HOP card use. Low socio-economic communities, a high youth population and lack of local facilities to charge HOP cards, could be contributing factors to the low uptake in HOP card usage.</p> <p>Integration - The local board request that Auckland Transport and Waka Kotahi fund these initiatives and deliver on our transport objectives.</p> <p>Deliver now - the local board note that the <i>City to Mangere</i> project is funded, however the local board request that this project is placed higher in the priority list for immediate delivery as congestion through SH20 has increased due to the known demands on our regions transport infrastructure.</p> <p>Rat runs - the demand has impacted our local road networks as vehicles are using alternative routes as rat runs like Mangere Bridge Village, side roads off Massey</p> |

| Focus areas | Page reference | Local board feedback |
|---|----------------|--|
| | | <p>Road and McKenzie Roads, to avoid traffic congestion on SH20. This is dangerous as schools; community facilities are located along and around these roads.</p> <p>Call centre - The local board support the RLTP’s plan to improve the frequency and reliability of public transport but request that the administration services supporting the public transport i.e. service centre operations, are also improved. These services are vital to ensure good clear and timely messaging are conveyed to communities were English is a second language for many in our community.</p> <p>Travel choices - the local board support the RLTP’s investments to improve travel choices, affordable and on time public transport for the local area. The local board also request that the resilience and reliability of the rail network through the catch-up renewal programmes are prioritised to allow those travelling into our local area use this mode when travelling from a subregional destination, and that industrial areas like the Airport have dedicated lanes and links for streamlined travel.</p> <p>Support - The local board support the RLTP’s plans for travel choices helping community travel needs.</p> |
| <p>Active Transport. There is significant potential for walking and cycling to play a much greater role in meeting Auckland’s transport needs. Past urban development patterns, and a lack of investment in safe environments or facilities, has created 28 barriers to Aucklanders walking and cycling more.</p> <ul style="list-style-type: none"> - Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network - Deliver cycleways in areas associated with the Cycling Investment Programme - Deliver important travel behaviour change programmes such as Safe Schools and Travel wise to encourage more people to use active transport - Continue to develop and improve safe cycling infrastructure on the | <p>28</p> | <p>Cycling - The local board has led local cycling infrastructure through its Future Streets award winning programme. The local board requests additional support from the <i>Cycling Investment Programme</i> by adding value by connecting Future Streets to existing or yet to be developed cycling network.</p> <p>School Programmes - The local board supports the investment to driver behaviour programme <i>Safe Schools and Travel wise</i>.</p> <p>Place shaping - the local board plan 2020 identifies the need for improved and additional local pathways not only for health and wellbeing purposes, environment friendly but also connecting our communities with local facilities, supporting the local board’s place shaping role in building community resilience through infrastructure development.</p> <p>Support - The local board support the RLTP’s plans for Active Transport meeting community needs through fit for purpose developments.</p> |

| Focus areas | Page reference | Local board feedback |
|--|-----------------------|---|
| <p>cycle and micromobility strategic network</p> <ul style="list-style-type: none"> - Increase the comfort and safety of people on bikes across the wider transport system - Make some historical cycling infrastructure fit-for purpose and consistent with customer requirements. | | |
| <p>Safety. The transport system has the potential to cause both direct and indirect harm to the people of Auckland. The most direct form of harm is through Deaths and Serious Injuries (DSI) because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health.</p> <p>These include harm caused by air and noise pollution originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.</p> <p>Auckland has the highest rate of DSI per kilometre of road when compared to all other New Zealand regions. While DSI on the Auckland road network had generally declined over recent decades, this trend reversed in 2013 and there was an alarming increase in road trauma between 2013 and 2017. In response, a significantly enhanced and accelerated safety programme was provided for in the 2018 RLTP, and Auckland adopted the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019.</p> | <p>29 – 30 73</p> | <p>Continue to fund safety programme - The local board supports the continuation of the 2018 RLTP’s significantly enhanced and accelerated safety programme into the 2021 – 2031 RLTP. It is vital that local roads are maintained to high standard to minimise injuries and fatalities.</p> <p>Better roads - an effective renewals programme is vital to keeping our roads safe as potholes and other deficiency are likely to occur more often as demand on this network is struggling to keep pace with Auckland’s population increase.</p> <p>Support - The local board supports the RLTP to improve road safety.</p> |
| <p>Access and connectivity.</p> <p>Our population and the amount of kilometres we travel in our cars is leading to congested roads and high travel times. Further development of our transport network is needed to increase the use and speed of public transport and walking and cycling facilities as well as improve freight productivity. This is needed to provide better access to employment and social opportunities for more people.</p> | <p>31 – 32</p> | <p>Kainga Ora - The local board plan 2020, highlights the need for better access and connectivity between our shopping areas and places of interest. This is more important as the local area is part of Central Government’s housing programme to rapidly build accommodation to meet the population growth and housing demand in our region.</p> <p>Fund housing programme - The local board request that the RLTP, fund projects supporting Auckland housing programme and bring this budget forward to 2021/2022, as this infrastructure is required now. Private developers have also invested locally, that</p> |

| Focus areas | Page reference | Local board feedback |
|--|----------------|--|
| | | <p>has placed further pressure on our infrastructure including road network.</p> <p>Support - The local board supports the RLTP to improve access and connectivity initiatives.</p> |
| <p>Managing transport assets</p> <p>AT is the regional guardian of \$21.1 billion of publicly owned assets. This includes 7638km of arterial and local roads, 7431km of footpaths, 348km of cycleways, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands. In addition, Waka Kotahi manages transport assets valued at around \$15.9 billion which includes state highways, bridges, road tunnels and other structures. Maintaining and renewing these assets is a significant undertaking.</p> <p>The temporary closure of the Auckland Harbour Bridge last year (due to an accident caused by freak wind gusts) and ongoing issues encountered with the rail network clearly demonstrate the importance of ensuring the resilience and reliability of our infrastructure. Since the last RLTP, a number of factors have placed increased pressure on the local road and asset network:</p> <ul style="list-style-type: none"> • Auckland’s increasing population and demand for travel, leading to faster deterioration of road pavements • Increasing numbers of heavy vehicles operating on the network including growth-related construction, <ul style="list-style-type: none"> • service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses • An increasing local network asset base – which is growing by around 1.5 percent every year through • the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities) • Significant increases in construction costs and the cost of renewals, in particular road rehabilitation which makes up the largest share of AT’s renewal spend | <p>34</p> | <p>Pathways - The local board support better access around our local area for all commuters in the local area and recommends a high standard way finding signage, applying place shaping principles by connecting the Kainga Ora houses to walking and cycling pathways.</p> <p>Signage - should carry simple and understandable information as required including quick replacement of damaged signs.</p> <p>Support - The local board supports the RLTP to increase its renewals and maintenance programmes for the local area.</p> |

| Focus areas | Page reference | Local board feedback |
|--|----------------|----------------------|
| <ul style="list-style-type: none"> • Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog • Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation. <p>Without action to address the impact of these factors, the local network asset base will fall below standard leading to increased reliability issues and higher costs to resolve over the long-term.</p> | | |

2. Have we allocated available funding to the highest priorities?

| Focus areas | Page reference | Local board feedback |
|--|----------------|---|
| <p>Travel choices</p> <ul style="list-style-type: none"> • Rapid transit - fast, frequent, high capacity bus and train services separated from general traffic • Additional and more frequent rail services • New train stations • New and improved bus stations • Accessibility improvements at bus, train and ferry facilities • New and extended park and ride facilities | 38 - 44 | <p>Access to business districts and attractions in the local area are growing in popularity as our region’s population growth continues to increase. Rapid rail, efficient traveling times and quality facilities will allow more people to access these areas and gain positive experiences, encouraging higher public transport usage and mirror other overseas advanced public transport systems.</p> <p>Auckland and alleviate congestion while still allowing tourist to experience the rich cultural vibrancy of the south, rather than going straight past it.</p> |
| <p>Walking and cycling</p> <ul style="list-style-type: none"> • New cycleways and shared paths and improved road environments to make cycling safer • New or improved footpaths | 45 -46 | |
| <p>Climate change & the environment</p> <ul style="list-style-type: none"> • Electrifying the rail line to Pukekohe • Increasing the number of electric/hydrogen buses • Starting decarbonisation of the ferry fleet • Funding to support the uptake of electric cars | 47 – 51 | |
| <p>Safety</p> <ul style="list-style-type: none"> • Safety engineering improvements, like red light cameras and safety barriers • Ensuring speed limits are safe and appropriate • Improving safety near schools • Road safety education | 52 – 53 | <p>The local board request that its roads, bus shelters, and transport assets have adequate resources to maintain and renew its transport network. As local areas are still known to have below standard roads and carparks. This is a safety issue and the local board request that funding is allocated to maintain or achieve high standards in the local area.</p> |

| Focus areas | Page reference | Local board feedback |
|--|----------------|--|
| | | <p>Innovating Streets: Currently this scheme is being piloted in the local area. The local board request funding to establish safety and place-shaping elements to deliver these objectives.</p> |
| <p>Access and connectivity</p> <ul style="list-style-type: none"> • Improving the capacity of our roads for people and freight to improve productivity • New bus/transit lanes • New roads to support housing development • Unsealed road and signage improvements | <p>53 – 57</p> | |
| <p>Auckland’s growth</p> <ul style="list-style-type: none"> • Providing transport infrastructure for new housing developments and growth areas • Improving transport infrastructure in redevelopment locations | <p>58 – 59</p> | <p>New housing areas: Mangere is a significant development for Auckland, which will replace approximately 2,700 state houses with up to 10,000 new healthy homes over the next 10-15 years as part of the Auckland Housing Programme. Mangere West is a multicultural neighbourhood with a significant Pasifika community. Highly accessible, it is located around six kilometres from Auckland Airport and less than two kilometres from the South Western Motorway and Mangere Town Centre.</p> <p>The local board request that the RLTP changes the current status to number 1 – funded.</p> |
| <p>Managing transport assets</p> <ul style="list-style-type: none"> • Maintaining and fixing footpaths, local roads and state highways • Maintaining the rail network • Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements | <p>60</p> | |
| <p>Other</p> <ul style="list-style-type: none"> • Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board. • Funding to undertake long-term planning for the future • Customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers. | <p>61</p> | <p>Prioritise bringing the budgets forward on the following:</p> <ul style="list-style-type: none"> - Cycle network development - Projects that improve travel times to the Auckland airport - Programmes to reduce traffic speeds like, speed humps. |

3. Have we excluded any projects or activities from the proposed transport programme that should be included?

Local Board Feedback

The local board support:

- Low fares - The main barriers for locals to use public transport are cost of fares and inconvenience, the local board request that fares are priority for the local area
- Use of other languages – AT to include other languages in their messages
- Congestion charge - The local board supports this charge to relieve traffic congestion within high demand roads. However, this is considered inequitable impacting on households incomes and marginalising low socioeconomic communities by restricting their access to these areas
- Increased budget for local renewals – the local board requests frequent and timely renewals to be prioritised for it's local transport systems
- Increase local procurement – employ and train more Maori, Pasifika and low-income earners to exceed its 6% social procurement target
- Web-based platforms – to promote local events, celebrate achievements, and updates on projects
- Aged cycling programme – request AT to include dedicated budgets to implement a cycling programme and facilities to encourage cycling for the elderly
- More integrated projects – the local board request that AT and Waka Kotahi to integrate their projects to minimise the impact it has on the local community i.e. Innovating Streets and travel Wise
- Investment into cycling – the local board request that AT engaging with local schools to encourage cycling by developing cycle pump tracks on school properties.

Manurewa Local Board

Climate change and its impacts

The board supports investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth. However, to achieve a shift away from private vehicle travel in Manurewa will require significant investment in transport infrastructure.

Travel choices

According to data from the 2018 Census, 87 per cent of Manurewa residents travel to work in a car, truck or van. Only six per cent use public transport for their commute, and around one per cent use active modes of transport. This indicates that public transport and active modes of travel are not currently seen as attractive options for Manurewa residents.

We have three train stations (Te Mahia, Manurewa and Homai) in our local board area, but linkages to allow residents to access these stations are often poor. The frequency and convenience of bus services needs to be increased, and infrastructure such as bus shelters improved, if we want them to be attractive as an alternative mode of transport. Infrastructure for active modes such as separated cycle paths and shared paths is also needed to link residents with transport hubs.

Since 2019, the board has funded a free shuttle service to link residents to Manurewa town centre. This service is provided by the Manurewa Business Association and was created in response to bus routes being altered to pass through the Manurewa Interchange rather than stops on in the town centre along Great South Road. The service recorded over 500 passenger rides in its first year of operations, September 2019 to September 2020, with 25 destinations per route for the three separate routes offered. This was despite the first COVID-19 lockdown taking place during this period. Most of passengers were picked up from retirement villages. We request that Auckland Transport review its provision of bus services to and from the town centre to determine whether customer needs are being met. We also request that Auckland Transport work with key stakeholders to progress the Manurewa town centre streetscape upgrade.

The board has been required to fund installation of bus shelters through our Transport Capital Fund allocation. This is due to funding for provision of bus shelters being prioritised towards bus stops with high levels of patronage. We believe that provision of bus shelters is necessary to increase the attractiveness of catching a bus, and to provide shade to protect bus users from the impacts of climate change. We request that funding for provision of bus shelters be increased to allow for bus stops that currently have lower levels of patronage to have shelters installed.

In 2017 the board partnered with Auckland Transport to purchase land at 286 Great South Road in order to improve connectivity, safety and attractiveness for Te Mahia train station. The intention was that this land would be further developed to create an entranceway for the station. Works that were proposed at this time included widening station access through the purchase of 286 Great South Road, installing a second shelter on the station platform, providing drop off and mobility parking spaces outside the station, and relocating bus stops to align with the station entrance and provision of a pedestrian refuge facility on Great South Road.

While improvements to the platform and shelter were carried out, there has been no progress on this project since 2019, when improvements to the pedestrian rail crossing were carried out. The site at 286 Great South Road has had no further development carried out and is currently being used without permission as an informal car park.

JC1-0687

The board has commissioned concept designs for the redevelopment of the site. We have also been approached by a third party who is interested in partnering with the board and Auckland Transport in completing the redevelopments. We request that Auckland Transport urgently commit resources to work with the board and other stakeholders to develop the site at 296 Great South Road to improve access to and amenity of Te Mahia station.

In 2019, a pedestrian died after being struck by a truck while attempting to cross Great South Road near the entrance to Te Mahia station. Consultation has been carried out for a pedestrian crossing to be installed at 289 Great South Road, and the board requests that installation of this crossing be progressed as soon as possible.

The board requests that that the planned upgrades to Homai train station be carried out as soon as possible, consistent with Auckland Transport and KiwiRail's planned improvement to rail services. This is needed to address issues of safety due to the current configuration of the pedestrian rail crossing and the low height of barriers on the overbridge. We request that gating of the level pedestrian crossings is prioritised to ensure the safety of station users.

Active transport

Our board adopted its local paths plan in September 2019. We request that budget be allocated to allow for implementation of this plan to increase the provision of infrastructure such as walking paths, shared paths and cycleways in Manurewa.

Low uptake of cycling as a mode of transport in Manurewa is related to lack of separated cycleways. Residents do not feel safe cycling on our busy roads. Provision of more separated cycleways and shared paths will help to alleviate these concerns and increase uptake of active transport modes. Other parts of Auckland currently have a greater level of provision of infrastructure of this type, which raises the question of equity for areas such as Manurewa which do not.

The board requests that Auckland Transport consider increased funding for provision of safe walking and cycling infrastructure in Manurewa.

Concerns from parents regarding the safety of walking and cycling to school is a barrier to increasing active mode usage among school students. We recommend that provision of safe cycling infrastructure around schools be prioritised.

Access and connectivity

The board requests that safety and connectivity issues along the section of Great South Road between Beaumont's Bridge and Takaanini Interchange be addressed as part of the broader Drury to Papatoetoe Great South Road corridor issues. This should include provision of separated cycleways and investigation of pedestrian safety issues caused by cars parking along this section of Great South Road.

Provision should be made for safe walking and cycling connectivity along the entire route from Manurewa town centre to the Takaanini Interchange, where it can link with the State Highway 1 Southern Path. This route should be safe for all modes of transport, and it is currently unsafe for pedestrians and cyclists.

Residents have requested that a pedestrian and cycle link between Wattle Downs and Waiata Shores be created. The board requests that Auckland Transport investigate providing a pedestrian and cycling bridge connection between Wattle Downs and Waiata Shores.

We request that Auckland Transport look for opportunities as part of routine maintenance to improve accessibility for people with disabilities.

Safety

Manurewa has one of the highest rates of death and serious injury due to motor vehicles (DSI) in Auckland. As a result of this, our board has placed a high priority on road safety in the last several years. We have partnered with Auckland Transport on several projects to make our roads safer for pedestrians, most notably the Wordsworth Quadrant residential speed management project, the largest area speed calming treatment in Auckland. These projects have had a positive effect and our DSI figures are dropping.

However, there is still more work to be done. DSI figures among Māori are disproportionately high across the city, and Manurewa is home to the largest population of Māori. Our board is in full support of the Vision Zero vision that there will be no deaths or serious injuries on our transport system by 2050.

We believe that extending this Residential Speed Management approach to other areas of Manurewa is vital if we are to achieve the Vision Zero vision. We request that implementation of the Coxhead Quadrant project commence as soon as possible, and that the proposed Jellicoe Quadrant project be funded to commence once work on the Coxhead Quadrant is completed. We also request that scoping commence on a further Residential Speed Management project for the area between Finlayson Avenue, Palmer's Road and Roscommon Road.

The board requests that priority be given to raising pedestrian crossings near schools to slow traffic movements and increase safety for children. In our area, we request that priority be given to raising the pedestrian crossings near Clayton Park School, Hill Park School, and all schools on Finlayson Avenue.

We support lowering speed limits around all schools and encourage Auckland Transport to ensure that appropriate signage and road markings can be delivered as soon as this is implemented.

Managing transport assets

Manurewa is a high frequency heavy vehicle use area, and our board is concerned that the maintenance of our roads is not keeping pace with wear and tear. Heavy vehicles, including quarrying trucks, transit between the southern and western motorways through Manurewa. We believe that the frequency of maintenance on our roads needs to be increased, and that they need to be maintained to a standard that is appropriate to withstand the heavy use they are undergoing.

We request that funding be allocated to increase the maintenance of our roads, and to address any backlog of maintenance work that is needed to bring our roads up to a high standard.

Local projects and other matters

The board supports the restoration of the Local Board Transport Capital Fund to its pre-COVID level of \$20 million per year. This will allow the board to continue delivering local transport projects for our community. We are keen to find opportunities to partner with Auckland Transport to deliver larger projects with a greater impact, as when the board co-funded the delivery of the Wordsworth Quadrant Residential Speed Management project.

The board supports the restoration of the Community Safety Fund. We request that our Community Safety Fund project to signalise the intersection of Alfriston Road and Claude Road be implemented as soon as possible. We also request that our second Community Safety Fund project to install an on-demand signalised pedestrian crossing on Great South Road near the Sikh temple at 100-106

Great South Road be progressed, and that the board receive advice on whether this will require additional funding to be delivered.

The board supports funding the signalisation of the intersection of Hill Road and Grande Vue Road.

The board supports additional funding for grade separation of rail crossings in Takanini. This will be of increased importance in ensuring that traffic flows along Great South Road are not slowed when the frequency of train services increases following the completion of the City Rail Link.

Maungakiekie-Tāmaki Local Board

6 Auckland Transport – Regional Land Transport Programme 2021

Resolution number MT/2021/56

MOVED by Chairperson MM Meredith, seconded by Member P McGlashan:

That the Maungakiekie-Tāmaki Local Board:

- a) **receive the Auckland Transport – Regional Land Transport Programme report;**
- b) **endorse in principle the Regional Land Transport Programme, in particular:**
 - i) **investment to include more green infrastructure, to improve connections and mitigate impact on climate change;**
 - ii) **improving public transport options;**
 - iii) **prioritising transport infrastructure supporting housing developments in growth areas such as Oranga and Glen Innes in the Maungakiekie-Tamaki Local Board area;**
- c) **provide the following feedback on the Regional Land Transport Programme:**
 - i) **recommend implementation of a community centred approach, supported by operational expenditure, to empower communities to lead changes in travel modes that suits their needs;**
 - ii) **recommend locating transport infrastructure (such as bus services and assets) based on current and future community need;**
 - iii) **request Auckland Council, Auckland Transport and Waka Kotahi work together to:**
 - **confirm commitment to include the local board and Mana Whenua in future discussions on Light Rail;**
 - **confirm and identify clear plans for the East West Link, in particular whether the land held for the East West Link is still required;**
 - **note the uncertainty of both the plans for East West Link and Light Rail is inhibiting public and private development from progressing, in an area that is experiencing significant growth.**
 - iv) **recommend Auckland Transport progress planning and delivery of a high-quality transport hub in Onehunga that supports the current community and accommodates future anticipated growth;**
 - v) **recommend Auckland Transport support and invest in connecting the Eastern Busway using the Tamaki Path to the Glen Innes to Tamaki Drive shared path, to improve active transport options that connects Howick Local Board to Waitemata Local Board;**

- vi) recommend Auckland Transport work with other CCOs, Auckland Council and External organisations to increase co-ordination of infrastructure works in the road corridor and limit the disruption for local residents;
- vii) endorse the proposed investment package in the 10 Year Budget, reinstating the Local Board Transport Capital Fund to \$20 million;
- viii) recommend reinstating the previously allocated Local Board Transport Capital Fund that was taken as savings through the Emergency Budget;
- ix) recommend Auckland Transport put increased investment in innovative recycling of infrastructure materials.

CARRIED

Ōrākei Local Board

1. Have we accurately identified the issues and challenges facing Auckland?

| Focus areas. | Local Board Feedback |
|--|--|
| <p>Climate change</p> <p>Emissions and other consequences of Auckland’s transport system today are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change. Tackling climate change will require a very significant change to the way we travel around our region.</p> <ul style="list-style-type: none"> • Auckland Transport is proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth. | <p>The reality of climate change means we need to plan for a sustainable future, so the primary aim should be to reduce emissions and private car usage.</p> <p>However, AT need to provide viable public transport options, where frequency and reliability are key, plus an integrated active transport network.</p> <p>Education and communication should also be a priority.</p> |
| <p>Impacts of climate change on the transport system</p> <p>Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.</p> <ul style="list-style-type: none"> • Changes include more green infrastructure – using natural systems to provide shade, and improved connections to storm water. | <p>Ōrākei has an extensive coastline, Tamaki Drive will be particularly affected by sea level rise.</p> <p>We would like to see the electrification of buses on the Tamaki Link Route brought forward, to highlight the commitment to a more sustainable mode of transport in an area where climate change is graphically evident.</p> <p>The Board is concerned that the current mechanisms to prevent wave inundation during high wind/ high tide events on Tamaki Drive, particularly Kohimarama Beach, are not viable in other than the short term. AT and Council must look at more substantial, sustainable, long-term solutions that may include raising Tamaki Drive and /or increasing sand on the beaches to ameliorate wave action.</p> |
| <p>Travel Choices</p> <p>Better and faster public transport options are needed to give Aucklanders more choices in the way they travel. Congestion will continue to get worse if we don’t provide more desirable transport options than the car.</p> <ul style="list-style-type: none"> • Continue improving the public transport customer experience making it simpler and easier to use | <p>We need an effective, efficient and affordable public transport system to move people out of cars and reduce congestion, but frequency and reliability are key factors.</p> <p>Improvements to bus networks to make the most of the infrastructure we already have. Connections to our existing routes are vital, particularly regular feeder buses to arterial routes. Local input required to determine most convenient and well used routes for locals.</p> <p>More bus shelters, with the aim of every stop to have shelter.</p> |

JC1-0693

| Focus areas. | Local Board Feedback |
|--|--|
| <ul style="list-style-type: none"> • Continue to serve the growth of the City Centre as an employment destination • Extend the catchment of the RTN across Auckland's urban area and developing greenfield areas • Effectively serve a wider range of key destinations beyond the City Centre • Improve the coverage of the Frequent Transit Network (FTN) by increasing investment in services • Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic • Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes • Replace ageing ferries required to deliver existing ferry services. | <p>We would like more information on the impact of bus only lanes on our local shopping centres.</p> |
| <p>Active Transport</p> <p>There is significant potential for walking and cycling to play a much greater role in meeting Auckland's transport needs. Past urban development patterns, and a lack of investment in safe environments or facilities, has created barriers to Aucklanders walking and cycling more.</p> <ul style="list-style-type: none"> • Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network • Deliver cycleways in areas associated with the Cycling Investment Programme • Deliver important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport • Continue to develop and improve safe cycling infrastructure on the cycle and micro mobility strategic network • Increase the comfort and safety of people on bikes across the wider transport system • Make some historical cycling infrastructure fit-for purpose and consistent with customer requirements. | <p>We would like to see more resources for the Greenways Programme Plan, which identifies 13 local path routes throughout Ōrākei ward to provide active transport options. We endorse the following projects for top priority in our area:</p> <ul style="list-style-type: none"> - Glen Innes to Tamaki Drive Shared Path, completion of all sections - Tamaki Drive/Ngapipi Road Safety Improvements, connection to Ngapipi Bridge - Meadowbank Kohimarama Connectivity Project <p>We would like to see further investment in the following, as part of the Greenways Programme Plan:</p> <ul style="list-style-type: none"> - Implementation of the Tamaki Drive Master Plan, walking and cycling projects - Remuera/Ellerslie area improvements, as specified in the Cycling Investment Programme 2018-28, in the second half of the 10 year programme, i.e. from 2023. |
| <p>Safety</p> <p>The transport system has the potential to cause both direct and indirect harm to the</p> | <p>Speed limits around schools need to be addressed, so good to see the School Speed Management Programme given priority. We also need to continue working on ways to reduce speeds</p> |

JC1-0694

| Focus areas. | Local Board Feedback |
|---|--|
| <p>people of Auckland. The most direct form of harm is through Deaths and Serious Injuries (DSI) because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health. These include harm caused by air and noise pollution originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.</p> <p>Auckland has the highest rate of DSI per kilometre of road when compared to all other New Zealand regions. While DSI on the Auckland road network had generally declined over recent decades, this trend reversed in 2013 and there was an alarming increase in road trauma between 2013 and 2017. In response, a significantly enhanced and accelerated safety programme was provided for in the 2018 RLTP, and Auckland adopted the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019.</p> | <p>around town centres, along with the implementation of safety plans for St Heliers and Mission Bay.</p> |
| <p>Access and connectivity</p> <p>Our population and the amount of kilometres we travel in our cars is leading to congested roads and high travel times. Further development of our transport network is needed to increase the use and speed of public transport and walking and cycling facilities as well as improve freight productivity. This is needed to provide better access to employment and social opportunities for more people.</p> | <p>Park and rides, especially at centres like Ōrākei, need more capacity, or better connections to links established. Secure, sheltered bike parking should be established at park and rides.</p> |
| <p>Managing transport assets</p> <p>AT is the regional guardian of \$21.1 billion of publicly owned assets. This includes 7638km of arterial and local roads, 7431km of footpaths, 348km of cycleways, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands. In addition, Waka Kotahi manages transport assets valued at around \$15.9 billion which includes state highways, bridges, road tunnels and other structures.</p> <p>Maintaining and renewing these assets is a significant undertaking. The temporary</p> | <p>Political pressure needs to be applied to central government, to ensure levels of funding so projects can proceed and assets can be maintained to an acceptable level. Government policy should be backed by funding for implementation, especially around the climate change objectives.</p> |

JC1-0695

| Focus areas. | Local Board Feedback |
|---|----------------------|
| <p>closure of the Auckland Harbour Bridge last year (due to an accident caused by freak wind gusts) and ongoing issues encountered with the rail network clearly demonstrate the importance of ensuring the resilience and reliability of our infrastructure.</p> <p>Since the last RLTP, a number of factors have placed increased pressure on the local road and asset network:</p> <ul style="list-style-type: none"> • Auckland’s increasing population and demand for travel, leading to faster deterioration of road pavements • Increasing numbers of heavy vehicles operating on the network including growth-related construction, • service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses • An increasing local network asset base – which is growing by around 1.5 percent every year through • the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities) • Significant increases in construction costs and the cost of renewals, in particular road rehabilitation which makes up the largest share of AT’s renewal spend • Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog • Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation. • Without action to address the impact of these factors, the local network asset base will fall below standard leading to increased reliability issues and higher costs to resolve over the long-term. | |

2. Have we allocated available funding to the highest priorities?

| Focus areas | Local Board Feedback |
|---|--|
| <p>Travel choices</p> <ul style="list-style-type: none"> • Rapid transit - fast, frequent, high capacity bus and train services separated from general traffic • Additional and more frequent rail services | <p>Local travel choices need to include frequent and reliable feeder links to arterial routes, bus and train stations. We would like to see better access to the station, with improved pedestrian and public transport links.</p> <p>Frequency and reliability of service very important.</p> |

| Focus areas | Local Board Feedback |
|---|---|
| <ul style="list-style-type: none"> • New train stations • New and improved bus stations • Accessibility improvements at bus, train and ferry facilities • New and extended park and ride facilities | <p>Information needed on the implementation of a first and last kilometre travel solution for the transport networks, for example, shared vehicles, bike services.</p> <p>We need more information on the Connected Communities programme and how it will affect town centres.</p> |
| <p>Walking and cycling</p> <ul style="list-style-type: none"> • New cycleways and shared paths and improved road environments to make cycling safer • New or improved footpaths | <p>The cycling network is disjointed and unsafe. There needs to be more investment in a cohesive cycling and walking network, with cyclist specific signage for improved safety on shared pathways.</p> |
| <p>Climate change & the environment</p> <ul style="list-style-type: none"> • Electrifying the rail line to Pukekohe • Increasing the number of electric/hydrogen buses • Starting decarbonisation of the ferry fleet • Funding to support the uptake of electric cars | <p>An increase of government funding will be necessary to meet climate change targets. Hydrogen propulsion should be included as an option.</p> <p>There needs to be a co-ordinated approach, with strong relationships between urban planning, design and transport options if the climate change targets are to be met.</p> |
| <p>Safety</p> <ul style="list-style-type: none"> • Safety engineering improvements, like red light cameras and safety barriers • Ensuring speed limits are safe and appropriate • Improving safety near schools • Road safety education | <p>Travelwise and the Safe Schools programme are important initiatives which need significant investment and resource if we want to see more children walking to school.</p> <p>More school buses need to be commissioned, currently many services are full, so they cannot cope with the growth of school roles.</p> |
| <p>Access and connectivity</p> <ul style="list-style-type: none"> • Improving the capacity of our roads for people and freight to improve productivity • New bus/transit lanes • New roads to support housing development • Unsealed road and signage improvements | <p>A freight strategy which encourages trucks to use motorways over local routes should be enforced.</p> |
| <p>Auckland's growth</p> <ul style="list-style-type: none"> • Providing transport infrastructure for new housing developments and growth areas • Improving transport infrastructure in redevelopment locations | <p>Intensification of existing urban areas should have priority over greenfield development.</p> |

JC1-0697

| Focus areas | Local Board Feedback |
|---|---|
| <p>Managing transport assets</p> <ul style="list-style-type: none"> Maintaining and fixing footpaths, local roads and state highways Maintaining the rail network Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements | <p>The communication around maintenance projects to the local community is important, to increase understanding of, in some cases, why remedial work is required, and why certain streets get priority.</p> <p>Maintenance renewals could work in conjunction with providing better streetscape, bike parking and provision for charging electric bikes.</p> |
| <p>Other</p> <ul style="list-style-type: none"> Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board. Funding to undertake long-term planning for the future Customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers. | <p>Local Boards have detailed knowledge about and understanding of local issues. This enables us to champion projects which can be small, but significant when safety and ease of movement in local communities is considered. It is therefore vital, that local boards have meaningful communication and regular meetings with AT and a dedicated local advisor to liaise between AT and the local board. We appreciate the work of our Elected Member Relationship Manager. We need budgets to fund local projects which align with AT objectives, so, for example, school children can walk or bike to school safely, or retirement home residents have safe crossings and sheltered bus stops. We also need input into the bigger projects in our area.</p> <p>AT HOP cards should be available at all local dairies and supermarkets.</p> <p>Local boards should receive the funding equally, with enough resource to make sure projects can be undertaken.</p> <p>It is disappointing to see the local boards have a small section under 'Other' in the RLTP, which suggests they are not considered as a meaningful partner.</p> |

3. Have we excluded any projects or activities from the proposed transport programme that should be included?

| Local Board Feedback |
|--|
| <p>We endorse the following projects which are underway and which are a top priority for our area:</p> <ul style="list-style-type: none"> Glen Innes to Tamaki Drive Shared Path, completion of all sections Tamaki Drive/Ngapipi Road Safety Improvements, connection to Ngapipi Bridge Meadowbank Kohimarama Connectivity Project <p>We would like to see further investment in the following as part of the Greenways Programme Plan:</p> <ul style="list-style-type: none"> Implementation of walking and cycling projects, where practicable, as identified in a revised Tamaki Drive Master Plan. Remuera/Ellerslie area, as a priority for development as a local path network as specified in the Cycling Investment Programme 2018-28, in the second half of the 10 year programme, i.e. from 2023. This objective aligns with the Ōrākei Local Board Plan, to align our transport infrastructure so routes are connected, enabling people to move around safely and efficiently using a range of options. <p>Urban planning needs to link density and quality infrastructure for walking, cycling and public transport, with good street design. A co-ordinated approach, along with strong relationships, is needed between the different agencies, including the Local Board, who have extensive knowledge of their area.</p> |

Local Board Feedback

We would like to see an overarching strategy for local board areas, within which local projects sit. This would enable us to work with AT, to prioritise spending, particularly the Local Board Transport Capital Fund and the Local Board Transport Safety Fund. A co-ordinated approach would help the community understand the viability of individual projects. This would also alleviate the perceived piecemeal approach when projects are presented.

The Connected Communities programme should work in conjunction with a low traffic neighbourhood programme, so local streets do not become short cuts for commuter traffic. Local streets could be enhanced, with trees and planter boxes as methods of slowing traffic.

We would like to see a robust connection from east to west across the city, so traffic from the eastern suburbs can avoid the city centre. The original plan for an offramp to the west from State Highway 1, when entering the motorway system from State Highway 16, for access to the Freemans Bay area should be considered.

The focus on mode shift from the private car to public transport and active modes will need to be accompanied by education and consultation. We will need to make more effort to have a strategy to encourage wide representation when consulting across our community with meaningful numbers of people engaged.

We would like to propose the use of tolls and/congestion charges on key arterial routes, weekdays, between the hours of 8am to 6pm. The aim is to increase productivity of local businesses by reducing private car numbers.

We would like to see the Traffic Management Plans enforced with penalties for mismanagement, especially where local town centres are impacted during road closures for events. There also needs to be a more proactive parking enforcement.

The Board is concerned about the lack of rules and/or guidance around shared path usage and is particularly concerned about serious potential safety challenges where electric bikes, scooters and prams are in competition for space and with substantially different speed paradigms.

The Board believes a program of cyclist specific signage, instruction, regulation and education across the city needs developing urgently. Digital improvements are also possible in this area with relatively low levels of investment. We are building the infra-structure faster than a safe mode-shift culture. This lack of direction is dangerous and is causing substantial community ire that is likely to develop into a serious backlash that will harm the objectives and merits of reducing car usage. The board has committed to the implementation of safety improvements in the Local Board Plan.

The Board appreciates the increased effort by AT to improve, clarify and regularise the working relationship between the CCO and the Local Board. We value the work of our Elected Member Relationship Manager in building and maintaining this relationship.

Ōtara-Papatoetoe Local Board

Auckland Transport – Regional Land Transport Programme 2021

The Local Board feedback on the Regional Land Transport Programme was tabled at the meeting Attachment A.

A copy has been placed on the official minutes and is available on the Auckland Council website as a minute attachment.

Resolution number OP/2021/36

MOVED by Chairperson L Fuli, seconded by Member R Robertson:

That the **Ōtara-Papatoetoe Local Board**:

- a) provide the attached feedback to the Auckland Transport Regional Land Transport Programme in Attachment A
- b) note that equity remains a major concern for the people in local communities living in conditions of high deprivation. The impact of poor public transport network, and barriers to uptake public transport affect people in this board area disproportionately
- c) request the re-establishment of the Local Board Transport Capital Fund and the Community Safety Fund. The board support the re-establishment of the full Local Board Transport Capital Fund that was reduced in the Emergency Budget as this provides significant sources of funding for small local projects that would otherwise not be a priority for Auckland Transport. The board also support the re-establishment of the previous Community Safety Fund allocated to local boards as boards had consulted on a number of projects with communities that could not be delivered when the funding was discontinued
- d) request the Regional Land Transport Programme actively support local/social procurement. The Ōtara-Papatoetoe Local Board believes that Transport Capital Investment provides an opportunity to support local economic development and recovery from COVID-19. The board asks that the Regional Land Transport Programme specifically commits to procurement practices that support local businesses/contractors, contracts with expectations of good quality and sustainable jobs for particularly vulnerable groups such as Maori/Pacific/youth etc. The board further asks that Auckland Transport integrate in its regular reporting to the local boards the achievement of local/social procurement targets and outcomes
- e) ask for action on “Greening” of southern communities, that is, the Regional Land Transport Programme, commit to a significant greening of road and rail corridors through the adoption of an urban Ngahere strategy that support visual, ecological and environmental outcomes in Auckland. The Ōtara-Papatoetoe board is one of the areas with the third lowest tree-canopy cover and has a local Ngahere Action plan. Finalising the Regional Land Transport Programme and delivering the action on greening the board area is critical for the future place shaping of the city and mitigating carbon emissions
- f) support the projects prioritised for the Ōtara-Papatoetoe area as presented at the board workshop on 13 April 2021
- g) request investigation of pedestrian safety near Papatoetoe Library by building a raised crossing on Wallace Road, between the Library and the car park
- h) request investigation of public transport service gaps around Kolmar Road given there is substantial growth taking place and the development of places of worship that will increase movement of people and consequent congestion due to more cars on Kolmar Road
- i) nominate the Chair to speak to its submission at the hearings for the Regional Land Transport Programme and request early information on the dates for these.

CARRIED

Papakura Local Board

Auckland Transport – Regional Land Transport Plan 2021

Resolution number PPK/2021/48

MOVED by Chairperson B Catchpole, seconded by Member S Smurthwaite:

That the **Papakura Local Board**:

- a) receive the Auckland Transport – Regional Land Transport Plan 2021 report.
- b) provide the following feedback on the Regional Land Transport Plan (RLTP) 2021:
 - 1) The board believe the RLTP 2021 correctly identifies the most important transport challenges facing Auckland.
 - 2) The board believe that allocation of funding to electrify the rail line to Pukekohe, increase the number of electric/hydrogen buses, start decarbonisation of the ferry fleet and funding to support the uptake of electric cars are very important. Although the board believes incentives for the uptake of electric cars should be a central government matter.
 - 3) The board believe the road safety projects which align with Auckland Transport’s Vision Zero strategy are very important.
 - 4) The board believe the proposed travel choices projects are very important.
 - 5) The board believe the better transport connections and roading projects are very important.
 - 6) The board believe the walking and cycling projects are very important.
 - 7) The board believe the projects proposed for transport infrastructure relating to Auckland’s growth are very important.
 - 8) The board believe managing the transport assets is very important.
 - 9) The board believe funding for community projects, funding to undertake long-term planning for the future and customer experience and technology improvements are very important.
 - 10) The board would like to see the Papakura bus metro included with the Papakura train station park and ride upgrade.

Focus on Climate

- 11) The board supports the electrification of the rail line to Pukekohe and beyond to Hamilton. This is an advocacy point in the Papakura Local Board Plan 2020.
- 12) The board supports increasing the number of electric/hydrogen buses and replacing the Auckland vehicle fleet with new EV vehicles.
- 13) The board has an advocacy point in outcome 3 of the local board plan for more local initiatives to contribute to decarbonisation by encouraging more use of public transport. Examples would be electric on-demand public transport options or better bike

storage at transport hubs. The board is thankful to Auckland Transport for the opportunity to be trialling an on-demand bus service in its local board area.

- 14) In the Local Board Plan 2020 outcome 4 the board advocates for monitoring and improving our air quality. The board requests Auckland Transport to work with the appropriate authorities to monitor the improvements in air quality resulting from the initiatives proposed:
- Congestion pricing scheme
 - Electric/hydrogen buses
 - Other local initiatives such as on demand bus services and modal transport shifts.
- 15) Papakura train station will be the hub for the Te Huia service (Hamilton / Papakura train service) and the board advocates for the electrification of the rail line from Pukekohe to Hamilton to reduce carbon emissions.

Impact of Covid-19

- 16) The board is conscious of the importance of public transport use to reduce traffic congestion and reduce the impact on the environment. The board is aware public transport use has been significantly affected as a result of Covid-19 and supports initiatives to encourage the community to return to public transport use.

Development opportunities

- 17) The board is happy to see \$11 million proposed for the Papakura rail station park and ride and would like this to also include consideration for an upgraded bus metro station at this location.
- 18) The board is aware that with this budget the demand for parking at the station is still likely to be greater than the parking upgrade is proposed to provide. The board requests funding further alternative options to decrease demand for parking at the station, eg: on demand bus services similar to the current trial underway at Takaanini, Papakura. Pending success of this service it could be expanded to Red Hill and Conifer Grove/Waiata Shores.
- 19) The board supports the Franklin Local Board's proposal for a south eastern bus link that enables commuters from Ardmore, Clevedon and Kawakawa Bay a public transport link to the Papakura train station, thereby relieving parking demand at the Papakura train station.
- 20) The board is supportive of Auckland Transport working with Panuku to investigate opportunities for high rise development (parking underneath, retail at grade with residential above) at its transport hub. The board sees this as an opportunity to access additional funding for selling air rights to assist with funding better park and ride facilities.
- 21) The board is aware that the proposed designs for the new stations at Drury and Paerata will have limited parking available and advocates for planning for the growth in the area by adding additional parking capacity in the design.

Safety and maintenance

- 22) The board is supportive of the Auckland Transport proposal for greater investment to make the roading network safer.

- 23) The board requests additional funding for integrated safety measures to address pedestrian safety and connectivity for roads where development happens and there is no chance of upgrade. The issue of rural roads requiring upgrading to urban road standards in response to significant growth in the local board area is a safety concern. There are examples where rural road ditches need covering and footpaths installed yet the location does not allow the remedial costs to be placed on a developer, eg: Walters Road. Children are having to cross busy arterial roads putting themselves at risk because there are no appropriate traffic controls in place, eg: pedestrian crossings, footpaths and traffic calming devices.
- 24) The Hingaia area is also an area experiencing significant growth that requires safety measures, eg: from the Papakura motorway along Hingaia Road to Karaka bridge and the finishing off of Hingaia Road, as well as signalling the Oakland Road and Hingaia Road intersection and speed reduction measures where appropriate.
- 25) The board has an advocacy point in its local board plan 2020 to encourage better planning of new roads to ensure appropriate road widths. This would enable more vehicles to be parked outside housing without obstructing or narrowing the roadway.
- 26) The board also believes Auckland Transport should be encouraging shared pathways as a standard requirement for new developments as this will encourage a behaviour change and enhance a safe multi-modal experience.
- 27) The Local Board Plan 2020 outcome 3 advocates for the establishment of safe and clear walking and cycling links between key facilities to encourage a shift away from using motor vehicles.
- 28) The board advocates to Auckland Transport for budget for safety measures for roads, footpaths and intersections to mitigate intensification and growth impacts on safety and traffic flow.
- 29) The board advocates for budget to progress the removal of through traffic, including buses, from the Papakura main street (Great South Road), and the modelling for a centre bypass with and without lights.
- 30) Historically road maintenance has not kept pace with traffic volumes and growth. The board requests the backlog of work needing completion to be addressed. Papakura has a lot of development and regular truck movements across the urban area. The board would like provision made in the RLTP for funding to address the backlog of work in the road maintenance area.
- 31) The board also advocates for improved pathway safety including lighting, accessibility and proactive maintenance to prevent problems.
- 32) The board requests funding support to create a pedestrian friendly environment on Broadway, Papakura, between Great South Road and O'Shannessey Street.
- 33) The board requests that Auckland Transport funds the removal of the gobi blocks on Manuroa Road as part of the programme to upgrade the road.

Rapid and frequent train and bus services

- 34) The board is pleased to see the RLTP is funding a third rail line and potentially a fourth line between Wiri and Westfield.

JC1-0703

- 35) The board advocates for accelerated planning for the third rail line to be extended further south for freight transportation to free up the commuter network for more efficiencies. This advocacy is reflected in the Papakura Local Board Plan 2020.
- 36) The board is heartened to see recognition in the RLTP of the requirement for rail separation in Takaanini as this is an advocacy point in the Papakura Local Board Plan 2020 and has been for some time. The board believes this matter will become more of an issue as the City Rail Link comes online and the frequency of trains increases.

Local Board programmes

- 37) The local board supports the Local Board Capital Transport Fund being reinstated to the pre-Covid levels going forward.
- 38) However, the board is disappointed that its Local Board Capital Transport Fund allocation of \$2.4 million for the Pescara/Pylon Point to Elliott Street boardwalk and pathway made prior to Covid is currently not being reinstated.
- 39) The board requests that the Local Board Capital Transport Fund budget allocated to projects from previous financial years be restored.
- 40) The board supports the restoration of the Community Safety Fund and requests all eligible projects be commenced by the end of the 2019 – 2022 electoral term.
- 41) The board notes the \$423 million is allocated for the State Highway One Papakura to Drury South project and requests \$7 million be allocated to the Pescara Point to Elliott Street boardwalk and pathway to connect the State Highway One cycleway to the Papakura town centre. This pathway aligns with Auckland Transport's aspiration to encourage modal change in how people move around.
- 42) The Franklin, Manurewa and Papakura Local Boards all have local path plans.
- 43) The board requests budget allocation to allow the three local boards to connect multi-modal shared cycleways in the south, for instance, the Hunua trail and Waiata Shores bridge to allow bike riders to use the pathways for connections within the area.
- 44) The board also seeks assistance and funding to leverage opportunities to connect the cycleway network to the Mill Road project and beyond.
- 45) The board advocates to Auckland Transport to ensure local recruitment is undertaken for local projects and that people are paid the living wage as a minimum. This would support the local board outcome 1, a vibrant and prosperous local economy, with the objective *"thriving business in the local board area as local people buy from local businesses"*; and the initiative: *"continue to advocate to the Governing Body and council-controlled organisations to use their buying power to create or support local employment and economic development"*.

Policy changes

- 46) The board believe increasing fines for unsafe driving are less important as there is a tipping point where people won't be able to afford to pay the fines and therefore it won't be a deterrent and those that can afford to pay don't care.

47) The board believe the demerit scheme to address persistent unsafe driving is moderately important as it does drive a behavioural change.

48) The board believe congestion charging is moderately important.

49) The board acknowledges the congestion pricing scheme is likely to:

- be effective in encouraging public transport use
- encourage driver behaviour to avoid peak times thereby levelling the peak demand
- encourage the use of other transport modes.

50) The board is concerned about the financial impact on people already struggling in the low and limited income brackets. The price of housing forces these people to live in the outer suburbs, thereby they are forced to travel to their work which may be within the city centre trial area.

51) The board is also concerned if the congestion pricing scheme area was to be expanded further into the southern region as more low income people would be impacted.

52) The board welcomes investigations into timing and geographic ring fencing to ensure that low income workers who have no alternative are not impacted by the congestion pricing scheme.

Environmental and climate change policies

53) The board believe higher standards for fuel emissions is moderately important. The board agree to it being imposed on council vehicles but to encourage the general public an assistance scheme may be required as often people can't afford to get their vehicles suitably repaired or upgraded.

54) The board believe incentives to promote electric vehicle ownership is very important but see this as a central government responsibility.

55) The board believe that the removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees is very important.

Connected Communities

56) The board seeks the Drury to Papatoetoe Great South Road corridor issues to be addressed including the on road cycleway in Takaanini that should be separated from Great South Road.

CARRIED

Puketāpapa Local Board

6 May 2021

Context

1. The Regional Land Transport Programme (RLTP) is a 10-year investment programme for transport in Auckland. It includes the activities of Auckland Transport (AT), Waka Kotahi New Zealand Transport Agency (Waka Kotahi) and KiwiRail.
2. It is reviewed and publicly consulted on every three years in a process led by the Auckland Regional Transport Committee (RTC).
3. The RLTP is the end product of a number of different local and central government processes and plans.

Relevance to the Local board

4. As a regional programme, it is appropriate that the primary engagement focus sits with the Governing Body through the Planning Committee.
5. However, as the RLTP has important local impacts AT recognises the importance of seeking local board views to ensure these are included in the information given to the Regional Transport Committee (RTC) and Governing Body to inform their decision making.

The Local board submission:

1. Have we accurately identified the issues and challenges facing Auckland?

| Focus areas | Local Board Feedback |
|--|---|
| <p>Climate change. Emissions and other consequences of Auckland's transport system today are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change. Tackling climate change will require a very significant change to the way we travel around our region.</p> <ul style="list-style-type: none"> • Auckland Transport is proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth. | <p>The board believes that Climate Change needs to be a high priority focus area of the RLTP. The RLTP as it stands doesn't meet the targets set out in Te Tāruke-ā-Tāwhiri (Auckland's Climate Plan) that are necessary to limit us to 1.5°C. The board requests a reduction in transport emissions in line with the recommendations of the Climate Change Commission and the Te Tāruke-ā-Tāwhiri. Net emissions rising by 6% is untenable in the current climate and the board requests projects that will lock in emission rise such as Mill Road be removed or reprioritised.</p> |
| <p>Impacts of climate change on the transport system. Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will</p> | <p>The board fully supports the increase of green infrastructure in the transport corridor, with rain gardens becoming standard in road design. The board supports more investment in street trees with the benefits they provide in cooling areas and removing carbon emissions.</p> |

| Focus areas | Local Board Feedback |
|--|--|
| <p>be required to ensure the network remains resilient and adaptable as these changes are magnified.</p> <ul style="list-style-type: none"> • Changes include more green infrastructure – using natural systems to provide shade, and improved connections to storm water. | |
| <p>Travel Choices. Better and faster public transport options are needed to give Aucklanders more choices in the way they travel. Congestion will continue to get worse if we don't provide more desirable transport options than the car.</p> <ul style="list-style-type: none"> • Continue improving the public transport customer experience making it simpler and easier to use • Continue to serve the growth of the City Centre as an employment destination • Extend the catchment of the RTN across Auckland's urban area and developing greenfield areas • Effectively serve a wider range of key destinations beyond the City Centre • Improve the coverage of the Frequent Transit Network (FTN) by increasing investment in services • Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic • Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes • Replace ageing ferries required to deliver existing ferry services | <p>The board encourages investment into providing access to HOP card top-ups within the board area. The board supports electric ferries as a high priority investment. The board supports the development of rapid transit down Dominion Road and other arterial routes, acknowledging the need for mode shift as we reach bus capacity within the town centre and highlighting the high level of growth in our area. The board advocates for the Southdown-Avondale Rail connection to be acknowledged in the RLTP. The board encourages investment in serving a wider range of destinations than just the city centre. The board highly supports the Community Connect programme which provides a 50% discount on public transport fares for Community Services Card holders. The board supports improved access to public transport for smaller communities in rural areas.</p> |
| <p>Active Transport. There is significant potential for walking and cycling to play a much greater role in meeting Auckland's transport needs. Past urban development patterns, and a lack of investment in safe environments or facilities, has created barriers to Aucklanders walking and cycling more.</p> <ul style="list-style-type: none"> • Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network • Deliver cycleways in areas associated with the Cycling Investment Programme • Deliver important travel behaviour change programmes such as Safe Schools and | <p>The board supports increased investment into Active Transport and notes its concern around the reduction in spending on this from the Regional Fuel Tax. The board supports a programme developed using Future Connect Mapping Portal as the basis for all investment decisions on the high priority areas. The board supports separated cycleways as the most effective investment into transport that can be made in regards to reducing carbon emissions, traffic congestion and having better health and safety outcomes. The board supports spending to fix 'legacy' accessibility issues such as lack of pram crossings on footpaths which cause issues for wheelchair users.</p> |

JC1-0707

| Focus areas | Local Board Feedback |
|---|---|
| <p>Travelwise to encourage more people to use active transport</p> <ul style="list-style-type: none"> • Continue to develop and improve safe cycling infrastructure on the cycle and micro mobility strategic network • Increase the comfort and safety of people on bikes across the wider transport system • Make some historical cycling infrastructure fit-for purpose and consistent with customer requirements. | <p>The board requests reinstatement of the investigation into missing cycle links between Queenstown and Hillsborough Roads as referenced in the RLTP 2018.</p> |
| <p>Safety.</p> <p>The transport system has the potential to cause both direct and indirect harm to the people of Auckland. The most direct form of harm is through Deaths and Serious Injuries (DSI) because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health. These include harm caused by air and noise pollution originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.</p> <p>Auckland has the highest rate of DSI per kilometre of road when compared to all other New Zealand regions. While DSI on the Auckland road network had generally declined over recent decades, this trend reversed in 2013 and there was an alarming increase in road trauma between 2013 and 2017. In response, a significantly enhanced and accelerated safety programme was provided for in the 2018 RLTP, and Auckland adopted the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019.</p> | <p>The board requests reinstatement of the Healthy Streets framework as approved by AT Board in 2018.</p> <p>The board requests faster rollout of the safe speeds programme in urban areas and supports a holistic approach to changing behaviours.</p> <p>The board supports investigation into Low Traffic Neighbourhoods as an investment into safety.</p> <p>The board supports measures to reduce noise and air pollution as a high priority investment.</p> |
| <p>Access and connectivity.</p> <p>Our population and the amount of kilometres we travel in our cars is leading to congested roads and high travel times. Further development of our transport network is needed to increase the use and speed of public transport and walking and cycling facilities as well as improve freight productivity. This is needed to provide better access to employment and social opportunities for more people.</p> | <p>The board encourages investment in cycleways to reduce the numbers of vehicles on the road.</p> <p>The board encourages investment in public transport corridors to improve bus reliability and time.</p> <p>The board supports initiatives that will lead to fewer heavy vehicles and trucks on local roads that are not suitable for bearing heavy loads, leading to damage and the accelerated need for maintenance which carries a larger cost to the road network. Heavy vehicles on local/suburban roads also affect residents' wellbeing and sense of safety.</p> |

JC1-0708

| Focus areas | Local Board Feedback |
|---|--|
| <p>Managing transport assets</p> <p>AT is the regional guardian of \$21.1 billion of publicly owned assets. This includes 7638km of arterial and local roads, 7431km of footpaths, 348km of cycleways, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands. In addition, Waka Kotahi manages transport assets valued at around \$15.9 billion which includes state highways, bridges, road tunnels and other structures.</p> <p>Maintaining and renewing these assets is a significant undertaking. The temporary closure of the Auckland Harbour Bridge last year (due to an accident caused by freak wind gusts) and ongoing issues encountered with the rail network clearly demonstrate the importance of ensuring the resilience and reliability of our infrastructure.</p> <p>Since the last RLTP, a number of factors have placed increased pressure on the local road and asset network:</p> <ul style="list-style-type: none"> • Auckland’s increasing population and demand for travel, leading to faster deterioration of road pavements • Increasing numbers of heavy vehicles operating on the network including growth-related construction, • service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses • An increasing local network asset base – which is growing by around 1.5 percent every year through • the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities) • Significant increases in construction costs and the cost of renewals, in particular road rehabilitation which makes up the largest share of AT’s renewal spend • Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog <p>Without action to address the impact of these factors, the local network asset base will fall below standard leading to increased reliability issues and higher costs to resolve over the long-term.</p> | <p>The board supports increased investment into footpath renewals and upgrades.</p> <p>The board supports prioritisation of investment to manage increased deterioration of roading surfaces. Heavy trucks, double-decker buses cause damage to roads that were not built to withstand them.</p> <p>The board supports an additional Waitemata harbour crossing that is public and active transport as part of the integrated network.</p> |

2. Have we allocated available funding to the highest priorities?

| Focus areas. | Local Board Feedback |
|--|---|
| <p>Travel choices</p> <ul style="list-style-type: none"> • Rapid transit - fast, frequent, high capacity bus and train services separated from general traffic • Additional and more frequent rail services • New train stations • New and improved bus stations • Accessibility improvements at bus, train and ferry facilities • New and extended park and ride facilities | <p>The board highly supports the extensions to the Rapid Transit Network.</p> <p>The board supports City Centre to Mangere rapid transit network investment.</p> <p>The board encourages investigation into the Avondale-Southdown link.</p> <p>The board supports the proposal for improved bus facilities at the Mt Roskill shops intersection.</p> <p>The board requests more information on Connected Communities and what this actually means for the road network. Notes that money has been taken out of the Walking & Cycling fund of the Regional Fuel Tax to pay for this area and expects a solid commitment for these areas to be a priority.</p> |
| <p>Walking and cycling</p> <ul style="list-style-type: none"> • New cycleways and shared paths and improved road environments to make cycling safer • New or improved footpaths | <p>The board highly supports increased investment into the Urban Cycleways Programme and urges this to be bought forward, to meet the goals of Te Tāruke-ā-Tāwhiri.</p> <p>The board supports an increase in funding for footpath repairs and upgrades, including accessibility issues through Universal Design principles.</p> <p>The board requests reinstatement of the Hillsborough-Queenstown Road alternative cycle accessway, as was in the RLTP 2018.</p> <p>The board supports more investigation into tactical urbanism projects to make walking and cycling safer for the community.</p> <p>The board supports more Low Traffic Neighbourhood trials as a low-cost, highly effective way of improving safety and health.</p> |
| <p>Climate change & the environment</p> <ul style="list-style-type: none"> • Electrifying the rail line to Pukekohe • Increasing the number of electric/hydrogen buses • Starting decarbonisation of the ferry fleet • Funding to support the uptake of electric cars | <p>The board requests the RLTP adopts a ‘fast start’ approach to addressing Climate Change, with more focus on decarbonising our transport system.</p> <p>The board requests acknowledgement in this section of the importance of active travel modes in reducing carbon emissions.</p> <p>The board supports an increase in green infrastructure initiatives.</p> |
| <p>Safety</p> <ul style="list-style-type: none"> • Safety engineering improvements, like red light cameras and safety barriers • Ensuring speed limits are safe and appropriate • Improving safety near schools • Road safety education | <p>The board highly supports increased investment into safety programmes, noting the goal of having zero deaths or serious injuries on our roads by 2050.</p> <p>The board supports initiatives around making areas around schools safer, noting the poor pedestrian infrastructure that exists around schools.</p> <p>The board supports investigation into rolling out more pedestrian crossings, particularly on arterial routes.</p> <p>The board requests reinstatement of the Healthy Streets framework as a high priority.</p> |
| <p>Access and connectivity</p> | <p>The board notes that Mill Road does not score highly in Future Connect and requests that this project be delayed and</p> |

JC1-0710

| Focus areas. | Local Board Feedback |
|---|--|
| <ul style="list-style-type: none"> • Improving the capacity of our roads for people and freight to improve productivity • New bus/transit lanes • New roads to support housing development • Unsealed road and signage improvements | <p>the money brought forward for the other higher priority projects.</p> <p>The board notes that the spending on new roads massively outweighs spending on cycling, walking and safety programmes and questions the wisdom of this in a declared climate emergency.</p> <p>The board notes the \$31 million set aside for property as part of the East-West link and requests an update on the status of this project.</p> |
| <p>Auckland's growth</p> <ul style="list-style-type: none"> • Providing transport infrastructure for new housing developments and growth areas • Improving transport infrastructure in redevelopment locations | <p>The board notes concerns around the loss of productive land to greenfield housing.</p> <p>The board supports the investment into the Auckland Housing Programme, noting the ongoing work in Mt Roskill and requesting that safety in walking and cycling be considered as part of these infrastructure programs.</p> |
| <p>Managing transport assets</p> <ul style="list-style-type: none"> • Maintaining and fixing footpaths, local roads and state highways • Maintaining the rail network • Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements | <p>The board supports an increase in funding for footpath renewals, maintenance, and upgrades.</p> |
| <p>Other</p> <ul style="list-style-type: none"> • Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board. • Funding to undertake long-term planning for the future • Customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers. | <p>The board highly supports the reinstatement of the Local Board Transport Capital Fund and Community Safety Fund.</p> <p>The board supports improvements to AT Hop, and requests more retailers be bought on board.</p> <p>The board supports an increased focus on supporting those with minimal internet access and low-income users of the Public Transport network.</p> |

3. Have we excluded any projects or activities from the proposed transport programme that should be included?

| Local Board Feedback |
|---|
| <p>The 2018-2028 had 3 million set aside to "Investigate missing cycle links between Queenstown Road and Hillsborough Road, including the development of more direct and safe crossing of Queenstown Road roundabout to Hendry Avenue."</p> <p>This area is the 'hole' in the southwestern cycleway and is a dangerous part of the road, with multiple crashes causing injuries reported. The road is chip sealed, has a steep gradient and narrows to one lane at the steepest point, forcing cyclists and cars together at the worst point. This project ranks highly in Future Connect as an important link in the cycle network.</p> <p>We advocate for this initiative to be restored to the RLTP and to be made a high priority as it connects the isthmus to South Auckland, including the path to the Airport.</p> <p>Avondale – Southdown Rail corridor designation needs to be protected and investigations begun into providing this as an additional part of the rail network which would link the high-growth area of Mt Roskill to the North Shore Rapid Transit Network (RTN).</p> |

Local Board Feedback

We note the difference between the 'results from this RLTP' and the 'what's needed' in the 2031 indicators of success and request prioritising the achievement of these, particularly keeping Vehicle Kms travelled (VKT) at the same level it currently is.

The board requests a focus on the Mt Eden Road/Landscape Road intersection as part of the Connected Communities programme, highlighting the number of crashes that have occurred around this area recently.

Rodney Local Board

Auckland Transport – Regional Land Transport Programme 2021

Resolution number RD/2021/217

MOVED by Member D Hancock, seconded by Member V Kenny:

That the **Rodney Local Board**:

- a) receive the Auckland Transport – Regional Land Transport Programme report
- b) provide feedback on the Regional Land Transport Programme.
 - i) support enough funding for Auckland Transport to renew and maintain 12 per cent of Auckland’s roading network each year to ensure safe, well-maintained roads
 - ii) request that the \$84.9 million in funding for Additional Seal Extensions, now known as the Unsealed Roads Improvement Programme, that was allocated in the 2018 Regional Land Transport Plan is retained in the new 2021-2031 Regional Land Transport Plan as a distinct line item and requests greater clarity in reporting from Auckland Transport on their road renewal and maintenance programmes
 - iii) support the proposed return to pre-Emergency Budget levels of funding for the Transport Capital Funds for local boards
 - iv) request that funding for rapid transit to Huapai is included as a line item in the plan to indicate that work, to at least develop the project, will begin within the next 10 years
 - v) request that significantly more funding is allocated for footpaths as \$49 million over 10 years will only have a minor impact in addressing the large shortage of footpaths across Auckland, particularly in Rodney
 - vi) request that the extension of the Western train line to Huapai is included as an item in the plan to indicate that work, at least to develop the project, will begin within the next 10 years
 - vii) support the proposed investment in safety programmes to achieve the Vision Zero strategy, in particular the Auckland Transport Safety Programme, Waka Kotahi NZ Transport Agency’s state highway Safer Networks Programme, the SH16 Brigham Creek-Waimauku safety and access improvements and the School Speed Management Programme
 - viii) acknowledge the inclusion in the budget the project to improve the Hill Street intersection in Warkworth and supports requests for funding to be allocated towards it
 - ix) support the proposed \$100m investment in SH16 Northwest Bus Improvements
 - x) suggest that \$51m for park and ride facilities across the region is inadequate and that more funding should be allocated for these facilities to support growth, particularly in Rodney which has the second-highest growth of all local boards
 - xi) request that Auckland Transport partner with the Rodney Local Board to fund and deliver a park and ride in Kumeū with funding to be allocated as a discrete line item in the Regional Land Transport Plan
 - xii) support walking, cycling and public transport connections for large infrastructure and development projects to connect them to the wider transport network to allow for safe, realistic alternatives to using cars, with services provided at the outset so that good transport patterns can be established
 - xiii) support funding for public transport provision for Warkworth given its high growth rate, including bus lanes, bus routes and land for park and rides
 - xiv) support the inclusion of walking and cycling in the Matakana Road Safety Programme

- xv) support funding to be allocated to Sandspit Link Road, Western Link Road, Wider Western Link and Southern interchange as described in the Supporting Growth Programme's Warkworth Indicative Strategic Transport Network
 - xvi) support the inclusion of the Kumeū Alternative Access and requests that funding be allocated to it to begin work within the next ten years
 - xvii) express extreme disappointment that the Albany Transport Network Improvements: The Avenue/Dairy Flat Highway intersection upgrade, Lucas Creek bridge upgrade, Gills Road link including upgrade of Gills Road intersection with Dairy Flat Highway, is not in the draft Regional Land Transport Fund
 - xviii) request that The Avenue/Dairy Flat Highway intersection upgrade, Lucas Creek bridge upgrade, Gills Road link including upgrade of Gills Road intersection with Dairy Flat Highway project, which was previously funded in the first three years of the 2018-2028 Regional Land Transport Plan, be reinstated in full
 - xix) request that, should funding constraints preclude The Avenue/Dairy Flat Highway intersection upgrade, Lucas Creek bridge upgrade, Gills Road link including upgrade of Gills Road intersection with Dairy Flat Highway project commencing with an upgrade of The Avenue/Dairy Flat Highway intersection be included in the 2021-2031 Regional Land Transport Plan
 - xx) support public transport provision for Milldale being delivered as soon as possible
- c) request speaking rights at the Auckland Transport Board meeting which will formalise the Auckland Transport 2021 Regional Land Transport Programme.

CARRIED

Upper Harbour Local Board

Dear Auckland Transport Board of Directors

Upper Harbour Local Board Feedback on the draft RLTP

The Upper Harbour Local Board welcomes the opportunity to submit on the draft Auckland Regional Land Transport Plan (RLTP) 2021-2031.

The Local Board believes that funding in the draft RLTP has not been allocated to the project which has been the top priority for the Board for over 10 years. This project is the Albany Transport Network Improvements project mentioned below.

The Local Board would like to make the following feedback on the draft regional Land Transport Plan (RLTP) 2021 – 2031.

1. Albany Transport Network Improvements

The Avenue/Dairy Flat Highway Intersection upgrade, Lucas Creek Bridge upgrade, Gills Road Link including upgrade of Gills Road intersection with Dairy Flat Highway.

The Upper Harbour Local Board is extremely disappointed that this project is not in the draft RLTP and request that the project which was previously funded in the first 3 years of the 2018/28 RLTP, be reinstated in full. If funding constraints preclude this, we request that a staged project commencing with an upgrade of The Avenue /Dairy Flat Highway intersection be included in the 2021-2031 RLTP for the following reasons:

- a. If this project is not included in the RLTP there would be significant reputational risk to Council given the advanced design work and expectation raised previously in the community.
- b. There is no public transport from Paremoremo and insufficient public transport from the north, so residents have no alternative to driving.
- c. Currently there are no safe walking and cycling paths at this intersection and through to the Albany Village due to the narrow bridge. Cyclists are currently forced to join a long queue of cars with significant safety risks. There are a large number of surrounding houses and apartments and feedback provided is that they feel very unsafe walking or cycling across the bridge to the Albany Village and on to the Albany Bus Station.
- d. Thousands of houses are being built around Albany Heights, Coatesville, Paremoremo and to the north in Milldale which has significantly increased traffic movements through the intersection making it busy at all times of the day and especially during peak times. This leads to huge delays and traffic taking shortcuts and undertaking unsafe movements. This congestion significantly increases CO2 levels.
- e. The Avenue Intersection was in North Shore City Council (NSCC) Long Term plan and would have been constructed had we not then become the Supercity – Auckland Council in 2010.
- f. Agreement had been reached in 2009 between NSCC and New Zealand Transport Authority (NZTA) that NZTA would contribute 75% of the cost of The Avenue intersection improvements as part of the revocation of State Highway 17 (Old State Highway 1) which is now known as the Dairy Flat Highway.
- g. Auckland Transport has spent a significant amount of money and time working on designs for this project over many years including traffic surveys, design, revised designs and local board and resident consultation but with no result.

h. The long-planned Gills Road link to Oteha Valley Road must be included in the draft RLTP due to the current and future growth of the surrounding area and the congestion and traffic issues that currently occur.

2. Public Transport in Albany Heights and Scott Point

The Local Board is extremely disappointed to read on page 44 of the RLTP document that there is a risk to planned services in Albany Heights, services to support the new Rosedale Bus Station and to new services in the North West particularly to and from the fast-growing Scott Point area. Public Transport to these areas should be a priority. The Local Board believes that the RLTP should allocate sufficient funding for the conversion to busses with electric modes.

The Local Board believes that the RLTP should allocate sufficient funds for the expansion of ferry services and replacement of vessels with conversion to electric modes

3. Cycle Lanes - Oteha Valley Road

The Local Board sees as a priority, the provision of safe paths (walking and cycling paths) along Oteha Valley Road in order to provide linkages to the NZTA Northern Corridor Improvements which are due to be completed late 2022. The Oteha Valley Road safe cycle paths will provide micro mobility options to the Park and Ride, to the new shared path, to the pool, playgrounds, mall, stadium and schools.

4. Footpaths - Funding

The Local Board feel that the \$49M allocated in the RLTP to footpaths is unacceptably low. There are many areas without footpaths, areas that are developing rapidly and residents need to have a safe alternative to driving. In an age of increasing awareness of the personal and public good of active transport we see the need to increase this budget.

5. Local Initiatives Fund - Local Board Capital Transport Fund

The Local Board supports the resumption of funding for capital projects – the Local Initiatives Fund (previously called the Local Board Capital Transport Fund) to pre Covid levels to enable the Local Board to prioritise local projects and improvements to achieve better outcomes in our local road network for our communities.

The Upper Harbour Local Board requests the opportunity to speak to this submission.

Thank you for giving us the opportunity to provide feedback.

Kind regards,
Margaret Miles QSM, JP
Chairperson
Upper Harbour Local Board
cc. Mayor Phil Goff and Auckland Councillors

Waiheke Local Board

29 April 2021

- The Waiheke Local Board provides the following feedback to inform the finalisation of the Draft Auckland Regional Land Transport Plan 2021-2031.

Context

1. Waiheke Island is a community of approximately 9500 permanent residents. Each summer the population swells to 35,000 – 40,000 as second-home owners and holiday guests arrive.
2. The island has a network of 150 km (122 sealed / 28 unsealed) of main, feeder and local roads with increasing provision of footpaths, tracks and cycleways. Auckland Transport regulates a privately-operated on island public transport bus service. Approximately 1500 residents regularly commute from Waiheke to the mainland and back using non-subsidised commercial ferry services.
3. The island is a popular visitor destination with over 1m off island visitors each year. Auckland Unlimited (previously ATEED) proposed that 65% of these visitors to the island are Auckland residents. The local board notes that these persons all rely on the transport infrastructure of the island whether by foot, taxi, tour van, cycle, bus or private vehicle.
4. Additionally, as an island with a lower density yet still urban permanent population, it is felt that Waiheke is disadvantaged on many occasions when a regional lens is placed upon its local transport challenges. This is due to the predominant comparative average traffic/incident count lens that drives many of Auckland Transport's work programme formulas which miss peak flow and wear and tear considerations.
5. The local board acknowledges mana whenua rights and their role as treaty partners and advocates for their involvement in programme development and project delivery. It endorses Auckland Transport's intent of fulfilling its responsibilities under Te Tiriti o Waitangi – the Treaty of Waitangi – and its broader legal obligations in being more responsible to and effective for Māori.

Auckland Transport and Waiheke Local Board Memorandum of Understanding

6. The Waiheke Local Board acknowledges the unique Memorandum of Understanding that exists between Auckland Transport and Waiheke Local Board, which guides the relationship and work programme.
7. In line with the Waiheke Governance Pilot the relationship between the local board and Auckland Transport has improved through the efforts that the Auckland Transport CEO and senior staff have made directly with the Waiheke Chair and local board members, over the past three years to support the local board and Waiheke community in more effective direction setting and local decision making.

10-year Waiheke Transport Plan

8. The local board acknowledges and supports the allocation by Auckland Transport of \$10m in the draft Auckland Regional Transport Plan 2021-2031 to start to support the delivery of the Waiheke Transport Plan.
9. However, the local board requests that Auckland Council allocate further funding to enable Auckland Transport to be able to more fully deliver on the Waiheke Transport Plan that has an estimated \$85m of modest projects outlined.
10. The 10-year Waiheke Transport Plan is jointly endorsed by Waiheke Local Board and Auckland Transport's Board of Directors.
11. The Waiheke Transport Plan was developed in good faith alongside of the community of Waiheke. It went through a full public consultation process 2019 and is the leading strategic document for all substantive transport related decisions on the island. The plan includes an explicit list of prioritised projects.
12. Through this process Auckland Transport acknowledged that current infrastructure is in poor condition. It was developed in an ad hoc manner over many decades, it is not fit for purpose as transport use has increased exponentially over prior decades and substantial investment is now required.

Transport Challenges

13. The local board acknowledges the four transport challenges identified by Auckland Transport in the draft Auckland Regional Transport Plan 2021-2031 of climate change and the environment, travel options, safety, and access and connectivity as being significant challenges for Auckland as a region that are also relevant for Waiheke.
14. The local board supports a focus on mitigating and responding to climate change through:
 - i. increased investment and integrated design of active travel, in particular investment of standalone and integrated cycle infrastructure that increases the safety and sense of security of cyclists whilst supporting direct route connections.
 - ii. increased investment in public transport and providing fair priced accessible integrated public transport across ferry, bus and train services.
 - iii. increased investment in infrastructure and programmes that reduces negative environmental impacts and increases restoration and regeneration of the environment.
 - iv. endorsing the focus on low carbon into the future in line with Council's and the local boards' own low carbon action plans.
 - v. continued investigation and investment into non-fossil fuel alternate energy sources to power ferry and bus fleets.
15. The local board and community have invested time and resource in planning and undertaking full consultation in developing a specific active transport mode Pathways Plan for the island. This plan stands alongside the 10-Year Waiheke Transport Plan with integrated projects.

16. Through its MOU with Auckland Transport, and because of the shared commitment to the local initiative, Electric Island Waiheke, the Waiheke local board area was the first to roll out electric buses; this has seen a change in energy source with the associated reduction in use of imported fuel products and renewable energy supplied through the local grid. The associated reduction in climate change emissions is also matched with cleaner air along with a reduction in noise pollution. Complementing the electric buses, Waiheke Island is rapidly moving towards achieving a 10% uptake of electric vehicles. The new future-focused waste services contract has seen a rollout of electric rubbish trucks.
17. Waiheke residents have a strong and united focus on managing and reducing their environmental impacts and seek to have a healthy thriving ecosystem from land to sea. This is enshrined in the current Local Board Plan. On Waiheke, Auckland Transport has been working in partnership with Auckland Council's Healthy Waters unit which is giving advice on roading draining and culvert upgrades with significant improvements in water and ecological outcomes slowing erosive stormwaters and filtering pollutants before reaching the marine environment.
18. The local board supports a focus on expanding travel options through:
 - i. assistance to lower income residents to increase their use of public transport.
 - ii. Increased investment in the Footpath Programme
 - iii. investigation, and effective monitoring and regulation of clean energy, low environmental impact, micro mobility modes of transport.
 - iv. Auckland Council with Auckland Transport advocating alongside of the Waiheke Local Board in having public transport ferry services to and from Waiheke included in the regional transport network within the Public Transport Operating Model.
19. The local board supports the principles behind the proposals to implement "Community Connect" giving a 50% discount on public transport fares for Community Services Card holders, increasing discounts for interpeak fares on eligible bus, train and ferry services and continuing to offer the 'Child Fare Free Weekend' initiative on eligible bus, train and ferry services. However, all three of these initiatives are examples that will further increase the gaps between benefits that eligible residents get on mainland Auckland and what comparable Waiheke Islander Aucklanders can access. These gaps are due predominantly to the exempt status of the commercial ferry operations under central governments Public Transport Operating Model (PTOM).
20. PTOM exemption of Waiheke ferry services means that passengers using the Waiheke ferry services do not access a fare subsidy that other public transport users in the Auckland region receive. This has flow on impacts: as public transport travel either side of a ferry journey for the majority of ticket types is not integrated. Hence, they cost more compared to a subsidised integrated fare. For example, a person journeying on a non-Waiheke ferry who then travels by bus having no additional cost for any within zone travel.
21. The Waiheke Local Board has a history of advocating to have the current PTOM-exemptions for Waiheke ferry services removed to restore equity and fairness for local users. The Local Board Chair and a local board transport lead met with the

Minister of Transport recently in Wellington to discuss the matter, as PTOM is currently under review by Government.

22. The local board supports a focus on increased safety through:
 - i. safety infrastructure to support a Vision Zero goal of no fatality or serious injuries contributed to through Auckland Transport's management of its network and operations
 - ii. increased roll out of low speed environments
 - iii. enhanced responsiveness to community requests to support shared road corridors and pedestrian and cyclist safe environments.
 - iv. a lift in the funding of the Roding Sealing Prioritisation Programme along with a greater ability to manage budget across unsealed road renewals, which supports more nuanced local responses working across related budget areas.

23. The local board supports the importance of Waiheke as a low-speed environment to preserve road safety for all users on Waiheke and has been advocating for the same for several years

24. The local board appreciates the opportunity to participate in the second tranche of Auckland Transport's speed bylaw review scheduled for later this year.

25. The local board valued the previous local allocation from Auckland Transport of the Community Safety Fund and request its reinstatement.

26. Additionally, the local board seeks the release of previously allocated funds held over due to Emergency Budget constraints to enable the delivery of its investigated and designed causeway safety improvement project for cyclists.

27. The local board supports a focus on access and connectivity through:
 - i. Investment in bus, ferry and multimodal improvements that will improve the reliability, capacity and attractiveness of these bus and ferry networks.
 - ii. the allocation of \$26m for improvements to the landside transport infrastructure and associated works at Matiatia Wharf on Waiheke Island, one of Auckland's busiest but most constrained transport hubs.

28. As noted in the draft plan consultation document the majority of passenger boarding's are on the frequent, connector and local bus and ferry networks. For Waiheke the primary arrival and departure points for most local residents and visitors are the Downtown Ferry terminal and the Matiatia Wharf.

29. With respect to the Downtown Ferry terminal, Auckland Transport needs to better consider the impact of movement of Waiheke commuters and travellers through this critical arrival and departure node. Accessible and easy transfers to other modes from the ferries are vital, particularly the consideration that these ports are points of transition for persons who may be less mobile due to physical impairments, sight, and age, or wellness. The links and transfer between modes and destinations need to be considered and designed from a customer-centric perspective.

30. Significant projects such as the proposed Downtown Crossover Bus Facilities, bus priority improvements along Customs Street and potential new bus facilities for connections across the city to destinations such as hospitals, the airport, or even significant Council venues such as Aotea Square, art gallery, museum or the zoo all need to be fully considered. How will Auckland Transport through its services add value to people's lives rather than posing barriers? The local board has advocated for several years for the needs of those who are ill, frail or disabled to be able to access their local hospital (Auckland Hospital) directly from the ferry terminal. To date no plans have addressed this essential need.

Local Initiatives Fund - Local Board Capital Transport Fund

31. The local board supports the resumption of funding for capital projects – the Local Initiatives Fund (previously called the Local Board Capital Transport Fund) to pre Covid levels to enable all local boards to prioritise local projects and improvements to achieve better outcomes in their local road network for its communities.
32. The local board also requests the reinstatement of previous balances of the Local Board Capital Transport Fund noting that it, like a number of other local boards, had been accumulating funding across a number of years to be able to amass a level of funding that could deliver on a transport project that was of some impact. Waiheke Local Board had accrued \$2.3m of which it can now only access \$93k, post Emergency Budget reductions.

Waitakere Ranges Local Board

6 May 2021

To: Auckland Transport
Auckland Council Planning Committee

Draft Regional Land Transport Plan 2021- 2031 – Waitakere Ranges Local Board feedback

1. The Waitakere Ranges Local Board area sits across the Rural Urban Boundary in west Auckland.
2. This RLTP covers the forecast growth period for our main urban centre, Glen Eden. The Auckland Plan Development Strategy anticipated intensification happening in Glen Eden between 2021 – 2028, and that is observably underway.
3. The Waitakere Ranges Heritage Area by comparison is low-to-no growth. It stretches from the urban settlement of Titirangi to the rural foothills in Swanson and Waitakere in the north, and includes bush and coastal settlements living on the West Coast and the northern shore of the Manukau Harbour. There is a lack of transport choices for many of the 21,000 residents who live in this area therefore there is a need to improve access to public transport and to make sure the area has well maintained roads.
4. As elsewhere in Auckland, our communities rely heavily on cars. More needs to be done to support people to change the way people travel. We need a reliable, accessible and cheap public transport service that makes it a realistic viable choice. This should be the main driver for Auckland's transport plan over this decade.

Summary of Waitakere Ranges Local Board feedback

5. The RLTP needs to be braver. The reports suggest that, if implemented, the RLTP will result in an increase of 6% of greenhouse gasses during a time where council wants to halve the region's greenhouse gas output. To do this there has to be a fundamental rethink of priorities.
6. Far fewer large road projects. The continuous construction of roads and road improvements will not help. AT and Council need to seriously rethink current roading projects such as Mill Road and instead divert the funds into walking and cycling infrastructure.
7. We support the reinstatement of the Local Board Capital Transport Fund (LBCTF) and also seek the reinstatement of \$3.5 million previously tagged for local board transport projects. We advocate further that there should be a commitment from AT/AC to fund significant completion of the Waitakere Ranges Greenways Plan in the next decade.
8. We support continuing operational efficiencies being completed.
9. Local transport initiatives we would like to see:
 - a. More walking, walkways, greenways, cycleways, that are safe, attractive and joined up. New styles for walkways/pedestrian ways in Heritage Area that are not urban e.g. Candia Road, Swanson.
 - b. Maintenance and upgrade of current pathways to remove the many trip hazards.
 - c. Development of new pathways on our rural well used roads such as Candia to enable our rural communities to navigate their areas safely without recourse to using a car.
 - d. More park and ride and cycling infrastructure at train stations specifically Sunnyvale and Glen Eden.
 - e. Grade separation of the Western Line level rail crossing in Glen Eden

- f. Double tracking and electrification of Western line past Swanson to support growth in the north west.
- g. Bus shuttle services to communities on the West Coast and Manukau harbour which do not have any public transport services.
- h. Electric charging stations at key locations in the west.
- i. Urban design to build on existing town centres and villages to provide services and accommodate population, rather than focusing on creating new centres, thus leading to sprawl.
- j. Greater attention to environment, pest plant control in road corridors

Purpose and scope

Local policy context

10. Place-based plans developed with input from our communities over a number of years guide the local board's view of the draft RLTP. These include the Waitakere Ranges Greenways Plan (2019), Glen Eden Town Centre Implementation Plan (2014), Local Area Plans (Oratia, Waiatarua, Henderson Valley-Opanuku, Muddy Creeks, Te Henga – Waitakere River Valley). These plans provide a more detailed view of local transport aspirations beyond the local board plan.

11. Local transport aspirations will be covered in more detail later in the submission. We ask that local plans and policies be acknowledged by the RLTP as part of the Auckland planning framework.

Recommendation

- a. The RLTP needs to acknowledge the transport aspirations of place-based plans across Auckland. A new heading should be added to the Policy Context section (see page 16) to describe this category of plan.
- b. The local board plan context (see page 16) should include a connecting sentence to explain how or if AT considers local board plans in preparing the draft RLTP and associated programmes.

Auckland Transport Challenges

Does the RLTP identify the most important transport challenges facing Auckland?

12. The draft RLTP identifies the region's transport challenges clearly. It is well set out across the sections in identifying challenges, how it will respond to them, and where it falls short on aspirations (Measuring Outcomes).

13. Two areas that need addressing are:

Placemaking and liveability

14. The placemaking and liveability aspirations of AT's Road and Streets Framework need to be delivered through the proposed transport programme. Shifting the modal priority of streets is a significant challenge that sits across the four challenges described.

15. In Glen Eden, a significant upgrade of the main road and surrounding streets in the town centre is underway to make it safer for pedestrians and traffic. There was no funding as part of this project for urban design improvements to re-balance the place and movement functions of the streets in the town centre.

JC1-0723

16. The RLTP needs to recognise the importance of roads in placemaking in town centres and neighbourhoods as part of the transport programme. This supports the living local model and would contribute to reducing car trips.

Rural Auckland

17. The map of RLTP projects (see Appendix 10) leaves out much of the region's rural area including parts of Waitakere, Rodney, Franklin and the gulf islands. This is no doubt the challenge of fitting the whole of Auckland onto a single page. However, it does reflect the plan's predominant focus of urban land transport.

18. In the context setting section, the plan acknowledges the diversity of communities served by Tamaki Makaurau's transport system though does not do enough to recognise rural and island communities throughout the document.

Recommendation

a. The challenge of providing transport to rural communities should be addressed across the identified themes of climate change and environment, travel choices, safety and access.

Responding to Auckland's Transport Challenges

19. Our main point of disagreement with the proposed plan is how it balances its response across each of the challenges to achieve change.

Climate change and the environment

20. Accelerating the take-up of electric vehicles will play a critical role in reducing emissions from transport and the plan highlights the need for a suite of interventions. We would like to see an Auckland strategy for achieving this.

21. The local board is periodically asked what Auckland is doing about EV charging infrastructure, and that is certainly not clear. The plan identifies government-led purchase incentives as the best way to increase uptake of EVs. We would like to see Auckland increase charging infrastructure to prepare for the increased uptake.

22. Council is well-placed to partner with industry as a landowner and a major provider of on and off street parking to provide space for charging stations. Its not clear how council or AT see their role.

23. Sustainable technology like EVCs should be incorporated into all council park and rides, town centre upgrades, on-street and off-street parking to give a visible signal this is where we are going.

24. The local board is keen to put charging stations in Glen Eden as part of the upgrade of the area. We have struggled to get advice on this.

25. In the WRLB area overnight charging from a household supply might be a struggle due to inconsistent supply and cost. The barriers to EV uptake need to be looked at across the region in complement to any government-funded incentives scheme.

26. We suggest allocating funding for x number of EVC per local board, allocating the funds to the boards to identify key locations and AT can manage a regional contract of delivery to achieve economy

Recommendation

a. What we would like to see:

- i. An electric vehicle charging strategy to enable interested parties across central and local government, electricity providers and private industry to work together.
- ii. Electric charging stations for cycles and vehicles at key locations.

Environmental sustainability

27. We support the outcomes in the plan to improve environmental outcomes for water quality and biodiversity, however it seems focused on green assets in an urban setting. Many of the roads in the Waitakere Ranges go through the regional park and surrounding significant ecological areas and are a vector for the spread weeds. Road reserves in the ranges are often large pockets of native bush. Spraying or mowing the visible edge of weed infestations in these areas is ineffective and poor value for money.

Recommendation

- a. Road reserves in ecological areas like the Waitakere Ranges Heritage Area need to be managed to protect biodiversity values and control pest plants.

Transport choices

Public transport

28. The City Rail Link will benefit the Waitakere Ranges area with the Western Train Line connecting Glen Eden, Sunnyvale and Swanson to a rapid transit network for faster trips into the city centre. We would like to see work underway to better connect the surrounding rural and suburban catchments to the train service.

29. Public transport needs to be cheap, frequent and reliable. AT needs to regularly review its patronage to make sure it is customer focused.

30. Currently use of the train service is high amongst people living in areas nearest to train stations and quickly reduces as you move out. The bus connections are not great, the park and rides are at capacity, and cycling connections are incomplete.

31. The census travel to work and employment data shows the importance of local journeys to the area, and there is a need to improve transport choices, including walking and cycling connections.

32. A large part of the Waitakere Ranges area is not served by public transport.

33. In areas with no public transport, school bus services could be integrated into the public transport network to provide an option. We believe this would work for our west coast and harbour communities.

Recommendation

- a. Improve connections to Western Line stations by funding the completion of the walking and cycling links, improved connector buses, and increasing park and ride capacity.
- b. Set up a working group to look at integrating school buses with the public transport network in rural communities with no public transport.

JC1-0725

Shuttle bus pilot

34. We are seeking funding for trial a shuttle bus service in the Waitakere Ranges to serve Piha and/or Huia. Options for Te Henga also need to be explored. AT has recommended route options following household and visitor surveys in 2016, though to date this remains unfunded. As an alternative, we ask that Auckland Transport commit to working with the local board to investigate options for delivering a shuttle bus service, such as a community transport or partnership model.

35. The RLTP notes: *AT has a strong desire to increase both the coverage and frequency of bus, train and ferry services over the next ten years, with a focus on: "Ensuring that there are competitive public transport services to the larger rural settlements." Page 44*

36. The Waitakere Ranges Heritage Area has a population of around 21,000, much of which has poor or no public transport service. *Muddy Creeks (Laingholm, Woodlands Park, Waima, and Parau) Local Area Plan*

37. The local area plan seeks better public transport, including more convenient and efficient bus services to Woodlands Park and Laingholm to access regional train and bus services. There's also a desire to see smaller shuttle services which are more suitable to the windy roads in the area.

38. An express bus service from Laingholm to the city has since been lost, and this has created a level of frustration in the community.

Recommendation

- a. Funding for a shuttle bus service to Piha and Huia, and continue to explore options for Te Henga.
- b. Reinstatement of express bus services from Laingholm.
- c. Investigate the use of smaller shuttle-style buses in areas like Laingholm with narrow winding roads to ensure buses suit the locations they serve.

Walking and cycling - Waitakere Ranges Greenways Plan

39. We would like to see more walking, walkways, greenways, cycleways, that are safe, attractive and joined up. New styles for walkways/pedestrian ways in Heritage Area that are not urban e.g. Candia Road, Swanson.

40. We support the proposed investment in the Ongoing Cycling Programme (\$306-million) and Urban Cycleways Programme (\$139-million), which includes completing the Avondale to New Lynn shared path following the Western Train Line. That together with the council delivered Te Whau Pathway along the Whau River, will connect communities in our neighbouring local board areas to parks and places, and the wider commuter network of cycleways.

41. The RLTP notes a sizeable funding shortfall to complete what is envisaged in ATAP. We would like to see the walking and cycling network completed at a faster rate.

42. Funding is needed to deliver feeder routes to the main cycleways.

43. A priority should be continuing work on the Western Train Line shared path. With the Avondale to New Lynn shared path due to be complete in the near future we would like to see planning continue to complete the gap from New Lynn to Sunnyvale. Feasibility work was undertaken by AT in 2016. We seek regional funding for the connections from: Sunnyvale to Glen Eden, Glen Eden to New Lynn

Recommendation

a. A business case be prepared for the Western Train Line shared path beyond New Lynn to connect to the existing shared path at Sunnyvale Station.

Innovating Streets

44. We welcome the inclusion in the RLTP of an ongoing commitment to innovating streets projects.

45. The local board is currently working with Auckland Transport on an 'Innovating Streets for People' project for a pop-up cycleway in Glen Eden. It will connect an existing cycleway through to the town centre and train station, and will extend the catchment for the train station as well as connect residential areas to two schools to encourage cycling to school. This is being done to trial how a permanent cycleway in this location could work.

46. The local board capital transport fund is critical to enabling local innovation to deliver the smaller scale cycling connections.

Glen Eden town centre regeneration

47. A significant upgrade of the roads in Glen Eden is underway to make it safer for pedestrians and traffic. More needs to be done to deliver on the urban design aspirations of the road and other transport infrastructure in the town centre to create a sense of place.

Western Line level rail crossing

48. We are keen to see more detail on what is proposed in the level rail crossing programme. The conflict between traffic and the level rail crossing in the town centre needs to be addressed in future, particularly if there is to be increased train frequency.

49. Undergrounding the rail at key places, including Glen Eden. Glen Eden town centre is experiencing significant growth in an area already congested. The level crossing there is dangerous and needs to be addressed.

Parking

50. AT have said they will do town centre parking review and we support that to make sure we understand current and future parking needs as the area intensifies through both public and private development. As noted earlier, there is a need to expand capacity of the Glen Eden park and ride. This should be part of the review.

Safety

"The transport system has become increasingly harmful and does not support better health outcomes."

51. We strongly support the commitment to reducing deaths and serious injuries (DSI) on our roads across the range of initiatives in the plan, such as speed reduction, road safety education.

52. We urge AT to take note of community concerns that identify specific roads requiring action and would ask that they act proactively to mitigate risk.

Community Safety Fund

JC1-0727

53. In our area, a number of pedestrian safety projects were put on hold through the Emergency Budget. This included pedestrian safety improvements around Konini School, and pedestrian crossings on Glengarry Road, Glen Eden. AT's proposed forward work programme includes delivery of these projects, subject to final budget decisions.

54. We support funding to restore the community safety projects that were put on hold through the Emergency Budget.

Supporting better health outcomes

55. The plan needs to say more about how it will support better health outcomes through active transport, and reducing emissions. It needs greater emphasis, both in the positive sense around public transport and walking / cycling, and, on the flip side, the overall negative health impacts from car use.

56. There has been a worrying increase in harm to pedestrians and cyclists. More needs to be done to understand these increases and to make these activities safe.

Accessibility, universal design, Crime Prevention through Environmental Design

57. The plan needs to commit to funding and delivering on universal design principles for the transport system to make it accessible for all.

58. We ask that the plan recognizes the need to create safe places to reduce the "muggers alley" perception of some streets and thoroughfares that make up the transport system.

Access and connectivity

59. The RLTP proposes a significant investment in major roading projects. While these are described as multi-modal the main aim seems to be moving traffic, which makes this the most business-as-usual part of the investment proposed in the RLTP. We would like to see more to address the challenges of climate change, safety and travel choices.

60. We need to future proof our city. Domination by car will have to end if we are going to play our part in addressing climate change and reduce congestion. Many of our people work outside of their local area and they need to be able to traverse the city as efficiently as possible and need a viable public transport system.

61. A mass transit system for the North Western Motorway is urgently required. And meantime the North Western motorway is showing major signs of atherosclerosis.

Asset Management - maintaining and renewing our roads and assets

62. We support the increased focus on looking after the roads and other transport assets we already have.

63. Many of the coastal communities in Waitakere Ranges have one road in, one road out which makes the resilience of the road network important. It is an area of high rainfall, with steep terrain in places and slips seem to be increasing.

64. AT recently briefed the local board on the work programmes for the coming year/s, and note it include resealing and repairs to many roads in our area that have been of concern, including Glengarry Road, Glen Eden; Shaw Road, Oratia; Victory Road, Laingholm; and Piha Road.

65. Maintenance of footpaths is a concern in Glen Eden, in particular.

Accommodating growth – sustainable transport and land-use

RLTP objective: Enabling and supporting Auckland's growth, focusing on intensification in brownfield areas, and with some managed expansion into emerging greenfield areas.

66. There have many improvements to the roading network over the past few years, responding to Auckland's rapid growth. We submit that the focus of the roll out of huge roading infrastructure aimed at moving private vehicles etc is over developed.

67. As noted earlier, we would like to see more of a focus on active transport, such as walking and cycling, and a more complete public transport network, to relieve roading pressure. Instead of building new roads, build cycleways and greenways and welcome everyone to use them, by providing services to rural areas.

68. The way Auckland is managing growth, land-use and transport needs to be revisited in our view, to ensure greenfield development is not creating new car dependent communities. We are concerned by the cost to ratepayers, emissions impacts, and the loss of elite soil in areas where Auckland's farm belt is being turned into housing.

69. We support expansion of the public transport network across the region to drive behaviour change, combat climate change, and enable our rural communities fair access to transport choices.

70. As Auckland grows, more visitors are seeking to enjoy our rural areas. Popular visitor destinations in the ranges are overrun in peak times. There's a need to reduce vehicle impacts in natural areas with limited parking. This is where public transport could help and is part of our vision for trialling a shuttle bus service.

Local board programmes

71. Strongly support the proposal to restore the local board-led transport fund to \$20-million a year over ten years to allow a degree of local decision making over transport priorities.

72. Seek the reinstatement of \$3.5 million previously tagged for local board transport projects.

73. We advocate further that there should be a commitment from AT/AC to fund significant completion of the Waitakere Ranges Greenways Plan in the next decade. To address climate change and persuade people not to use their cars local walkways and cycleways are vital.

74. Recommend Auckland Transport extend the Waiheke pilot to develop a 10-year transport plan for west Auckland in partnership with the west local boards and their communities.

75. Support the funding allocation for the Waiheke transport plan and recommend it as a future model that should be looked at for rural/urban local boards in particular. There are a number of transport challenges facing rural and peri-urban communities in the Waitakere Ranges that we feel are under-appreciated when looking at it from a regional prioritisation model.

Waitematā Local Board

Introduction

The Waitematā Local Board (“WLB”) welcomes the opportunity to submit on the draft Auckland Regional Land Transport Plan 2021-2031 (“RLTP”).

Our feedback on policies can be summarised:

- i. **Climate Change**

It is clear from the figures presented that business as usual, even an improved business as usual, will be insufficient to meet Auckland’s climate change goals. The target is to reduce transport emissions by 65%, however the plan anticipates an increase of 6%. This is not good enough.
- ii. **Rapid transit / rail**

We are huge supporters of CRL and the positive effects it will have on the city centre. A massive level of technical expertise has been brought into the country to design and build this project. However, far more rail lines are required: North-West, City Centre 2 Mangere, North Shore. We believe all of these projects should be developed and sequenced in a multi-decade work programme, with a continual construction programme. This will ensure specialist engineering and labour services remain to the NZ market, thereby gaining efficiencies in design, procurement and implementation.
- iii. **Active modes**

The urban cycleways program is years behind schedule and not enough funding is proposed in this 10 year programme. Every cycleway link that is built contributes massively to your headline goals of climate change reduction, mode shift, and safety at a far lower cost than any other mode. And they vastly improve neighbourhoods, transforming streets into places.
- iv. **City centre masterplan**
 - Access for Everyone is a huge undertaking, transforming the city centre, and it needs to be completed in parcels. However, the draft RLTP does not deliver much at all.
 - At a minimum, in the next 10 years, we need to see a huge increase in bus efficiency, (reducing the total number of vehicles and their diesel emissions), the Victoria Street linear park, the de-tuning of Fanshawe Street, the two-way treatment of Hobson and Nelson Streets, and a firm plan and agreed timelines for a zero emissions area.
- v. **Sprawl**
 - We here in the Waitemata want many others to join us in this great part of our city. The NPS on Urban Development is likely to further increase the density of our area, allowing greenfield sprawl to slow or stop. We do not support council resources being used to encourage sprawl on the region's fringe, and certainly not on the beautiful red soil in Franklin.
 - If the Mill Road corridor is to be built, it should be in the style of Connected Communities, with only one lane of general traffic in each direction, one bus lane in each direction, and separated cycle lanes. Speeds should be limited to 50kph or below. Under no circumstances should this corridor induce more general vehicles.
- vi. **Space reallocation**

JC1-0730

- There needs to be more focus on reallocation of road space, creating bus and transit lanes. We know that buses are the workhorses of our transport system. Every time we see a bus stuck in traffic, that's a system failure. That's what is preventing our bus ridership from increasing. We know the problem areas. We need to listen to the ops teams, the drivers, and other stakeholders, and implement new lanes immediately.

vii. Renewal strategy

- Every road renewal should be improving the built environment, making it safer for pedestrians and cyclists, nicer for residents, calmer for drivers, more efficient for buses.

viii. Road pricing

- We should be making strong submissions to the Parliamentary Committee inquiry into congestion charging to ensure it is introduced early, comprehensive and takes vulnerable and less well-off road users into account.

1. Have we accurately identified the issues and challenges facing Auckland?

1.1.1. Overall, WLB believes that AT has accurately identified the issues and challenges facing issues. However, these issues and challenges are not sufficiently met by the plan itself.

1.1.2. This plan's assumption on p.21 that the lack of transport options is what makes it difficult to create a compact urban form is questionable.

1.1.3. The inference on p.18 that it is cost neutral to expand the network into greenfield versus maintaining and improving a compact city network is belied by the assertion in the plan that a large asset portfolio is expensive to maintain.

1.1.4. It is clear from the figures presented that business as usual, even an improved business as usual, will be insufficient to meet Auckland's climate change goals and large changes are required. The target is to reduce transport emissions by 65%, the plan anticipates an increase of 6%.

1.1.5. We agree that climate change should be the first issue identified. Given that climate change is the most critical issue facing humanity, all feedback below will be in the context of reducing our climate change impact.

1.2. Climate change (p22-24)

Emissions and other consequences of Auckland's transport system today are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change. Tackling climate change will require a very significant change to the way we travel around our region.

Auckland Transport is proposing investment in projects and programmes that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth.

1.2.1. WLB is supportive of the proposed 64% reduction in transport emissions, however we do not feel enough is being done to achieve this.

1.2.2. A significant reduction in total Vehicle Kilometres Travelled ("VKT"), despite the rapidly increasing population, is vital. This can only be achieved through huge mode shift, which will require significant road reallocation towards bus lanes and active modes, new rapid transit infrastructure, and congestion charging.

JC1-0731

- 1.2.3. Auckland Council and Auckland Transport should be making strong submissions to the Parliamentary Committee inquiry into congestion charging to ensure it is introduced early, comprehensive and takes vulnerable and less well off road users into account,
- 1.2.4. WLB recommends a greater focus is put on working with planners to focus intensification in mid/high density low traffic neighbourhoods close to good public transport nodes and corridors. This approach is likely to reduce emissions, congestion and costs that will be borne by current and future residents.
- 1.2.5. WLB recommend reinstating and resourcing work that will dramatically reduce VKT through a Healthy Street Framework, Sustainable Urban Mobility Planning approach or equivalent.

1.3. Impacts of climate change on the transport system (p25)

Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.

Changes include more green infrastructure – using natural systems to provide shade, and improved connections to storm water.

- 1.3.1. WLB supports the installation of climate change resilient infrastructure, such as rain gardens, electric vehicle charging stations, cycling and micro mobility vehicle paths and parking stands and the like. These should be standard retrofits wherever possible on road / footpath renewals.
- 1.3.2. WLB also supports developing a business case to determine where best to improve resilience of existing infrastructure, such as raising roads / rails above flood levels and improving runoff systems, and to plan for managed retreat from some flood-prone areas
- 1.3.3. However, it must be noted that these measures are equivalent to an ambulance at the bottom of a cliff when compared to the more important goal of immediate reduction in our carbon emissions –
- 1.3.4. Auckland should increasingly be designed to greatly reduce the frequency of any need to travel greater than walking distance and where longer travel is needed for it to be done in a way that generates zero carbon emissions

1.4. Travel Choices (p27)

Better and faster public transport options are needed to give Aucklanders more choices in the way they travel. Congestion will continue to get worse if we don't provide more desirable transport options than the car.

- Continue improving the public transport customer experience making it simpler and easier to use
- Continue to serve the growth of the City Centre as an employment destination
- Extend the catchment of the RTN across Auckland's urban area and developing greenfield areas
- Effectively serve a wider range of key destinations beyond the City Centre
- Improve the coverage of the Frequent Transit Network (FTN) by increasing investment in services

- Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic
- Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes
- Replace ageing ferries required to deliver existing ferry services.

1.4.1. WLB supports most of the stated investment areas, particularly the implementation of more “dedicated bus and transit lanes”. Road reallocation is likely the most cost-effective way of speeding up public transit and encouraging mode shift, and AT must set and achieve far higher annual targets all over Auckland.

1.4.2. It also improves reduces general traffic speeds, increases active transport participation, and improves pedestrian amenity.

1.4.3. WLB recommends also serving the growth of the city centre residential population which overwhelmingly endorses the City Centre masterplan vision of light rail, pedestrianisation and access for all.

1.4.4. WLB recommends developing a Regional Facilities transport strategy to make it easier to reach our cultural and environmental taonga (the zoo, Museum, West Coast beaches and regional park network) by sustainable modes.

1.4.5. The WLB recommends improving public transport in existing urban areas and new greenfield sites where soils are poor and mid/high density walkable developments are planned/consented and fully funded.

1.4.6. The WLB supports replacing ferries with electric ferries as they require renewal or retrofit.

1.5. Active Transport (p28)

[There is significant potential for walking and cycling to play a much greater role in meeting Auckland’s transport needs. Past urban development patterns, and a lack of investment in safe environments or facilities, has created barriers to Aucklanders walking and cycling more.](#)

- Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network
- Deliver cycleways in areas associated with the Cycling Investment Programme
- Deliver important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport
- Continue to develop and improve safe cycling infrastructure on the cycle and micro mobility strategic network
- Increase the comfort and safety of people on bikes across the wider transport system
- Make some historical cycling infrastructure fit-for purpose and consistent with customer requirements.

1.5.1. WLB supports these investment areas, however as implementation of cycling programmes has failed to meet targets.

1.5.2. Going forward, AT must increase and achieve the implementation targets, working with local boards to identify and execute. AT must pivot their operations and process to undertake these projects in a more nimble and timely way.

1.5.3. WLB also recommends that AT work with the planning office and Eke Panuku Development Auckland to ensure all new developments offer active and public transport options so as to minimise VKT of residents.

JC1-0733

- 1.5.4. Auckland Transport should appropriately promote and enable the use of scooters and other micro mobility vehicles including enabling their use in more appropriate spaces than footpaths and providing adequate opportunities for the secure parking and storage of such vehicles
- 1.5.5. Auckland transport should invest more in creating and maintaining safer footpaths and walkways

1.6. Safety (p29-30, 73)

The transport system has the potential to cause both direct and indirect harm to the people of

Auckland. The most direct form of harm is through Deaths and Serious Injuries (DSI) because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health. These include harm caused by air and noise pollution originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.

Auckland has the highest rate of DSI per kilometre of road when compared to all other New Zealand regions. While DSI on the Auckland road network had generally declined over recent decades, this trend reversed in 2013 and there was an alarming increase in road trauma between 2013 and 2017. In response, a significantly enhanced and accelerated safety programme was provided for in the 2018 RLTP, and Auckland adopted the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019.

- 1.6.1. Safety is a critical focus and reducing DSI should be achieved through lower driving speeds, road reallocation and mode shift, all of which also reduce the carbon footprint of Aucklanders.
- 1.6.2. Recommend continuing with the Vision Zero approach while also support efforts to increase distance travelled by active transport, the reason being that staying at home may be safe but is not the quality of life answer either for the younger and older parts of the population.

1.7. Access and connectivity (p31-32)

Our population and the amount of kilometres we travel in our cars is leading to congested roads and high travel times. Further development of our transport network is needed to increase the use and speed of public transport and walking and cycling facilities as well as improve freight productivity. This is needed to provide better access to employment and social opportunities for more people.

- 1.7.1. See point 1.2.3

1.8. Managing transport assets (p34)

AT is the regional guardian of \$21.1 billion of publicly owned assets. This includes 7638km of arterial and local roads, 7431km of footpaths, 348km of cycleways, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands. In addition, Waka Kotahi manages transport assets valued at around \$15.9 billion which includes state highways, bridges, road tunnels and other structures.

Maintaining and renewing these assets is a significant undertaking. The temporary closure of the Auckland Harbour Bridge last year (due to an accident caused by freak wind gusts) and ongoing issues encountered with the rail network clearly demonstrate the importance of ensuring the resilience and reliability of our infrastructure.

Since the last RLTP, a number of factors have placed increased pressure on the local road and asset network:

- Auckland’s increasing population and demand for travel, leading to faster deterioration of road pavements
- Increasing numbers of heavy vehicles operating on the network including growth-related construction, service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses
- An increasing local network asset base – which is growing by around 1.5 percent every year through the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities)
- Significant increases in construction costs and the cost of renewals, in particular road rehabilitation which makes up the largest share of AT’s renewal spend
- Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog
- Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation.
- Without action to address the impact of these factors, the local network asset base will fall below standard leading to increased reliability issues and higher costs to resolve over the long-term.

1.8.1. WLB notes the increasing proportion of rates money will need to be allocated towards road renewals if the current strategy of low rise sprawl continues. The WLB urges AT to develop a strategy that reduces the proportion of funds to be spent on new roads so as to allow reallocation of that money towards placemaking, improving active and transport modes and running a more frequent and reliable public transport network.

Have we allocated available funding to the highest priorities?

1.9. Travel choices (p38-44)

-
- Rapid transit - fast, frequent, high capacity bus and train services separated from general traffic
- Additional and more frequent rail services
- New train stations
- New and improved bus stations
- Accessibility improvements at bus, train and ferry facilities
- New and extended park and ride facilities

1.9.1. The Draft RLTP does not focus on road reallocation at all. Replacing general traffic lanes with bus/transit lanes, cycle lanes and green buffers will improve public transport efficiency and reliability, encourage mode shift, and improve safety.

- In the WLB area, this should include Ponsonby Road, Broadway (Newmarket), Park Road (Grafton), Parnell Road and Jervois Road. Capacity reductions and road reconfiguration should also be implemented on Fanshawe Street, Hobson Street and Nelson Street.

1.9.2. WLB recommends all proposed rapid transit project be developed and sequenced in a multi-decade work programme, with a continual construction programme.

- This will enable coherent and complementary design, allowing the public and private markets to plan around the long term plan.

- It will also ensure specialist engineering and labour services to be committed to the NZ market, thereby gaining efficiencies in design, procurement and implementation.
 - Projects to include: CRL, North-Western Rail, CC2M Rail, North Shore Rail.
- 1.9.3. WLB recommends investing in technologies such as Headway management that improve reliability of buses.
- 1.9.4. WLB recommends investing in technologies and product development to enable the functioning of increasingly pedestrianised shopping areas.

1.10. Walking and cycling (p45-46)

- New cycleways and shared paths and improved road environments to make cycling safer
- New or improved footpaths

- 1.10.1. WLB supports the implementation of all of the active mode projects stated in the Draft RLTP.
- 1.10.2. When space allows, active mode paths should not be “shared paths”, but instead have segregated cycling and walking lanes. This is crucial to ensure the safety of all users, especially pedestrians.



- 1.10.3. Where possible, a new lane colour is needed to designate cycleways across Auckland. The current green used for cycle lanes is the same as bus lanes, meaning there is a lack of legibility.
- 1.10.4. To encourage active modes, as well as improve streetscape, AT should utilise the road renewals programme to create low-traffic/low-speed neighbourhoods (as per WLB resolution WTM/2020/237).
- 1.10.5. In the WLB area, cycleways should be also be installed on Hopetoun Street, Park Road eastbound, Ponsonby Road, as well as the projects already identified in the cycling programme and the Connected Communities projects.

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- 1.10.6. The WLB request that the funding for walking and cycling is kept at past levels or increased, not reduced.
- 1.10.7. To the extent that shared active transit paths are shared with scooters and micro-mobility vehicles they should preferably be shared with cyclists rather than pedestrians and Auckland transport should progress these ones they have successfully lobbied for the law change to enable this.

1.11. Climate change & the environment (p47-51)

- Electrifying the rail line to Pukekohe
- Increasing the number of electric/hydrogen buses
- Starting decarbonisation of the ferry fleet
- Funding to support the uptake of electric cars

1.11.1. WLB supports actions 1-3 above. These will reduce the direct emissions from the public transport fleet.

1.11.2. WLB does not support action 4, *funding to support the uptake of electric cars*. This is contrary to the goal of reducing congestion and mode shift.

- Reducing parking charges for EVs or use of bus/transit lanes is not supported.
- Negative incentives (e.g., increasing fuel tax, increasing annual registration costs for internal combustion engine vehicles) would be more effective in shifting consumer demand toward electric vehicles. These negative incentives must be coupled with increased congestion and road user charging to ensure mode shift.
- AT should enable market forces to provide EV charging, rather than subsidising further driving.
- EVs should not be able to use bus/transit lanes (unless they qualify due to passenger load). Doing so would encourage mode shift away from public transport.
- While the WLB do not support AT funding the uptake of electric cars, this does not preclude government agencies like Kainga Ora from doing so, for example, as a means to address inequities in public transport provision.

1.12. Safety (p52-53)

- Safety engineering improvements, like red light cameras and safety barriers
- Ensuring speed limits are safe and appropriate
- Improving safety near schools
- Road safety education

1.12.1. WLB supports a large increase in red light cameras and other traffic safety cameras. These should be accompanied by increases in fines and demerit points (noting that this requires central government action).

1.12.2. WLB supports road safety improvements and interventions. These should focus on reducing vehicle speeds and improving safety for all vulnerable road users.

1.12.3. WLB supports the continued implementation of the safe speeds program across the Auckland Region. For local residential roads, 30kph should be the standard speed limit, and this should apply to both new and existing streets.

1.12.4. The WLB recommends creating slow speed low traffic neighbourhoods within a few hundred metre radius of all schools.

1.13. Access and connectivity (p53-57)

- Improving the capacity of our roads for people and freight to improve productivity
- New bus/transit lanes
- New roads to support housing development
- Unsealed road and signage improvements

1.13.1. See point 2.6.1

1.13.2. WLB supports the implementation of new bus/transit lanes across the Auckland region, particularly in the Waitemata Local Board area. Increasing bus efficiency is the cheaper and faster way to improve public transport outcomes.

1.13.3. Recommend decisions over which roads to chip seal be taken in reference to a cycle network strategy.

1.14. Auckland's growth (p58-59)

- Providing transport infrastructure for new housing developments and growth areas
- Improving transport infrastructure in redevelopment locations

1.14.1. WLB does not support council or government resources being used encouraging sprawl, as it is contrary to the goals of reducing our climate impact by creating a compact city.

1.14.2. Where greenfield development is to be implemented, it is critical that public transport and active modes be provided from the outset. Road layouts must prioritise connectivity for these modes. Developments will need to be mid/high density, mixed use and well-designed to make walkability achievable.

1.14.3. If the Mill Road corridor is to be built, it should be in the style of Connected Communities, with only one lane of general traffic in each direction, one bus lane in each direction, and separated cycle lanes. Speeds should be limited to 50kph or below. Under no circumstances should this corridor induce more general vehicles. The WLB questions why Mill Road – a project which may be subject to judicial review - has been prioritised over other smaller projects that are more aligned with the city's strategic goals. For the absence of doubt, the WLB notes this project is diverting funding from many other areas where it is needed.

1.15. Managing transport assets (p60)

- Maintaining and fixing footpaths, local roads and state highways
- Maintaining the rail network
- Works to address climate change risk e.g. flooding, earthquake and slip prevention requirements

1.15.1. The WLB supports a greater proportion of funding to be used for ensuring good quality footpaths across the existing urban network.

1.16. Other (p61)

-

- Funding for community projects which is shared amongst the 21 local boards. This enables smaller scale transport projects decided upon by each local board.
- Funding to undertake long-term planning for the future
- Customer experience and technology improvements – this includes things like AT HOP card and real-time travel information for customers.
 - 1.16.1. WLB supports the reinstatement of the Local Board Transport Capital Fund and of the Safety Fund. This is crucial to making local improvements that benefit citizens but may not rank highly on the Auckland Transport criteria.
 - 1.16.2. AT should focus attention on implementation of a flexible nationwide transport card solution, rather than large levels of spending on the existing AT HOP platform. Where possible, the new solution should be available across multiple platforms and mobile devices, encouraging ease of use across the spectrum of user types, ages and origins. This program should also be marketed at visitors as well as resident New Zealanders.
 - 1.16.3. Customer experience would be greatly improved by investing in technology like Headway that improves bus reliability and helps prevent ‘bunching’.
 - 1.16.4. Business support for town centre improvements including pedestrianisation will be greater if more investment was put into three things: investment into technological solutions to loading/unloading when street loading bays are reduced; development response; stricter keeping to timelines as communicated to businesses (and residents).
 - 1.16.5. Real time information should transition from *vehicle-based* to *service-based* to improve legibility and ease of use.

Vehicle-based departure board

| Sched | Destination | Platform | Due |
|-------|--------------------------|----------|-----|
| 11:18 | Onehunga - Limited Stops | 2 | |
| 11:20 | Papakura via Newmarket | 1 | |
| 11:22 | Swanson via Newmarket | 5 | 15 |
| 11:26 | Manukau via Panmure | 3 | 19 |
| 11:40 | Papakura via Newmarket | 1 | 33 |
| 11:42 | Swanson via Newmarket | 5 | 35 |
| 11:46 | Manukau via Panmure | 3 | 39 |

Sat 3 and Sun 4 August, Rail Buses replace trains on the Southern Line between Penrose and Pukekohe, and on the Eastern Line between Panmure and Manukau. Trains will operate as normal on all other lines. Visit www.AT.govt.nz for details

Service-based departure board

| Line | Destination | Next service | | Then | |
|----------|------------------------|--------------|----------|---------|----------|
| | | Due | Platform | Due | Platform |
| Southern | Papakura via Newmarket | 2 mins | 1 | 22 mins | 1 |
| Western | Swanson via Newmarket | 8 mins | 4 | 18 mins | 4 |
| Manukau | via Panmure | 5 mins | 2 | 25 mins | 5 |
| Onehunga | Limited stops | 11 mins | 3 | 41 mins | 3 |

Whau Local Board

WH/2021/33 Auckland Transport - Regional Land Transport Programme 2021
FILE REF CP2021/04251

AGENDA ITEM NO. 14

Auckland Transport - Regional Land Transport Programme 2021

Resolution number WH/2021/33

MOVED by Chairperson K Thomas, seconded by Member J Rose:

That the **Whau Local Board**:

- a) welcome the opportunity to give its views on the 2021-2031 Regional Land Transport Plan (RLTP).
- b) express concern about lack of information from Auckland Transport (AT) regarding the process for developing this RLTP and the formal opportunities available to local boards to give feedback consistent with their role as local governors, noting that meaningful and early engagement would have been appreciated.
- c) note the findings of the recent Council-controlled Organisations (CCO) review and its expectation that there will be improved communication between AT and local boards over the course of this RLTP.
- d) note that there will be almost no new capital investment in the Whau Local Board area in this RLTP, while understanding the significant financial constraints faced by AT.
- e) note that no new active transport infrastructure other than those projects already underway is planned for the Whau Local Board area in this RLTP, noting in particular that progress in this area lags a long way behind public expectation, and urge AT to consider any additional opportunities for new active transport infrastructure in the area.
- f) remind AT that the parts of the Te Whau Pathway funded by the government's "shovel ready" scheme sit mainly in the Henderson-Massey Local Board area.
- g) note that reinstatement of the local board transport capital fund (LBTCF) to a level that would enable only the completion of the Avondale town centre pavers replacement would effectively only represent the reinstatement of the previous triennium's LBTCF, as that project was resolved by the previous local board and was intended to be funded from the 2017-2020 allocation.
- h) remind AT of its resolution WH/2020/80 of 22 July 2020, where the local board signalled its intentions around what would have been its LBTCF for 2020-2023.
- i) note that this constrained funding environment could provide an ideal opportunity for AT to concentrate more on innovative, low-cost solutions particularly around walking, cycling, micro-mobility and safety, as identified in the Healthy Streets Framework.
- j) note with concern that AT is yet to properly address the parking situation in New Lynn, noting the proposed multi-storey park-and-ride which was a recommendation of the New Lynn Urban Plan 2010 and a long-standing advocacy point for the Whau Local Board, and also the findings of the New Lynn Parking study conducted in 2017 which identified a significant lack of parking capacity in New Lynn.
- k) note with concern that AT continues to focus on a narrow definition of growth (in particular green fields growth) and urge it to consider a broader definition that would enable it to invest

earlier, and more heavily, in areas of intensive brownfields development such as Avondale, which may have a lower cost and lower environmental impact and contribute to mode-shift away from private vehicle usage.

- l) applaud AT for identifying climate change as a key challenge but express its disappointment at the relative lack of investment proposed to meet this challenge and urge a more aggressive approach to accelerate meaningful climate action and a reduction in transport emissions in line with the recommendations of the climate change commission and the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan to keep temperature increases below 1.5°C.
- m) note that the recommendations of the Climate Change Commission's recent draft advice to Government in favour of transformational transport change to reduce emissions in Auckland.
- n) urge AT to advocate to Waka Kotahi to assign more priority to reduction in carbon emissions in its funding decisions and less priority to vehicle throughput.
- o) urge AT to do more to implement the government's "road to zero" strategy and note that several relatively low-cost safety improvements planned for the Whau have been cancelled or deferred in the past year.
- p) note ongoing public concern about pedestrian safety, including lack of pedestrian crossings and poor maintenance of footpaths, particularly in areas with high concentrations of older residents.
- q) request that the budget allocated for road renewal and road improvements be combined so that roads can be assessed for improvement or renewal at the time of renewal. t that the budget allocated for road renewal and road improvements be combined so that roads can be assessed for improvement or renewal at the time of renewal.
- r) adopt a full table of detailed feedback using the feedback form provided in Agenda Attachment A, to be appended to these minutes as Minutes Attachment A.
- s) thank Mary Binney, Senior Advisor Local Board, for her attendance to speak to the item.

CARRIED

Part B – Submissions from partners and key interest groups

Rosebank Business Association

SUBMISSION TO THE DRAFT REGIONAL LAND TRANSPORT PLAN 2021-2031 AND REGIONAL FUEL TAX

The Rosebank Business Association ('Association') - 'Rosebank – Gateway to the West' - welcomes the opportunity to make this submission to the draft Regional Land Transport Plan ('RLTP').

The Rosebank Business Improvement District is a commercial and industrial hub of 650 + businesses located on the Rosebank Peninsula in West Auckland. It has direct access to the SH16 North-Western Motorway and when the Waterview tunnel was completed, it's traffic count increased to between 25 and 35,000 vehicles per day with immediate access and link to the SH20 Airport Motorway. Businesses in the area generate an estimated \$1 billion in revenue, pay significant rates and employ about 9,000 FTEs. The predictions are that this workforce will increase to 20,000 by 2035.

Of critical importance to the Association and its members is transport through the Rosebank business precinct, with the efficiency and effectiveness of Rosebank and Patiki Roads (and their connections to SH16) being of paramount importance. Also of importance is that the Precinct be well served by public transport.

Our feedback will cover:

- (1) Ongoing concerns regarding the impact of COVID-19
- (2) Summary of our Feedback
- (3) Feedback on the Regional Land Transport Plan
- (4) Feedback on the Regional Fuel Tax
- (5) Climate Change
- (6) Rosebank Priorities

- (1) Ongoing concerns regarding the impact of the COVID-19

We have ongoing serious concerns expressed from our local business members that COVID-19 is having a significant impact on their businesses.

The impacts include direct financial impacts on businesses (especially hospitality businesses), supply chain and market disruption as well as effects on production. More particularly, COVID-19 has had major impacts on exporters to China and those relying on international visitors and students. For hospitality and events organisers, the ongoing lockdowns have been devastating. Many firms relying on imported intermediate or final inputs from China are also being affected, particularly in manufacturing. Small and medium-sized businesses have had their business models turned upside down. Businesses tied to travel, tourism and hospitality have experienced losses that will not be recoverable. We still do not know how long this will continue. We have lost many businesses already, with the outlook for some businesses now dire.

We have welcomed the responses from Mayor Phil Goff through the crisis, especially the need to respond calmly, but we ask for more focus in the RLTP on that can be taken to assist businesses.

- (2) Summary of our Feedback

Your on-line form sets out two key questions relating to the Draft Regional Land Transport Plan and the Regional Fuel Tax ('RFT'). Our feedback on these questions is set out below. In summary:

- we agree that rapid population growth in Auckland has brought with it significant transport challenges and we support the focus in your proposals on public and active transport, which will free up road capacity;

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- our preference is that demand management of our existing transport network be a key solution (following 'user pays' approaches, such as congestion charging);
- while we support a regional fuel tax as an interim solution, the tax is placing a further financial burden on business and we are concerned it is being underspent;
- we hold concerns that the significant works planned (such as cycleways), will result in harmful disruption to businesses and we ask that any disruption be properly mitigated (and transparently funded)
- road corridor improvements together with enhancing network capacity are a priority for us to make better use of the existing transport network and increase travel times through key routes and corridors for freight and business-related transport.

(3) Feedback on the Draft Regional Land Transport Plan

Your on-line consultation says that Auckland is growing and our transport system faces significant challenges now and into the future. To meet the directives set by central and local government policies and strategies, the draft RLTP aims to contribute solutions to the following challenges: climate change and the environment; travel choices; safety; better transport connections and roading; Auckland's growth; and managing transport assets.

While we agree overall with the challenges you have identified (climate change, travel choices, better transport connections and roading, Auckland's growth and managing transport assets), we believe improving network capacity and performance by making the most of the existing transport system is key to addressing Auckland's growth and managing transport assets.

We must focus on optimising the transport network through targeted changes, such as improving the coordination of traffic lights, the use of dynamic lanes at peak times, and removing bottlenecks to mitigate congestion. Maximising the benefits from new technology and taking opportunities to influence travel demand are also important, as well as introducing pricing to address congestion as soon as possible. Improving network capacity and performance to addressing Auckland's growth and better manage our existing transport assets are our highest priority transport challenges, followed closely by the other factors outlined in the Plan.

(4) Feedback on the Regional Fuel Tax

Our preference is to introduce initiatives that both manage demand and raise funding equitably as soon as possible, balanced with investment into affordable and more frequent public transport in order to effect sustainable behavioural change. We support the technical work on the 'Congestion Question' project that has been examining the potential to apply congestion charging in Auckland.

In the interim, while we have supported a regional fuel tax of 10 cents per litre (plus GST), we ask for greater transparency regarding the spending of this tax on specific transport projects and services. We wish to avoid the regional fuel tax, which is the equivalent of a significant rates increase (especially for transport operators), being used as a 'top up' for overall transport budgets.

We are also concerned about the ongoing underspend of the Regional Fuel Tax. We are worried that businesses are being over-taxed with the RFT is being underspent or that infrastructure is not being built at the required pace.

(5) Climate Change

We note the RLTP's emphasis on climate change with actions like electrification of the rail line to Pukekohe, increasing the number of electric/hydrogen buses, de-carbonising the ferry fleet and supporting the uptake of electric cars

JC1-0745

We are involved with a variety of initiatives relating to climate change, such as supporting mode shift in transport, encouraging electrification of the vehicle fleet and sustainable waste initiatives.

As the majority of businesses in our precinct are small to medium sized. We would welcome more initiatives to support these businesses to make the necessary changes. Funding for business education on low carbon transport options is particularly important to raise awareness and drive change.

(6) Rosebank Priorities

With specific reference to the Rosebank Peninsula, we ask that urgent consideration be given to the points below.

Rosebank and Patiki Road Corridor Improvements

Of considerable concern to the Association is that the draft RLTP 2021-2031 has no provision for a Rosebank Road upgrade (that is, upgrading the existing Rosebank Road to improve vehicle and freight access to and from State Highway 16). This was at least costed in the last RLTP 2018-28 (at \$36M, but unfunded).

This is contrary to the emphasis in the RLTP on road corridor improvements to address congestion on the arterial network, especially congestion on the freight network. It is also contrary to the need for network capacity and performance improvements, so that better use is made of the existing transport system to increase the number of people who can travel through key routes and corridors. This must include the efficiency and coordination of traffic signals being improved to enhance throughput and reduce delays as well as the introduction of more dynamic traffic lanes to improve peak traffic flows, and give priority to freight movements on key freight connections.

In particular, the Association wishes to see real improvements for Rosebank in terms of traffic management. One issue of importance is for Auckland Transport and Auckland Council to make a decision about road widening. We understand that the ordinance for this is in place. While this would require removal of the flush median, we feel this option has come to the end of its useful life. At peak traffic times the pace of traffic is very slow. Even outside these hours, traffic travels are at around 40km/hr. The ability to exit driveways is now almost impossible without taking risks. Our view is that this must be resolved. There may also be opportunities for safety signage to be displayed in the immediate term. We also ask for a genuine extra northern lane in Patiki road be created to help alleviate the Rosebank roundabout congestion, which proceeds down to the motorway via the ramp metering process. We ask for urgent and serious consideration being given to the introduction of a dynamic traffic lane on Patiki Road to improve peak traffic flows.

The Association asks that the Rosebank Road upgrade signalled in the 2018-2028 RLTP (upgrading the existing Rosebank Road to improve vehicle and freight access to and from State Highway 16 costed at \$36M) be funded in this RLTP period from 2021-2031.

Public Transport – Light Rail on Northwest Corridors

On the issue of public transport, the Association has supported and promoted the new 138 AT bus-link from New Lynn via Rosebank to Henderson and its return. The Association would like to work with Auckland Transport to ensure public transport to and through Rosebank is efficient and effective.

Also on public transport, we note the introduction of a new bus network for West Auckland. There are over 8,000 FTEs working in Rosebank and the second largest secondary school in NZ, Avondale College, is close by. The new bus network must link with the Avondale Train network.

However, of most significance is the proposal for the Northwest Bus Improvements along SH16. The RLTP notes that the Northwest Bus Improvements is proposed to the north-west to support substantial growth along the corridor and in the broader North West, to address the projected decline in employment access, to provide a travel alternative to congestion on State Highway 16, and to improve public transport mode share. It will involve a bus station at Westgate and interim bus stops at Lincoln Road and Te Atatu motorway interchanges. This will be delivered with part-funding from the COVID Response and Recovery Fund.

An ongoing concern we have is that there is no bus station at Rosebank, despite the need to address the projected decline in employment access.

The Association asks that the proposal for Northwest Bus Improvements along SH16 include a station to service the Rosebank employment area.

If you have any questions or would like to discuss this further, please feel free to contact us.

Conclusions

Finally as we enter another very uncertain year, especially for small and medium sized businesses, we ask that the approach to the draft RLTP focus more on how transport initiatives can grow the economy and support job creation.

Yours sincerely,

Mike Gibson
CEO
Rosebank Business Association

Massey and Birdwood Settlers Association Inc

Thank you for your invitation to submit to your 10-year plan.

The Massey Birdwood Settlers Association which is a resident and ratepayers group based in Massey West Auckland, and owners of a Community Hall on the corner of Don Buck and Redhills Road, Massey would like to make the following submission.

1. Specifically the Association would like to see AT stop raising intersections and installing traffic signals. From the feedback we have, it should be one or the other, either raised intersection or traffic signals. By doing both has the problem of creating traffic congestion and slowing vehicles too much.

2. We believe that Auckland Transport should adopt the principle that private transport, in particular, motor vehicles will be the publics' preferred choice of transport, although the mode of powering vehicles will change, and therefore roading, and parking should cater for that. Public Transport and other forms of transport should be designed to supplement and improve vehicle mobility and not restrict or hinder vehicle movement and free up congestion and improve motorists enjoyment of movement, through roading design and work with roading agencies, thus improving road safety.

Yours sincerely

John Riddell
Secretary

Heart of the City

Introduction:

Heart of the City (HOTC) is the business association for Auckland's city centre. We represent the interests of businesses and property owners in the city centre. We are committed to the growth and success of the city centre as a vibrant, accessible, safe and welcoming urban community.

Key points to our submission:

- The city centre has experienced a massive shock from COVID-19. On top of that, spending in the city centre was already trending down before COVID as were the perceptions and experience of access, for both customers and suppliers, caused by long term, large scale and cumulative construction. Many businesses continue to be severely impacted by the City Rail Link construction. The approach to investment and implementation of RLTP funded projects in the city centre must take into consideration the importance of the need for a thriving, appealing and successful city centre.
- We must also see overall improvements in how investment and change is undertaken in the city centre, and ensure that planning is holistic and integrated, and that innovation underpins the strategic direction for change.
- There must be a strong focus on "dig once". Projects must be sequenced to ensure this is achieved. Auckland Transport recently deferred the Wellesley Street project due to the need to achieve savings due to Covid, however the consequences of this are significant as it will mean additional disruption to an area that has already had significant disruption caused by the City Rail Link works. This is not an acceptable way of dealing with city centre transformation.
- HOTC would like to see a stronger focus on ensuring reliable and affordable public transport is provided, both day and night, with associated infrastructure that is high quality and safe, and other modes supported. This must also be supported by a well-resourced and enduring Travel Demand Management (TDM) programme.
- HOTC also believes that there must be equitable access. Importantly, we maintain that until such a time there is universal public transport, day and night, Auckland Transport needs to continue to have a role in affordable, off street, short term parking. The inclusion of short- term parking in the redevelopment of the Downtown carpark is essential.
- HOTC considers that, subject to a successful business case, funding for Access for Everyone and also bus priority infrastructure and measures is a priority and should not be put at risk through insufficient funding.
- We also need to ensure that goods and freight can get to where they need to go. HOTC cannot accept the ongoing cannibalisation of kerbside loading space. Investment and priority is needed to fast track strategic kerbside planning to enable innovative solutions, such as for loading and servicing in the city centre.
- We are supportive of the proposal to procure only electric or hydrogen buses from July 2021. We must address air quality issues in the city centre and this a key initiative to support this.
- In principle, we support the concept of congestion charging across Auckland (but further analysis is required before HOTC can respond on the proposal for a city centre cordon) and the removal of Fringe Benefit Tax for public transport but cannot support an Employee Remote Work policy proposal.
- We cannot forget the fundamentals through this budget. There must be appropriate levels of investment for maintenance and enforcement. We continue to see examples of public spaces

deteriorating after significant investment due to assets not being fixed or replaced in a timely manner, and ongoing poor enforcement, particularly for illegal parking.

Our submission will cover

1. Funding, including Regional Fuel Tax (RFT)
2. Priorities for investment
 - a. City centre priorities
 - b. Climate change
 - c. Maintenance and asset maintenance
 - d. Major/other investments
3. City Rail Link
4. Rapid Transit (Light Rail)
5. Policy Changes, including congestion charging

1. Funding, including Regional Fuel Tax and congestion charging

HOTC recognises that the Draft RLTP's programme of investment in city centre transport projects and services is subject to uncertainty about Waka Kotahi funding contributions over the 2021-31 period. We note that AT's capital programme within this RLTP is based on the assumption that it can be funded by Auckland Council and National Land Transport Fund (NLTF) on a 50:50 co-funding mix, the same as assumed in Auckland Council's Draft LTP 2021-31.

If insufficient funding is forthcoming from Waka Kotahi, AT indicates that the following projects in the city-centre would be 'at risk' due to being lower priority compared to other projects agreed to in ATAP 2021-31;

- Albert and Vincent Street Bus Priority Improvements
- Access for Everyone
- Ferry Decarbonisation
- Downtown Bus Improvements (Quay Park, Customs Street and Wynyard Quarter)
- Walking and Cycling Programme, Phase 2

Subject to the completion of a successful and agreed business case, HOTC wants to ensure that Access for Everyone is given priority for investment and that its implementation is not put at risk due to insufficient funding. This could be a significant driver for how public space redevelopment and access projects are undertaken for the city centre.

We would also give greater priority to enabling better bus priority and improvements in the city centre, as it's critical that there is reliable and efficient bus access into the city centre. This will be critical to enabling mode shift and reducing congestion. We note that this needs to be cognisant of the process for Light Rail.

Regional Fuel Tax:

Our preference is to introduce initiatives that both manage demand and raise funding equitably as soon as possible, balanced with investment into affordable and more frequent public transport in order to effect sustainable behavioural change.

While we have previously supported a regional fuel tax of 10 cents per litre (plus GST) as an interim measure, we ask for greater transparency regarding the spending of this tax on specific transport projects and services. We wish to avoid the RFT, which is the equivalent of a significant rates increase (especially for transport operators), being used as a 'top up' for overall transport budgets.

We note the ongoing underspend of the Regional Fuel Tax. We are concerned that:

- the RFT is being under-spent
- businesses and residents are being over-taxed
- infrastructure is not being built at the required pace.

2. Priorities for Investment

a) City centre priorities

The city centre has experienced a massive shock from COVID-19. Impacted businesses, which employ people from all over the city, have lost half a billion dollars of consumer spending over the last year plus all the costs associated with changing alert levels.

On top of that, spending in the city centre was already trending down before COVID as were the perceptions and experience of access, for both customers and suppliers, caused by long term, large scale and cumulative construction. Many businesses remain seriously impacted by this construction, particularly from the City Rail Link. The approach to investment and implementation of RLTP funded projects in the city centre must reflect the importance of attracting people back to the city centre. Whilst we are supportive of a number of priorities for investment that are outlined in the RLTP, including investment into Access for Everyone, in order to successfully achieve a positive outcome for the city centre, we would like to see:

- Holistic and connected planning within Auckland Transport, and across the Council group to achieve successful transformation in the city centre. This is necessary to ensure place, movement and operational needs are met optimally.
 - Effective timing and sequencing of projects to ensure the city centre is attractive and accessible while it is being transformed.
 - Scheduled works are cost-effective and efficient, with a “dig once” approach.
 - New spaces must be maintained and looked after – ongoing management and maintenance is vital to success.
 - Innovation in how the city operates, for example in servicing and loading, to underpin aspirations for the place – businesses need to get stock.
- Access for everyone: Subject to the completion of a successful and agreed business case, HOTC wants to ensure that Access for Everyone is given priority for investment and that its implementation is not put at risk due to insufficient funding. This may require a review of the overall priorities for city centre investment in the coming years, including the current City Centre Targeted Rate (CCTR) capital programme led by Auckland Council and other planned Auckland Transport projects.

Midtown Bus Improvements: The RLTP currently has \$132M allocated to support investment into the places like Wellesley Street as well as in and around the University. We are supportive of prioritising investment around public transport nodes. It was extremely disappointing that funding for the Wellesley Street infrastructure development was deferred in 2020, and planned Watercare works in the area were also not coordinated. We urge Auckland Transport to approach city centre development with a “dig once” approach and take this into consideration when looking at budgeting and phasing. The consequence of this deferment will be additional disruption to businesses in the Wellesley Street area, which could have been avoided if works were timed with the current Wellesley Street/Albert street intersection closure, as originally planned.

Bus Stations/exchanges. Significant funding has been allocated in the RLTP to support bus exchanges in Wynyard Quarter and the Beach Road area, as outlined in the Bus Reference Case 2020. It is not clear how the proposed Downtown Carpark sale, and the idea of a bus interchange, fits within this investment and overall strategy as it is not referred to in the Bus Reference Document, and whether this triggers any changes.

Introduction of bus lanes. HOTC recognises the importance of rolling out dedicated bus lanes in the

city centre to increase reliability of bus services. However, the implication of the introduction of bus lanes is that other essential functions such as taxis and rideshare are not always able to access some areas. We would like a more holistic approach to planning and rolling out of bus lanes and these must go hand in hand with other strategic work such as integrated kerbside planning.

Other investment

- To support the significant capital investment programme being undertaken in the city centre, HOTC would also like to see:

- o A fully funded large scale TDM (travel demand management) programme.

- o Kerbside/loading and servicing strategy with investment for implementation. We understand that the some of this is now a key workstream falling out of the Access for Everyone business case, however this work should not be contingent on the successful completion of A4E.

b) Climate Change and the environment

HOTC is supportive of investment to meet climate change goals. In particular, we support funding that will ensure all new buses procured from 1 July 2021 will only be electric or hydrogen - this will go some way in addressing air quality issues in the city centre.

c) Maintenance and enforcement

- Ongoing management, maintenance and enforcement are vital to maintain a successful and attractive city centre. We continue to see examples of public spaces deteriorating after significant investment due to assets not being fixed or replaced in a timely manner, and ongoing poor enforcement, particularly for illegal parking. These are significant issues that must be addressed.
- We understand that camera technology put in place to help support more effective parking enforcement is not operating due to resource issues. We simply can't afford to keep letting our streets and spaces not work and adequate investment must be put in place to ensure this is realised.
- The level of road (including footpath) maintenance is a serious issue. To ensure sufficient funding is available to cover renewals within the RLTP, Auckland Council and AT need to advocate to the government to increase funding in the Local Road Maintenance Activity Class in the 2024 GPS.
- We would also like Auckland Transport to be efficient with maintenance and renewals contracts and look at what other opportunities exist for improvements to streets under existing contracts (such as, if appropriate, changes to improve loading zones rather than just replacing like for like).

d) Major/other investments

HOTC is supportive of a number of regional investment projects which will improve access to the city centre. In particular, we support:

- SH16 Northwest bus Improvements: It is critical that there is significantly improved access from the Northwest into the city centre to support the economy here. HOTC would like to understand how this is being future proofed with respect to the current Light Rail business case process.
- HOTC has been a supporter of the Northern Pathway (SkyPath) since its original inception and we continue to support the idea of being able to cycle across the harbour. The current situation is extremely disappointing and we would like to see a solution that could enable this to be achieved. We recognise the opportunity that enabling cycling and walking across the harbour could bring to

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the city centre, both for domestic access but also as creating another attraction that would build Auckland's appeal as a tourism destination.

3. City Rail Link

HOTC would not like to see any additional funding requests for the CRL from Auckland Council funding.

4. Light Rail

HOTC has an ongoing interest in the development of the Light Rail business case and is expected to be included in stakeholder consultation during the period of its development. Any decision for a route in the city centre will be significant and will have major implications to how specific streets could function in the future, as well significant disruption.

If the right rapid transit solution can be found and it is well planned, governed and executed, it will help transform our city. However, if it is not well considered and it does not learn from the City Rail Link experience, the negative impacts across Auckland will be enormous. There needs to be proactive consideration for support for business that is appropriately funded and set aside from the project budget.

5. Policy Changes

Removal of Fringe Benefit Tax (FBT) Public Transport

Heart of the City is supportive of the proposal to remove FBT for public transport initiatives by employers for employees. This will enable employers to offer employees subsidised public transport options and would also align with Auckland Transport TDM (travel demand programmes).

Employee Remote Work

HOTC does not support this proposed policy response. We cannot support the intent from the RLTP to advocate/lobby for central government intervention to encourage employees to have a 'one day for work from home' policy in place, not least because \$4.4B is being invested in public transport to improve access to the city centre and also to support city centre recovery.

In November 2020 Auckland Council's Chief Economist Unit reported that the number of people in the city centre on the average workday under Level 1 restrictions is about 80-85% of pre-lockdown levels. Some, but not all, of lost city centre spending appears to have shifted to other major centres in Auckland. None of these centres have seen declines as large as in the city centre.

Heart of the City acknowledges the benefit to air quality and congestion that increased working from home has had during COVID. HOTC is supportive of the idea of flexible working which can support reduced congestion, including for example encouraging different start and finish times. This proposal fails to acknowledge the economic impact of working from home.

Congestion Charging:

HOTC is supportive of the principle of congestion charging across Auckland to address major productivity issues for business, however, we have yet to complete our analysis regarding potential impacts on the city centre. We will be engaging with Central Government on The Congestion Question. In brief, it is HOTC's current view that:

- Congestion charging can't be introduced in isolation:
 - o it will be vital to link any congestion charging with the opening up of better public transport in Auckland
 - o further analysis is important before HOTC can respond on the proposal for a city centre cordon
 - An easy to access city centre is vital to its success.
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Lawyers for Climate Action NZ Inc

Submission on the Draft Regional Land Transport Plan Summary

1. Lawyers for Climate Action NZ Inc (LCANZI) is a non-profit group of over 300 lawyers who have come together to advocate for legislation and policies to ensure Aotearoa New Zealand meets or exceeds its commitment under the Paris Agreement to achieve net zero carbon emissions as soon as possible and no later than 2050. More information about us can be found on our website:

<https://www.lawyersforclimateaction.nz/>

2. LCANZI is a member of the All Aboard Aotearoa alliance and fully supports the submission being made by that organisation. The focus of our separate submission is to consider in greater detail whether the draft Regional Land Transport Plan (RLTP) complies with the applicable legal framework, including:

- Local Government (Auckland Council) Act 2009;
- Land Transport Management Act 2003;
- Local Government Act 2002;
- Auckland's Climate Plan;
- Local Government Leaders' Climate Change Declaration 2017, signed by Mayor Phil Goff;
- Climate Change Response Act 2002;
- Te Tiriti o Waitangi; and
- New Zealand Bill of Rights Act 1990.

3. Our conclusion is that the draft RLTP does not comply with the applicable legal requirements. The main reason for this is that, while the combined effect of the legal instruments listed above is to require a substantial reduction in emissions, including transport emissions, by 2030, the draft RLTP provides for transport emissions to increase by 6% by 2031, or, at best, reduce by 12% depending on whether the Government makes certain policy interventions.

4. The draft RLTP is therefore not capable of approval in its current form and must be radically overhauled. In particular, the RLTP must provide for a 64% decrease in transport emissions by 2030, from 2016 levels, consistent with the Te Tāruke ā Tāwhiri (Auckland Climate Plan). Failing this, the RLTP will be unlawful and Auckland Transport and the Council will be in

breach of their duties in relation to it. Any decision to approve the draft RLTP will be at risk of being set aside by a Court on an application of judicial review.

5. The New Zealand Courts have signalled their willingness to closely scrutinise and set aside decisions by Councils that relate to climate change. In *Hauraki Coromandel Climate Action Inc v Thames-Coromandel District Council*,¹ Justice Palmer explained:

There is no doubt that climate change gives rise to vitally important environmental, economic, social, cultural and political issues in 2020. [...] The inhabitants and environment in the Thames-Coromandel District, and the cost of Council infrastructure, are likely to be significantly impacted by the effects of anthropogenic climate change. I accept that the intensity of review of decisions about climate change by public decision-makers is similar to that for fundamental human rights. Depending on their context, decisions about climate change deserve heightened scrutiny.

6. We urge Auckland Transport and the Council to comply with the law and revise the RLTP such that it achieves the necessary reduction in transport emissions. If this requires the Council to liaise with the Government on ATAP, then that is what must happen.

The legal requirements for the RLTP have not been met

7. We set out below the legal requirements that must be met in relation to the RLTP, and the respects in which the draft RLTP does not meet them.

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Local Government (Auckland Council) Act 2009

8. Auckland Transport, the body charged with preparing the RLTP, is constituted under the Local Government (Auckland Council) Act 2009. The Act provides that Auckland Transport’s purpose “is to contribute to an effective, efficient, and safe Auckland land transport system in the public interest”.² It also provides that one of Auckland Transport’s functions is to prepare the RLTP.³

9. Auckland Transport must act in accordance with its statutory purpose. This means that in preparing the RLTP, Auckland Transport must “contribute to an effective, efficient, and safe Auckland land transport system in the public interest”. Failure to do so will mean that Auckland Transport has acted unlawfully and its decisions in relation to the RLTP will be at risk of being set aside by a Court on an application for judicial review.⁴

1 Hauraki Coromandel Climate Action Inc v Thames-Coromandel District Council [2020] NZHC 3228 at [50]-[51].

2 Local Government (Auckland Council) Act 2009, s 39.

3 Local Government (Auckland Council) Act 2009, s 45(a).

4 The decisions of council-controlled organisations are susceptible to judicial review: Moncrief-Spittle v Regional Facilities Auckland Limited [2021] NZCA 142 at [68]; Moncrief-Spittle v Regional Facilities Auckland Limited [2019] NZHC 2399 at [27]-[29]; Graham Taylor, Judicial Review: A New Zealand Perspective (4th ed, LexisNexis, Wellington, 2018) at [2.02].

10. There is no doubt that the “public interest” requires a swift and substantial reduction in emissions to achieve net zero by 2050. The Council has made this clear in its own Climate Plan: it has set a “core goal” of reducing emissions by 50% by 2030 and reaching net zero emissions by 2050.⁵ The Council says that achieving this “core goal” requires a 64% reduction in gross emissions from transport in Auckland by 2030, compared to 2016 levels.⁶

11. This reduction in emissions is of such public importance that the Council has declared a climate emergency.⁷ The Council has also signed the Local Government Leaders’ Climate Change Declaration in which it has committed to “develop and implement ambitious action plans that reduce greenhouse gas emissions”.⁸ The Council has promised that “these plans will: promote walking, cycling, public transport and other low carbon transport options”.⁹

12. The Council has spelt out in its Climate Plan what actions it must take to achieve the necessary reduction in transport emissions. In short, the Council says it must: “encourage a shift to public transport use, walking and micro-mobility devices, rather than driving”.¹⁰ The Council has said it will do this including by reducing private vehicle travel, and making travelling by public transport more appealing than using personal vehicles.¹¹

13. The draft RLTP is plainly not consistent with the Council’s Climate Plan and is not in the public interest. This is because it provides for a 6% increase in transport emissions by 2031, or, at best, a 12% decrease if the Government makes certain policy interventions.¹² Rather than encouraging the mode-shift away from driving the Council has declared necessary in its Climate Plan, the draft RLTP provides for private vehicle trips and vehicle kilometres travelled to increase.¹³ In our opinion, in preparing the RLTP Auckland Transport has failed to act in accordance with its statutory purpose. Its decisions in relation to the RLTP are thus susceptible to being set aside by the Court.

Land Transport Management Act 2003

14. The Land Transport Management Act 2003 defines the “core requirements” for the RLTP.¹⁴ Among other things, before the RLTP can be approved, the Regional Transport Committee must be satisfied that the RLTP:¹⁵

5 Auckland Climate Plan, p. 7.

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6 *Auckland Climate Plan*, p. 52.

7. https://infocouncil.aucklandcouncil.govt.nz/Open/2019/06/ENV_20190611_MIN_6851_WEB.htm.

8 *Local Government Leaders' Climate Change Declaration 2017*.

9 *Local Government Leaders' Climate Change Declaration 2017*.

10 *Auckland Climate Plan*, p. 85.

11 *Auckland Climate Plan*, pp. 82-85.

12 *Draft RLTP*, p. 65.

13 *Draft RLTP*, p. 64.

14 *Land Transport Management Act 2003*, s 14.

15 *Land Transport Management Act 2003*, s 14.

a. contributes to the purpose of the Land Transport Management Act 2003, that purpose being “to contribute to an effective, efficient, and safe land transport system in the public interest”;¹⁶ and
b. is consistent with the Government Policy Statement on land transport.

15. As we have explained in the previous section, the draft RLTP does not “contribute to an effective, efficient, and safe land transport system in the public interest”. Nor is the draft RLTP consistent with the Government Policy Statement on land transport.¹⁷ That Statement calls for reduced transport emissions by 2031 through mode-shift, i.e. increasing the share of people’s travel by public transport, walking or cycling.¹⁸ This requires a “rapid transition to a low carbon transport system”.¹⁹ The draft RLTP is inconsistent with this: it provides for an increase in emissions, and for private vehicle trips and vehicle kilometres travelled to increase.²⁰

16. The Regional Transport Committee does not have unfettered discretion in deciding whether the RLTP meets these requirements. As a body constituted by statute,²¹ its decisions must comply with the law, including the public law standard of reasonableness. This means that, even if it is satisfied that the RLTP meets the “core requirements” set out in s 14 of the Land Transport Management Act 2003, if that is a decision that no reasonable committee could make, it will be unlawful and at risk of being set aside by a Court on an application for judicial review.

17. In our submission, no Regional Transport Committee acting reasonably could possibly be satisfied that the RLTP, as it stands, meets the “core requirements” set out in the Land Transport Management Act 2003.
Local Government Act 2002

18. The Local Government Act 2002 requires the Council to work for the benefit of future generations:

a. The Council’s statutory purpose is to “meet the current and future needs of communities for good quality local infrastructure” which means “infrastructure and services that are efficient, effective and appropriate to present and anticipated future circumstances”.²² As a public body, the Council must act in accordance with its statutory purpose.

16 *Land Transport Management Act 2003*, s 3.

17 *Land Transport Management Act 2003*, ss 3, 14(a)(ii).

18 *GPS dated September 2020*, p. 22.

19 *GPS dated September 2020*, p. 22.

20 *Draft RLTP*, p. 64.

21 *Land Transport Management Act 2003*, s 105.

22 *Local Government Act 2002*, s 10(2) (*emphasis added*).

b. When making any decision, the Council must act in accordance with the following principles:

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- i. The Council “should take account of the interests of future as well as current communities” and “the likely impact of any decision” on environmental wellbeing, as well as social, economic and cultural wellbeing.²³
 - ii. The Council “should ensure prudent stewardship and efficient and effective use of its resources in the interests of its district or region, including by planning effectively for the future management of its assets”.²⁴
 - iii. “In taking a sustainable development approach, the Council should take into account: the social, economic, and cultural wellbeing of people and communities; the need to maintain and enhance the quality of the environment; and the reasonably foreseeable needs of future generations”.²⁵
19. In our opinion, the foregoing purpose and principles entail the Council acting in a manner that will achieve the required emissions reduction, as called for in its own Climate Plan. A decision by the Council to endorse an RLTP that does not reduce emissions in accordance with the Council’s own Climate Plan will therefore be contrary to the Council’s statutory purpose and evidence that the Council failed to act in accordance with the principles above. The Council’s decision to endorse the RLTP would therefore be unlawful and at risk of being set aside by a Court on an application for judicial review.

20. The Local Government Act 2002 also imposes obligations on Auckland Transport as a council-controlled organisation. It provides that the principal objective of a council-controlled organisation is to:

- a. achieve the objectives of its shareholders, both commercial and non-commercial, as specified in the statement of intent; and
- b. exhibit a sense of social and environmental responsibility by having regard to the interests of the community in which it operates, among other things.²⁶

21. The Council, as a shareholder of Auckland Transport, has the objective of reducing transport emissions by 64% by 2030, from 2016 levels (as set out in its Climate Plan). This is reflected in AT’s Statement of Intent for 2020-2023:

23 Local Government Act 2002, s 14(1)(c) (emphasis added).

24 Local Government Act 2002, s 14(1)(g) (emphasis added).

25 Local Government Act 2002, s 14(1)(h) (emphasis added).

26 Local Government Act 2002, s 59(a) and (c).

Auckland Climate Plan sets a pathway to rapidly reduce greenhouse gas emissions and help prepare Auckland for the impacts of climate change. It will inform detailed actions for inclusion in the next RLTP to be finalised in 2021.

In October 2020, Auckland Council will be launching Te Tāruke-ā-Tāwhiri, Auckland’s Climate Plan. AT has worked closely with Auckland Council on the development of the Plan, and within available resources will continue to work to help deliver the Climate Plan’s outcomes, which includes the goal of a 50% greenhouse gas emissions reduction by 2030.

With around 40% of Auckland’s greenhouse gas emissions coming from the transport sector, reducing transport emissions is vital to meeting the region’s greenhouse gas emissions reduction goals. Given the size of reduction needed, an aligned approach between Auckland Council, Central Government and AT is essential.²⁸

[...]

AT is fully committed to helping reduce Auckland’s transport emissions. [...] The recently declared climate emergency, and focus on reducing emissions, confirms the need for AT to continue investing in mode shift as a priority with available funding. Encouraging mode change away from private transport is the main mechanism AT can use to reduce greenhouse gas emissions.²⁹

22. The RLTP does not achieve the objective of reducing transport emissions as specified in the Statement of Intent, and nor does it exhibit a sense of environmental responsibility. This means that

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Auckland Transport, in preparing the RLTP, has failed to act in accordance with its principal statutory objective. This forms a further basis for judicial review of Auckland Transport's decisions in relation to the RLTP by the Courts.

Auckland Climate Plan, Auckland Council's Climate Emergency Declaration, Local Government Leaders' Climate Change Declaration 2017

23. In our opinion, the Council's declarations, plans and policies to reduce transport emissions by 64% by 2030, in particular by encouraging mode-shift away from driving, have created a legitimate expectation on the part of Auckland residents that the Council will take action to do this, including by providing for it in the RLTP. Auckland residents have relied, and continued to rely, on the Council to do this.

24. Legitimate expectations can be legally enforced against Councils.³⁰ For example, in *Aoraki Water Trust v Meridian Energy Limited*, the High Court recognised that water rights holders

27 Auckland Transport Statement of Intent 2020-2023, p. 9.

28 Auckland Transport Statement of Intent 2020-2023, pp. 13-14.

29 Auckland Transport Statement of Intent 2020-2023, p. 17.

30 Hauraki Coromandel Climate Action Inc v Thames-Coromandel District Council [2020] NZHC 3228 at [31].

had a legitimate expectation that the regional council would not derogate from their water rights grants unless specifically empowered to do so by statute.³¹

25. In *Hauraki Coromandel Climate Action Inc v Thames-Coromandel District Council*, the High Court highlighted the possibility of a successful action for breach of legitimate expectation on the basis of the Local Government Leaders' Climate Change Declaration 2017:³²

[I]f a Council endorses their Mayor signing the Declaration and the Mayor signs it, then the Mayor would have ostensibly signed it on the Council's behalf. That appears to be what was proposed here by Councillor Peters. And if, for example, the Council were then to refuse to even consider developing any action plan to reduce greenhouse gas emissions, or to decide not to work with its community at all to understand the physical impacts of climate change, then a successful action for breach of legitimate expectation could not be ruled out.

26. We consider that Auckland residents have a legitimate expectation that the Council will create, or procure Auckland Transport to create, a RLTP that provides for the necessary reduction in transport emissions. If the RLTP does not do this, the Council risks facing a successful action for breach of legitimate expectation.

Climate Change Response Act 2002

27. The Climate Change Response Act 2002 sets a target for New Zealand to:

- a. reduce net emissions of all greenhouse gases (except biogenic methane) to zero by 2050; and
- b. reduce emissions of biogenic methane to 24-47 per cent below 2017 levels by 2050, including to 10 per cent below 2017 levels by 2030 (the 2050 Target).

28. The 2050 Target can only be achieved if Auckland fully decarbonises its transport system by 2050. It is difficult to see how this could occur if the draft RLTP is adopted, and transport emissions continue to increase until at least 2031.

29. The Council and Auckland Transport are expressly permitted by section 5ZN of the Climate Change Response Act to take into account the 2050 Target in exercising their functions, which include drafting and adopting an RLTP. In our view, the 2050 Target is so obviously material to the

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RLTP that the Court is likely to consider that the Council and Auckland Transport are required to have regard to the 2050 Target when drafting and adopting the RLTP.

30. The draft RLTP contains passing reference to the 2050 Target but does not explain how the Council and Auckland Transport have taken it into account, nor does it explain how the

31 Hauraki Coromandel Climate Action Inc v Thames-Coromandel District Council [2020] NZHC 3228 at [31].

32 Hauraki Coromandel Climate Action Inc v Thames-Coromandel District Council [2020] NZHC 3228 at [32]. draft RLTP relates to the 2050 Target. Accordingly, if the RLTP is adopted in its current form, we consider it likely that the Court would find that the Council and Auckland Transport have not given proper consideration to the 2050 Target in drafting and adopting the RLTP. Te Tiriti o Waitangi

31. Te Tiriti o Waitangi places overarching obligations on the Crown. Under Article 2 of Te Tiriti the Crown has the obligation to preserve and protect tino rangatiratanga of Māori over their whenua, kāinga and taonga. The Court of Appeal has held that this imposes a duty on the Crown to actively protect Māori use of their lands and waters to fullest extent practicable.³³ In our view, this encompasses a duty on the Crown to preserve and protect Māori lands and waters and other environmental taonga against the effects of climate change. The Crown's duty of protection, in our view, requires active steps by the Crown to mitigate the effects of climate change on Māori by cutting emissions.

32. Section 4 of the Local Government Act 2002 provides that "in order to recognise and respect the Crown's responsibility to take appropriate account of the principles of the Treaty of Waitangi", Parts 2 and 6 of the Act "provide principles and requirements for local authorities that are intended to facilitate participation by Māori in local authority decision-making processes". Some of the principles in Part 2 are set out at paragraph 18.b above.

33. We consider that the draft RLTP – providing as it does for an increase in emissions, and not the necessary decrease – is inconsistent with the Crown's obligations under Article 2 of Te Tiriti.

34. While these are our views of the relationship between the RLTP and Te Tiriti, we acknowledge that we have not consulted with iwi/Māori representatives on this issue and we do not claim to speak on behalf of iwi/Māori. New Zealand Bill of Rights Act 1990

35. In performing their functions, both Auckland Transport and the Council are required to comply with the New Zealand Bill of Rights Act 1990 (NZBORA).³⁴ As an illustration of this, the Court of Appeal has recently found that Regional Facilities Auckland Limited was bound to observe the NZBORA in deciding whether to cancel a venue hire agreement.³⁵

36. One of the fundamental rights protected by the NZBORA is the right to life. Section 8 provides that "[n]o one shall be deprived of life except on such grounds as are established by law and are consistent with the principles of fundamental justice".

33 NZ Māori Council v Attorney-General [1987] 1 NZLR 641 CA. See also the Wai 262 Report.

34 New Zealand Bill of Rights Act 1990, s 3.

35 Moncrief-Spittle v Regional Facilities Auckland Limited [2021] NZCA 142 at [68].

37. The right to life in s 8 of the NZBORA has counterparts in global and regional human rights instruments, such as the International Covenant on Civil and Political Rights,³⁶ which Aotearoa New Zealand is a party to, and the European Convention on Human Rights (ECHR).³⁷

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38. The scientific consensus is that the consequences of global warming for human life will be much more severe if warming exceeds 1.5° Celsius above pre-industrial levels. The Council has declared a climate emergency and formulated a plan for achieving net zero emissions by 2050, including by reducing transport emissions by 64% by 2030 compared to 2016 levels.

39. In view of this, we consider that preparing and approving a RLTP that does not provide for this reduction in transport emissions is inconsistent with the right to life under the NZBORA.

40. Support for our view comes from the Dutch case of *The State of the Netherlands v Stichting Urgenda*,³⁸ which arose from a 2013 challenge to the Dutch Government's target of a 20% reduction in emissions by 2020. The applicant NGO argued that the target was inconsistent with, inter alia, the right to life in the ECHR, in circumstances where the scientific consensus was that a reduction of 25-40% was necessary to keep warming to a maximum of 2°C. The Dutch Supreme Court upheld the lower court rulings that the State was under a duty to reduce emissions by 25% by 2020.

41. The Court concluded that the right to life imposes a positive obligation on States to take appropriate measures to protect the lives of those within its jurisdiction from a "real and immediate risk" which is "genuine and imminent".³⁹ The Court also noted that, while the Netherlands' output of GHG emissions is relatively small when looked at on a worldwide scale, this did not excuse it from action. It held that the right to life "should be interpreted in such a way that [it] oblige[s] the contracting states to do 'their part' to counter [the] danger" of climate change.⁴⁰

42. The success of *Urgenda* has inspired similar challenges in other jurisdictions, including in Ireland, where the Irish Supreme Court held that the Irish Government's National Mitigation Plan 2017 was invalid on the grounds that the plan did not meet statutory requirements and also noted that there may be environmental cases where the right to life may be engaged.⁴¹ A number of other cases involving similar claims based on the right to life are currently proceeding through court systems worldwide, including in the South

36 International Covenant on Civil and Political Rights, art 6.

37 European Convention on Human Rights, art 2.

38 The State of the Netherlands v Stichting Urgenda ECLI:NL:HR:2019:2007 (Supreme Court of the Netherlands, 13 January 2020).

39 At [5.2.2].

40 At [5.8].

41 Friends of the Irish Environment v Ireland [2020] IESC 49.

Korean Constitutional Court,⁴² the Canadian Federal Court of Appeal⁴³ and in the European Court of Human Rights.⁴⁴

43. In light of this, we consider that Auckland Transport and the Council are obliged to ensure that the RLTP is consistent with the right to life of Aucklanders (and indeed all New Zealanders). In our opinion, this means that the RLTP must provide for the necessary reductions in transport emissions. Failure to do this will, in our view, be a breach of the NZBORA and susceptible to judicial review on that basis. The role of ATAP

44. The draft RLTP states that it has been informed by ATAP.⁴⁵ As the draft RLTP rightly acknowledges, ATAP does not replace Auckland Transport's and the Council's statutory obligations in relation to the RLTP.⁴⁶ The RLTP must comply with the law regardless of what ATAP says. Auckland Transport and the Council are required to do what is necessary to produce a compliant RLTP, including liaising with the Government.

45. The Council is required to consult on the RLTP in accordance with the principles set out in s 82 of the Local Government Act 2002.⁴⁷ The High Court has recently found that Queenstown Lakes District Council breached these statutory consultation requirements by failing to make clear during the consultation process that it was contemplating a 100-year lease for jet services at Wanaka Airport, and therefore the subsequent grant of the lease was unlawful.⁴⁸

46. The draft RLTP is not “set in stone” despite having been informed by ATAP.⁴⁹ If that is not correct, and the Council not willing to alter the RLTP due to ATAP, it will have breached the consultation requirements in the Local Government Act 2002. The RLTP will therefore be vulnerable on this additional basis to being set aside on an application for judicial review. The way forward

47. In summary, the law is clear: the RLTP must provide for an effective, efficient, and safe Auckland land transport system in the public interest. In light of the climate emergency, this means that it must provide for a 64% reduction in transport emissions by 2030 as compared to 2016 levels, consistent with the Council’s Climate Plan.

42 Do-Hyun Kim v South Korea (filed 13 March 2020).

43 La Rose v Her Majesty the Queen (appealed 24 November 2020).

44 See <<https://youth4climatejustice.org/>>.

45 Draft RLTP, p. 85.

46 Draft RLTP, p. 85.

47 Land Transport Management Act 2003, s 18.

48 Wanaka Stakeholders Group Inc v Queenstown Lakes District Council [2021] NZHC 852 at [218]-[222].

49 Draft RLTP, p. 85.

48. The draft RLTP must be revised to achieve this. If this means that the Council must liaise with the Government and revise ATAP, then that is what must happen. The draft RLTP as it stands is in breach of the legal requirements and is not capable of lawful approval

National Road Carriers Association

KEY POINT SUMMARY

The National Road Carriers submission:

- Recommends that the DRAFT Regional Land Transport Plan (RLTP) makes detailed mention of Auckland's critical challenges for freight movement and suggests the Auckland Freight Plan 2020 be used to guide the editing required to highlight the step-change in acknowledging freight's importance to Aucklanders and the economy (see paragraphs 32 – 43 for suggestions).
- Notes that freight is a key enabler of economic activity and fundamental to the liveability of Auckland, as was demonstrated during the COVID-19 lock-down. Freight is important to building future Auckland, and its key role deserves to be highlighted.
- Recommends a clear outcome statement or plan (supported by maps) be included in the RLTP of what Auckland's integrated transport network will look like for moving people and goods by 2031 – If we don't know where we are going, how can we get there?
- Recommends that the Auckland Freight Plan's map of the Strategic Freight Network (SFN) be included in the RLTP.
- Recommends that the RLTP mention that in 2017/18 76.3 million tonnes of freight were moved within, to, from and through Auckland and is projected to increase to 108.63 million tonnes by 2046, influenced by population growth as well as trends in import, export and manufacturing; and,
- Notes that 80% of the freight that comes into Auckland stays within Auckland, and this needs to be a core area of focus for Auckland Transport and should be featured in the finalised RLTP.
- Strongly agrees with the freight plan that the key challenge will be to limit the growth in congestion on the freight network, particularly in the interpeak, and to improve the efficiency of connections to major freight hubs.
- Seeks inclusion of a clear programme or works (projects) in the RLTP designed specifically to ease (not just limit) growth in congestion on the freight network, supported by targets (KPIs), milestones and timelines.
- Our highest priority projects (freight focus) are:
 - o The reframed East West 'freight' Link, with 3rd rail freight line and upgraded Southdown freight terminal (and other detail in our submission, paragraph 27)
 - o Mill Road Corridor
 - o SH1 Papakura to Drury South
 - o Penlink – ideally in parallel with 3-laning SH1 between Albany and Silverdale.
 - o Selected road-rail crossing separation – before CRL is completed and priority for freight network routes.
 - o Selected arterial road improvements – to improve efficiency & safety of links to freight hubs.
- Other projects that should be included are:
 - o SH1/18 Grafton Gully (Stage 3)
 - o Waitemata Harbour Crossing
 - o New Karaka to Weymouth connection to SH20 south western motorway.
- Notes that NRC agrees with The Congestion Question report that in principle introducing congestion charging in Auckland as soon as possible makes sense, but recommends that before a scheme is formally adopted, a pilot be undertaken to test the potential benefits will emerge in practice.

INTRODUCTION

1. National Road Carriers (NRC) welcomes the opportunity to make a submission on the Draft Auckland Regional Land Transport Plan 2021-2031
2. National Road Carriers confirm they wish to present to the committee.

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3. Headquartered in Auckland, NRC is a progressive New Zealand road transport organisation providing services, advice and advocacy for and on behalf to those who choose to earn a living in transport and logistics. Some 85% of NRC's membership comprises single vehicle operators and 95% employ 10 or less, including many who are located and/or service customers in Auckland and neighbour regions Waikato, Bay of Plenty and Northland and expect their views to be highlighted in this Submission.

4. The NRC is dedicated to working for and with members to achieve continual improvement in all aspects of the industry including safety, recruitment and retention of staff, compliance, profitability and professionalism.

Auckland's heavy freight profile

5. The Auckland Freight Plan 2020 notes that in 2017/18, 76.3 million tonnes of freight were moved within, to, from and through Auckland. Freight in Auckland is expected to grow substantially over the next 30 years, with total freight carried in the region projected to increase to 108 million tonnes by 2046 (National Freight Demand Study 2014). Around 80% of the freight moved remains within the Auckland (1% is moved to the north and the remaining 19% is moved south).

6. In terms of heavy freight, the highest concentration of container freight movements is to-from New Zealand's two largest container ports – Ports of Auckland in central Auckland and Southdown's Metro Port. Approximately one million containers are moved by Ports of Auckland every year – 85% by road – and around 780,000 containers are moved through MetroPort every year, with around 6,000 heavy truck movements a day in Church Street alone.

7. The rail terminals in the Onehunga-Penrose area help load and unload around 4.6 million tonnes of rail freight each year, which is moved between Auckland, the rest of the New Zealand and the world. Much of this rail freight is moved by road for either the first or last leg of its journey.

8. Auckland's heavy freight profile also includes a significant number of car-carrying vehicles, especially between Ports of Auckland and South Auckland where imported vehicle service businesses are located. There are also large fleets of heavy freight vehicles responsible for distribution around Auckland of retail goods, waste & recyclable products, heavy metal, construction materials and fuel supplies.

SUBMISSION

9. Using the DRAFT Auckland Regional Land Transport Plan (RLTP) 2021-2031 on Auckland Transport's website, NRC's submission focuses on the four questions asked of submitters in the consultation and feedback section (page 85) from a freight sector perspective: Does the DRAFT RLTP:

I. Correctly identify the most important transport challenges facing Auckland.

II. Allocate available funding to the highest priorities?

III. What other projects should be included? If so, which project(s) listed should be removed in order to include any new project(s)?

IV. What policy changes would help further improve Auckland's road safety, reduce congestion and tackle climate change.

I. Auckland's transport challenges

10. NRC submits that Auckland's critical challenges for freight movement, desired outcomes, and actions required to achieve those outcomes have been understated in the draft RLTP.

11. While we agree that Auckland needs a well-coordinated and integrated approach "to help people and freight get around quickly and safely" (page 3), if Auckland is to get in front of its transport challenges in the foreseeable future (that is; by 2031) the huge scale of "catch-up", investment and increased pace of action that is required needs to be highlighted.

12. The Auckland Freight Plan notes that as Auckland's population continues to grow, so too does the demand for goods and services. "However, it has become increasingly difficult to deliver goods to customers. Managing competing network demands with the safe, sustainable (and efficient) distribution of freight is a critical challenge for Auckland." This is a key message the RLTP should highlight.
13. Freight is a key enabler of economic activity and fundamental to the liveability of a city. This was demonstrated in Auckland during the COVID-19 lock-down, when freight delivery was widely recognised as essential to ensuring supermarkets, health sector and other businesses could maintain services.
14. Generally, given that so much of the freight that comes into Auckland stays within Auckland, this needs to be elevated to a core area of focus for Auckland Transport.
15. NRC strongly recommends that the DRAFT RLTP be strengthened to include detailed reference to critical information in the Auckland Freight Plan relevant to the general Auckland traffic environment and its improved performance.
16. As well as a strengthened RLTP text giving recognition throughout the document to the core role of freight (that we suggest below in section IV), NRC requests that the freight plan's map of the Strategic Freight Network (SFN) be included in the RLTP, and measures taken to ensure appropriate signage be displayed of the SFN's core function and including separating any cycleways from freight traffic.
17. An appropriate response to Auckland's congestion is vital if the RLTP's credibility is to be achieved for the 71% of Aucklanders who want it to show a commitment to the efficient movement of freight (page 83).
18. Congestion is now so bad in Auckland that many commercial and distribution firms turn business away if it involves a starting a trip to an outer area after 2-3pm, and the number of delivery trips per day has dropped from up to 6-8 10 years ago to around 2-3 now.
19. A 2017 study that NRC co-sponsored concluded that Auckland is losing \$1.3 billion a year in lost productivity every working week (8-hour day, Monday-Friday), with much of this loss being carried by the commercial and freight sectors. (The cost of congestion during weekends and outside normal working hours was not assessed.)
20. A challenge that needs to be spelt out in the finalised RLTP is what actions are planned to limit the growth in congestion on the freight network, particularly in the interpeak, and to improve the efficiency of connections to major freight hubs.
21. Our suggestions of what projects and activities will contribute to achieving this goal are set out below in sections II and III.
22. NRC agrees that at the heart of addressing Auckland's worsening congestion challenge centres on a step-change to provide Auckland with modern (first world) public transport infrastructure and services, as well as a world-class road network. In simple terms, a public transport option that reduces the number of single-occupant commute vehicles on motorways and arterial roads will 'free up' road space for commercial and freight traffic, which has no option but to use the road network to move around Auckland.
- II. Allocate available funding to the highest priorities?
- III. What other projects should be included? If so, which project(s) listed should be removed in order to include any new project(s)?

23. NRC asserts that delivery of Auckland's highest priority projects should NOT be decided by whether funding is 'available' as the draft RLTP has been prepared; rather, priority transport projects should be decided on the basis of their support of a wider business case ranking – i.e. not just their Benefit-Cost ranking, but how they help serve Auckland's rapid growth, reduce congestion, unlock whole of life outcomes, drive improved delivery performance, serve customers better (and, for PPPs, realise new revenue streams, discussed below).

24. A project locality map is needed in the RLTP showing the strategic transport network Auckland needs to cope with projected growth to 2031. This would cover general transport and freight demand, and be supported by a break-down of roading projects, public transport projects (including expanded park-and-ride facilities) and travel demand management projects.

25. Once key transport projects are agreed, the funding and procurement model required to deliver them all with speed and urgency should then be determined. Clearly, under current procurement methods there is insufficient funding 'available' to allocate to ALL Auckland's highest priority projects.

26. From a freight perspective, NRC notes the proposed RLTP programme includes a number of "ready to go" projects (pages 54,55); the most urgent for NRC are:

- Mill Road Corridor– NRC strongly recommends the full Mill Road corridor to Drury South. Given the heavy freight and other general traffic usage in the area, NRC recommends a design with clear separation of walking and cycling facilities, and appropriate road-stoppage spaces suitable for large heavy vehicles. We strongly seek assurance that the 4-lane road will be built in stages with completion by 2026 and support the potential to apply alternative funding to help secure the project.
- SH1 Papakura to Drury South Improvements – A6-lane motorway (3-lanes in each direction) maintains the status of SH1 as the primary north-south route for inter-city freight. Completion by late 2025 is reinforced.
- Penlink - provision of a tolled link between SH1 Northern Motorway and Whangaparoa Peninsula to bypass the constrained Silverdale interchange. This will provide a 20minute time saving for the estimated 400 heavy truck freight trips per day to-from the Peninsula and give an option to commercial traffic to provide an extended service through the working day that is currently limited because of the all-day congestion on the existing route through Silverdale. A 4-lane highway is recommended, and it should be noted that Saturday traffic will likely be heavy, given the attractiveness of the Peninsula for recreation coupled with the local traffic to-from shopping, recreation and sporting events elsewhere on the Shore and wider Auckland. Ideally the project would be done in parallel with 3-laning SH1 between Albany and Silverdale.

27. Projects critical to Auckland's improved freight sector performance – and easing congestion – that are not highlighted in the 2021-31 RLTP programme (and/or have an unclear status from the information provided) BUT should be included with clear start-completion dates and funding include:

- The reframed East West 'freight' Link (EWL). Currently, heavily congested local roads carry more than 6000 heavy trucks every working day. For NRC the EWL is Auckland's number one project. We strongly recommend the project be done in parallel with the Third (and 4th) Main Trunk Rail and expanded Southdown Rail Freight Terminal. Both the EWL and 3rd Rail have strong businesses cases, and are of the highest priority and urgency, especially as government intends to increase inter-provincial rail freight infrastructure and services (via KiwiRail).
 - o Assuming that easing congestion is a key goal of the RLTP, the EWL could be usefully linked with widening the SH1- Mt. Wellington Highway over-pass to 3-lanes in both directions. This project is needed to remove one of Auckland's (and possibly New Zealand's) most notorious congestion bottlenecks.

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o Another option for widening the Mt. Wellington overpass is to include it as a stage in a long-term project that NRC recommends to 3-lane Auckland's entire motorway network between Bombay and Warkworth.

o We have also suggested the reframed EWL could be configured to form part of a staged 'whole of route' East Tamaki to Pakuranga corridor project. NRC notes the commitment to complete public transport improvements in the Panmure area, but it should also be noted that local roads in the area carry some of New Zealand's highest numbers of heavy trucks – higher than many State Highways.

- The long-proposed SH1/18 Grafton Gully (Stage 3) – this project is critical to completing the SH18 corridor into the city centre, and vital for efficient movement of the about 35,000 vehicles per day (including 4000 heavy trucks heading to-from Ports of Auckland) that travel from Tamaki Drive to the Motorway via lower Parnell local roads (The Strand).

o NRC notes that the RLTP shows a Grafton Gully Improvement Business Case. Given that the Tamaki Drive – The Strand route to be among Auckland's most congested peak hour routes, and the urban development proposals frequently discussed for this area of central Auckland, NRC strongly recommend that Waka Kotahi (NZTA)/Auckland Transport/Auckland Council work together to give urgency to securing route protection for the link and commit to accelerating the project.

- Improved access to the Cleveland Quarries. As the future demands of the city grows so does the need for development and infrastructure materials. Aggregate supplies are a key ingredient of this demand, yet substandard road infrastructure to access these resources limits the use of high productivity motor vehicles which would assist in controlling vehicle numbers and improve safety for all road users.

28. Other major projects NRC recommends be considered for inclusion in the finalised RLTP:

- Waitemata Harbour Crossing – The bridge has a deadline of early 2020s for weight stress limits for heavy vehicles, trucks and buses (Beca report 2010). The project needs to be integrated with proposed cross-harbour public transport (mass transit) provision. NB: under current planning, it will be 10 years before it can be consented.

- A new Karaka to Weymouth connection to the south western motorway, and which includes a rapid transit lane to Auckland Airport.

- Selected rail-road level crossing separation, especially on freight priority routes – to be completed before CRL opens.

- Arterial Road improvements – to focus improvements on improved freight performance with measurable 'economy and productivity enhancement' top of mind.

IV. Policy Changes that would help improve Auckland's road safety and reduce congestion

29. Reducing congestion: The NRC agrees with The Congestion Question report that in principle introducing congestion charging in Auckland as soon as possible makes sense, but recommends that before a scheme is formally adopted, a pilot be undertaken to test the potential benefits will emerge in practice.

30. NRC has submitted to Parliament's Transport and Infrastructure Committee inquiry into congestion pricing in Auckland, and where the full details of the policy change NRC supports can be referenced.

31. Key points from NRC's submission include:

- The main objectives of the pilot would be to test:

- o Delivery of the claimed potential reduction in congestion of 8-12%;

- o Reduction of peak hour traffic demand on the selected corridor;

- o Encourage use of public transport; and,

- o Provide for more efficient movement of freight and lower overall travel costs.

- Commuters driving a single-occupancy vehicle cause the bulk of the congestion, while road freight and trade sectors carry a big proportion of the cost of the delay.

- Support for a simple, universal congestion charge for all vehicles, noting efficiency would be improved and compliance costs reduced if different cost structure for certain types of vehicles was

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avoided; and, strongly oppose expectations that heavy freight vehicles pay more than other vehicles, given they are not causing the congestion.

- Strongly recommends the proposed peak hour congestion charge of \$3.50 be re-examined, noting a 2-zone bus fare is \$3.55, and freight vehicles already pay RUC and/or a Regional Fuel Tax (RFT), and
- Recommends a competitive pricing structure for motorists compared with public transport in morning and afternoon peaks:
 - o Public transport fares be reduced, to say \$2 per trip; and,
 - o Motorists pay up to \$5-7 per peak-hour trip (with a daily cap of \$10-12);
 - o Freight and industry pay no fee ((they have no option to using the road)) or a flat fee equivalent to RFT, which NRC suggest should be eliminated.

- Assuming the pilot is a success, recommends phased delivery of a comprehensive strategic corridor scheme, targeting the most congested routes and timed with improvements to public transport.

32. Freight policy: NRC strongly recommend that the Auckland Freight Plan 2020 critical challenges for the movement of freight be included in the RLTP. The tone would change if the freight plan's desired outcomes was incorporated in the RLTP. For example:

33. The "Freight Plan" tag should be included in the diagram (at page 12), showing its relevance to "Future Connect", "RLTP", "NLTP", and, link to "GPS" and "Rail" plan and investment.

34. Likewise, the Strategic Freight Network (SFN) should be included in the RLTP. It is a fluid network, going to most parts of the region, and in particular to the urban development areas in the North, South and West Auckland, as well as to the key ports (sea, air and rail). Freight is important to building future Auckland, and its key role deserves to be highlighted.

35. The Auckland Climate Plan requires 8% of freight in Auckland to be moved by rail by 2030 and 20% by 2050. Where is this in the RLTP, and how will it be delivered – given that road freight (except from Ports of Auckland) will presumably be required for the first and last part of the journey.

36. NRC recommends that the RLTP text in the section headed "Responding to Auckland's transport challenges" be reviewed against the Auckland Freight Plan 2020, to include the critical challenges for freight movement, desired outcomes and an RLTP action plan to achieve these outcomes. For example, the RLTP needs to include an action plan for addressing freight-related safety, urban planning, and environmental challenges.

37. Safety and Health: The Freight Plan notes that trucks tend to be over-represented in serious crashes – over the four years 2016-19 there were between 220 and 250 trucks crashed per annum. In 2014, there was 45 DSI increasing 100% to 89 in 2017. Anecdotal evidence suggests freight vehicles use rat running to avoid congestion.

38. Coupled with the stress and fatigue associated with driving a truck in Auckland, RLTP planning policy on safety could and should highlight the issue affecting the freight sector.

39. Road space and urban amenity: The Freight Plan highlights the needs of the freight mode require specific consideration in the strategic planning and design of roads. Again, the RLTP should highlight the pressures of growth on freight sector operators in existing urban areas and new growth areas.

40. NRC points out that freight and trade vehicles are NOT 'general traffic', as is implied in the RLTP. See page 53 where it is stated that in keeping with modern worldwide approaches to transport planning, most urban corridors are multi-modal "delivering upgrades to public transport, cycling and safety along with general traffic." The freight task is distinctive, and requires specific provision when planning to build a new corridor or expand existing one.

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41. Measuring outcomes: NRC supports the inclusion in the RLTP (page 68) of a success indicator to lift the proportion of the Auckland freight network operating at LOS C or better (interpeak) from 90% to 100%.

42. We suggest that the measure for peak hour traffic congestion to be “held” at 2016 levels be changed to focus on an improvement by 2031. If the indicator in the Congestion Question report of a 12-16% reduction in congestion under road pricing was mentioned in the finalised RLTP this would provide Aucklanders with some evidence that an improvement in journey time reliability is possible, with the right policy change.

43. Inter-regional priorities: NRC supports the strategic areas of focus for the Upper North Island 2021-31 at page 74, and recommends that SH27 be added to the Auckland to Tauranga section, which is recommended for heavy freight vehicles.

Other matters

44. Regional Fuel Tax (RFT): The benefits the freight sector has and will receive from the many millions of RFT paid needs to be noted. The DRAFT RLTP mentions (page 17) that the RFT has enabled over \$565 million in investments that would not otherwise have got underway, citing the Downtown Ferry terminal redevelopment, Puhinui Interchange and safety projects.

45. The RLTP also needs to be clear that the RFT is a temporary revenue source while a more sustainable and permanent alternative (or new) source with the scale required to reduce congestion long-term and raise revenue for ongoing investment is determined.

46. Public Private Partnerships (PPPs): We also support the RLTP including the option to introduce PPPs as part of the solution to Auckland’s transport funding challenge.

47. Through our membership of the Auckland Business Forum, NRC understands that there is strong institutional and international funding sources available to help procure and deliver all of Auckland’s critical but currently unfunded transport projects through a PPP model – from \$400m for Penlink at the small end to building multi-story park-and-ride facilities at all Auckland’s key bus and rail hub stations to the \$3.2 billion-plus that will be needed for the third Harbour Crossing (Tunnels) at the big end.

48. Ideally, we would welcome early introduction of alternative funding options to recognise the critical need for urgent action to solving Auckland long-term infrastructure needs. Using PPPs as part of the solution to Auckland’s transport funding challenge and ease congestion is long overdue.

CONCLUDING COMMENTS

49. NRC agrees that it is now time for dramatically faster action to identify and deliver projects that will measurably reduce congestion.

50. We seek a Plan which stakeholders can be confident will be delivered and contribute towards providing Auckland with a modern, world-class ‘fit for purpose’ integrated transport system, and which the freight sector can get behind and support.

51. Our suggestions and recommendations to the Draft RLTP 2021-31 are put forward in the positive spirit of continuous improvement to Auckland’s freight transport infrastructure and services.

Jason Heather
Commercial Transport Specialist
National Road Carriers Association

JC1-0768

Bus and Coach Association New Zealand

Re: Auckland Transport Draft Regional Land Transport Plan – BCA Submission

Who we are:

The Bus and Coach Association NZ (BCA) is a membership organisation representing the interests of the bus and coach industry. We provide industry leadership, advocacy, networking, and services for more than 300 members (and their over 6,000 buses and coaches). The BCA represents the majority of New Zealand's bus and coach operators and domestic and international bus manufacturers.

The bus and coach industry contributes significantly to New Zealand's economy. The industry contributes over \$1.2 billion to gross domestic product per year and employs over 10,200 people. In 2015 tourist expenditure on passenger transport (not including air travel) in New Zealand was \$3.4 billion and more than 1.24 million international visitors used bus and coach services.

Introduction:

We appreciate Auckland is a growing city. A forecasted population growth of 260,000 people over the next 10 years will put substantial pressure on transport infrastructure and services. On top of this pressure are the challenges of retrofitting new infrastructure within the existing urban form as well as rolling out transport for greenfield developments.

With this in mind, we support the overall strategic focus of the Regional Land Transport Plan to address the challenges facing Auckland regarding:

- climate change and the environment
- travel options
- safety
- access and connectivity.

To mitigate these challenges, we support public transport initiatives that add to the environmental, social, and economic wellbeing of the wider Auckland region. To achieve this, there needs to be a sustained focus on capital and operating investment into public transport over the next 10 years.

03. Transport funding:

We support the proposed funding envelope for multi-modal projects over the next 10 years of \$36 billion. This is a substantial investment. We also appreciate the important role that the Auckland Transport Alignment Project has on signalling investment from both the Government and Auckland Transport. This signalling provides certainty for the transport sector about the levels of investment and projects chosen.

We note the existing funding mechanisms are haphazard and relying heavily on a mix of Crown and Council funding. These are short-term and don't offer a long-term stream of consistent and growing funding. Considering this, we support the current congestion pricing consultation, led by the Government. This pricing could provide a sustainable level of income for Auckland Transport in the long term.

04. Auckland's transport challenges:

- Climate change and environment:
 - o Overall, we support the focus to reduce emissions outlined in Auckland's Climate Plan. Achieving this will require a significant step change in the behaviours Aucklanders undertake now and in the future.
 - o The process of decarbonising road transport will be significant considering the sheer volume of private vehicles, trucks, and public transport in Auckland. We know that 20% of emissions come from trucks and buses. However, there is no breakdown between these groups. We are concerned

that buses may be unfairly lumped in with trucks, despite the importance of buses in enabling 100 million public transport trips in the year prior to COVID-19.

o To achieve this reduction, there needs to be a holistic approach by Auckland Council and the entire CCO family; especially around where and how the council enables future housing. There is no point in trying to decarbonise if the Council chooses to allow substantial greenfield development and further enable the reliance on private vehicles; especially as they cause two thirds of all emissions.

- Travel options

o We support the intention to continue investing heavily into public transport infrastructure and services. Over the last decade there has been a step change and statistics show more Aucklanders using public transport than over the previous 50 years.

o This investment must focus on rapid and frequent services. Underpinning this is ensuring greater quality and reliability of services. Ensuring a high standard of services is essential in getting Aucklanders out of their cars and onto buses or trains.

o We support greater investment in walking and cycling. However, investment into cycling infrastructure must ensure routes are safe, reliable, and as separated as possible.

- Safety:

o We support investment that makes the transport network safer for users. Changing poor behaviours; especially relating to speed and the use of drugs and alcohol is critical.

o Public transport services are a very safe way to travel. We recommend AT continuing to push a mode shift to public transport and to push the safety benefits and lower risk profile of doing so.

- Access and connectivity:

o To ensure access and connectivity to the wider transport network, transport network design and investment must lead the design of new greenfield developments.

o The focus for existing suburbs must be on ensuring investment maximises the uptake of use for that piece of infrastructure or service. With that in mind, we want to see greater investment in bus shelters, real time boards, bus priority lanes and other infrastructure that improves the public transport user experience.

05: Responding to Auckland's transport challenges:

- Funding:

o We support the proposed investment allocation of 50% of total funding on public transport. We welcome this is a significant commitment by Auckland Transport into the public transport network.

o Continuing to roll out the Rapid Transit Network is important.

o It is crucial that Auckland Transport ensures these investments deliver tangible benefits and improve the reliability of services.

o However, we note that there doesn't seem to be enough investment for improving the reliability of services in West Auckland. Considering the proposed level of intensification, as well as new greenfield developments in the Northwest at Kumeū and Huapai. It is critical that investment occurs in public transport infrastructure and services in the coming years to support this growth.

o With significant investment happening across the wider roading network, we are advocating for this to ensure that funding for bus lanes and walking and cycling is included in these projects.

- Programmes for train, bus and ferry services and asset maintenance:

o We encourage Auckland Transport to find the additional funding required (\$500m over 10 years) to ensure the following planned services are delivered:

- Services to support the new Rosedale Bus Station, Whangaparāoa via Penlink, and the new Drury rail stations.

- New services from Manukau to Botany as a precursor to a full new RTN service.

- New services to greenfield areas such as Milldale, Albany Heights, Millwater, and the Northwest.

o These services are critical in helping to deliver the step change in travel behaviour Auckland Transport wants to achieve.

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- Funding acceleration of the Low Emissions Bus Roadmap:
 - o We support the long-term overall goal of decarbonising the bus fleet.
 - o However, we have concerns about the process Auckland Transport intends to take to achieve this and the potential impact for our members in Auckland.
 - o It is important to note that the Euro VI buses currently in operation are effectively low emission.
 - o We also support the use of biofuels and hydrogen buses (using clean hydrogen) as part of a long-term transition.
 - o We have concerns as we are unable to identify how much funding is being allocated to this initiative.
 - o By planning to accelerate decarbonisation of the current fleet and moving to zero emission electric vehicles then this proposal is likely to have serious financial implications for the existing diesel bus fleet:
 - There is an economic cost of writing off (i.e., retiring) vehicles before they reach the end of their economic life.
 - Most Operators depreciate buses straight line over the maximum permitted vehicle age as defined by the RUB, which is currently 20 years.
 - A significant number of new diesel Euro VI buses were purchased by operators between 2016 and 2018, when new urban bus contracts commenced. By 2031 these vehicles will still have between 1/4 and 1/3 of their economic life remaining.
 - If these buses are retired by 2031, then Operators (who own these buses) will be forced to write off the remaining value of these buses, which will be in the tens of millions of dollars.
 - This cost cannot be borne by Operators as it affects the viability of their business over the long-term.

 - We believe that Auckland Transport needs to signal to Operators early on as to how they will manage the financial implications of decarbonisation on the existing bus fleet.

 - Other points to note:
 - o Tender prices for the current urban bus contracts were based on the premise that new buses purchased would have residual economic value at the end of these contracts and were therefore not written off over the life of the contracts.
 - o There is only a small market for selling or transferring buses to other regions.
 - o If Operators are encouraged to sell or relocate diesel buses to the regions, then how is this helping us as a country to reduce our carbon emissions?
- Regards
Alex Voutratzis
Acting Chief Executive
-

Auckland Council's Disability Advisory Panel

Feedback on the Regional Land Transport Plan from Auckland Council's Disability Advisory Panel

May 2021

Thank you for the opportunity to provide input on the RLTP, in addition to discussions at the meeting of panels hosted by the Panel on 12 April.

1. Auckland Council's Disability Advisory Panel (the Panel) acknowledges its responsibility to provide the best advice it can to the council on behalf of the intersectional communities it represents. Disability is witnessed in all societies, communities and demographics. The Office for Disability Issues estimates that 25% of New Zealanders 'are limited by a physical, sensory, learning, mental health or other impairment' (see: www.odi.govt.nz). Often, disabled people have lower incomes and are more likely to be unemployed, and disabled children are less likely to do social things such as play in a sports team.
2. In addressing the inequities experienced within disability, the Panel draws support from the United Nations Convention on the Rights of Persons with Disabilities, of which New Zealand is a signatory. The Panel acknowledges the contribution of the New Zealand Disability Strategy (NZDS 2016-2026) which upholds UNCRPD through the adoption of NZDS within local and central government.
3. The Panel is willing to help Auckland Council organisations implement strategies for recruiting, retaining and mentoring disabled people, and for encouraging people with a lived experience of disability into governance roles. The council's governance and workforce should be more inclusive of the populations served. The Panel was pleased to learn that Auckland Transport has a strategy for recruiting people with disabilities and will be discussing this further at a future panel meeting.
4. Climate change disproportionately affects disabled people. The rights of disabled people must be a consideration in all climate related decisions that Auckland Council takes, including developments relating to reducing carbon emissions.
5. The Panel recognises that Auckland Transport has two roles: the planning and provision of fit for purpose transport solutions in Auckland and national advocacy for better standards. The Panel notes the updated Requirements for Urban Buses (RUB) - AT was able to advocate for much better accessibility outcomes than were originally proposed).
Public transport
6. The Panel believes it is vital that Auckland Council advocates to central government on national ticketing matters. Many disabled people travel with multiple cards (Total Mobility, AT HOP card etc.), and the Panel is keen for people to have a streamlined experience when travelling outside of Auckland. National inconsistency is a huge inconvenience to disabled people; although it's not Auckland's problem to solve, our voice should be strong at the table when the travel experience, technical specifications and data sets are under discussion.
7. Further, the Panel urges Auckland Council including Auckland Transport to use its lobbying power to advocate to central government to ensure the rights of disabled people are recognised in transport legislation and prioritised in all areas of public transport planning and delivery.
8. The Panel supports the council's plans to modernise its bus fleet with the introduction of electric buses. The council's commitment to electrify the fleet to reduce the council's carbon footprint is understood and applauded by the Panel. Accordingly, the equitable provision of

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accessible transport is a necessity for the council's residents and citizens and must be carefully considered in the phasing in of electric buses.

9. The Panel believes that accessibility is at the front of the queue for public transport service delivery, and should not be lost in the detail and addressed as a secondary concern. The Panel therefore requests that ALL buses within the electric bus fleet introduced and used on council's network, including the buses of contracted transport providers, comply with the RUB for accessibility as a prerequisite for their individual use without exception and from day one.

10. Public transport must be accessible 'end to end'. Tactical improvements are required in those situations where, for example, buses are accessible but the bus stops are not (e.g. no seating at the bus stop, no accessible boarding area).

11. In its Long-term Plan feedback, the Panel noted the incongruity whereby Auckland Council and Auckland Transport advised that as of June 2021, taxis and other vehicles (other than buses) will no longer be able to access Wellesley Street, from the intersection with Queen Street to Albert Street. The Panel seeks confirmation that provision will be made to accommodate disabled citizens and ratepayers who require taxi pick-up and drop-off zones along this part of Wellesley Street (but who are unable to use public transport) to access nearby council entertainment and arts facilities.

12. The Panel understands that consultation on this decision was with local residents and businesses only and not open to communities from elsewhere in Auckland who were impacted by the decision. The Panel believes that when the council is consulting on accessibility to public amenities, enhanced community engagement among disabled communities must also take place.

13. The Panel recommends increased disability responsiveness training for the council's contact centre staff. The training is required for all staff who might receive a transport related query. Recent anecdotal evidence suggests occurrences such as:

- Someone rings to request that the maintenance of over-hanging tree branches or cars parking on footpaths be handled more efficiently and states that they are blind or vision impaired; the staff member answering the call asks how, if the caller is blind, do they know a car was parked on the footpath
 - Callers have been told that, if they can't provide the address of a property with over-hanging branches, no one will be able to follow up on it
 - Others with a physical impairment have been told that they should ask family and friends to wheel them when an incline or public ramp is too steep across driveways or on footpaths.
- Safety of micro-mobility, silent vehicles and shared spaces

14. While the Panel welcomes low carbon and accessible transport mode shifts that enhance the accessibility of disabled people, we do not welcome the current micro-mobility / scooter and bike first and last mile lease arrangements with private organizations.

Innovation is deeply needed in this area to ensure the rights of disabled people are upheld in finding a lesser contribution of greenhouse gases than vehicles relying on fossil fuels. Its implementation should not be at the expense of others using footpaths, including disabled residents, older people and young families and children. The Panel is concerned that the adoption of e-scooters and other micro-mobility devices on footpaths is leading to serious accidents for vision impaired persons and those with hearing impairments. The safety of all footpath users should drive action and advocacy by Auckland Transport. We recommend that 'docked micro-mobility' solutions be made standard and non-pedestrian micro-mobility be for use only in separated bike lines and well enforced.

15. The Panel supports transition to electric vehicles throughout the region. It also recommends that the council advocates to central government over requiring silent vehicles (including cars and buses) to emit an audible sound to warn pedestrians and cyclists of their approach. As the number of

silent electric vehicles on our roads increases, the need to improve the safety of pedestrians and cyclists in their vicinity becomes more urgent.

16. Auckland was an early adopter of shared spaces, factoring in evidence-based technical features to ensure safety and accessibility. However, disabled people continued to be concerned about safety in these areas. This suggests that despite delineation strips and other devices, the monitoring and enforcement of shared spaces are not efficient and consistent enough for users to feel safe. Speed is a particular issue: speed is meant to be limited in 10km/hr in shared spaces.

Walking and cycling

17. The Panel requests that more attention is given to informing the public of designated cycle ways. Accessible indicators could include strengthened visual clues and tactile ground surface indicators. The Panel recommends community engagement to determine the best ways to achieve better awareness, and there are no doubt international best practice examples to follow.

18. Given the promotion of walking, encountering vehicles parked across footpaths, overhanging branches, holes in footpaths and other obstacles are both dangerous and likely to discourage people from choosing to walk. The Panel recommends timely and effective maintenance both in response to complaints and in proactive reviews of footpath quality?

AT's Disability Action Plan

19. The Panel requests that Auckland Transport brings its Disability Action Plan to the panel for comment and input when it is due for review.

Bike Auckland

Bike Auckland's feedback on the RLTP

As a climate emergency has been declared, we are deeply concerned by the business as usual approach of the draft RLTP. Not only are cycleway targets embarrassingly low; the plan includes still raising emissions, and still funding too many roads. The Auckland Climate Plan aims for 7% of all journeys to be made by bike by 2030. Currently, only 0.9% of trips are made by bike - which means the RLTP must fund and facilitate a 700% increase in cycling from now until 2030.

Thus, a 10km per year bikeway target is far too low. The draft RLTP includes a maximum of 35kms of new lines to be added to the cycleway map over 10 years: only 3.5km per year. How will we encourage a 7 fold increase with such little infrastructure? In order to achieve such a significant increase, we suggest at least 20km per year.

The On-Going Cycle Programme is insufficiently funded, and many parts of Auckland are left out in the cold. While we support the Connected Communities programme of arterial road upgrades, the targets and priorities must be specified, and it cannot continue at snail pace.

Many areas will not see any real cycleway investment in the next 10 years if they aren't in the priority areas of the "Urban Cycleways Programme" completion or the "On-going Cycling Programme". Focussing delivery on the suburbs surrounding the CBD, where PT and Active Mode share is ahead of the average, will stand in the way of encouraging widespread mode shift. We are also concerned by the level of funding for Minor Cycling and Micro mobility; these pop-up cycleways will be great, but the programme is insufficiently funded to actually support a real bikeway roll-out of notable, quick benefit. The last RLTP worked off costs of \$3.5m per kilometre of cycleway. The current draft acknowledges a \$7m per km cost, so funding needs to double if only to keep up delivery at the same level.

As per ATAP, the RLTP only reduces per-capita emissions - not overall emissions due to population growth and the subsequent increase in vehicle kilometres travelled (VKT). Where is the actual response to the climate crisis and to drive mode change? It is for this reason that Bike Auckland opposes projects such as Mill Rd. We also request the following projects to be included in the first year of the RLTP:

- \$2m for tactical cycling safety improvements for Devonport's Lake Rd/ Esmonde Rd/Bayswater Upgrade, in addition to \$2m to finalise the detailed design of the Upgrade project suggested by Councillor Chris Darby.

- Funding to finalise the consultation and detailed design for the Mangere Cycling Upgrade project (Mangere Bridge/Mangere Township to Airport) project. Plus, funding in the 2nd year - to construct the project.

We explicitly support the following projects / line items in the RLTP as being particularly beneficial to Auckland, or to cycling in Auckland in particular. These are by name as per Appendix 1, 2 and 3 of the RLTP.

AT projects we specifically support (Appendix 1)

RAPID TRANSIT: BUS PROJECTS

- Eastern Busways Stage 2 to 4 - considering the significant benefits to Auckland's Transport, and the cycling components included in the busway, we strongly support this.

BUS PROJECTS

- Connected Communities - we support this major programme due to the significant public transport, safety and cycling benefits for Auckland. However, we explicitly support it only on the

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condition that it also provides significant cycling improvements for the covered routes - diverting cycling provision onto adjacent routes or separate projects, as has been suggested as an option for some corridors, is considered a highly problematic approach. We are also concerned at how slow this programme has moved over the last three years, which is not promising.

- Carrington Road Improvements - we strongly support the bus and protected cycleway improvements included in this project, and also support it as it will allow more quality intensification closer to the city (Unitec housing development), rather than greenfield sprawl.

TRAVEL CHOICES: ACTIVE MODES

- On-going Cycling Programme - While we support this in principle, we are highly concerned about the low amount of funding for the cycling programme, and the deferment of finances and action to later in the 10 year programme. An approach of "insufficient delivery capacity" to speed this up is considered a self-fulfilling prophecy.

Even if the full proposed programme under this line item is actually implemented by the end of the RLTP decade, much of Auckland will have had no investment for bikes. As such, this line item needs significant extra funding.

- Urban Cycleways Programme - we obviously strongly support the completion of the Urban Cycleways Programme. We are in this regard particularly concerned regarding potential further delays on Stage 4 of the Glen Innes 2 Tamaki Drive project, and the Separable Portion of the Tamaki Drive Cycleway (Ports of Auckland) section. It is imperative that funding and more so, action is provided on these projects.

- Meadowbank Kohimarama Connectivity Project - we strongly support this funding, as it will ensure that the major funding for the Glen Innes 2 Tamaki Drive cycleway is activated with additional local side accesses.

- Mangere Cycleways (Airport Access) - We strongly support this much-delayed programme of improving bikeways in the area.

- Tamaki Drive/ Ngapipi Road safety improvements - This project is crucial to achieve a seamless connection to the Glen Innes 2 Tamaki Drive route, and as per some other projects repeated from previous RLTP, it should have long since proceeded.

- Access for Everyone Introductory Works - We continue to strongly support Access 4 Everyone. It is concerning that this is currently on hold due to a lawsuit, but the fact that necessary changes to the way we travel and access our city have some harsh opponents does not detract from the fact that these changes are necessary, strongly supported, and need to be accelerated.

- Minor Cycling and Micro Mobility (Pop-up cycleways) - We consider this programme to be the best opportunity to make up for the measly cycleway delivery targets aimed for (and then not even achieved) over recent years. However, it appears that instead, this project is being used to cover a further shortfall in the delivery of the "On Going Cycling Programme" and "Urban Cycleways Programme". We consider that the Pop-Up Cycleways Programme should be substantially enlarged, to boost bikeway delivery achievements.

LOCAL BOARD PRIORITIES

- Local Board Initiatives - We consider this fund laudable, but it is too small, with only around 1 million per year per board.

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SAFETY

- We explicitly support all proposed line items in the safety section, and would like the funding increased to allow AT to better address the many safety issues faced by active mode users.

ACCESS AND CONNECTIVITY

- Lake Road/Esmonde Road Improvements - While we support this in general, we consider that it needs to include another \$2m in Year 1 to finalize the design for the Lake Rd/Esmonde R/Bayswater Ave active transport and public upgrade transport project.
- Lincoln Road Corridor Improvements - we offer qualified support for this project, but consider that the bus priority improvement should come as bus lanes (not transit lanes) and from the existing corridor width, not in the form of widening the corridor and adding lanes. We obviously strongly support the cycling improvement component.
- Glenvar Road/East Coast Road intersection and corridor improvements - we offer support for this project on the basis of the substantial safety and cycling improvements included.

ASSET MANAGEMENT

- Renewals - We offer qualified support for this enormous line item, but express strong and on-going concerns that it often simply leads to replication of existing car-focussed infrastructure in brand-new asphalt. This programme needs to have a stronger focus (and internal funding allocation) to ensure opportunities for safety and active mode improvements are taken up, rather than ignored as "too hard" or "unfunded".

POPULATION GROWTH

- Greenfield Transport Infrastructure, including Drury, Northwest etc - we have significant reservations regarding these funding streams. While we want new infrastructure to be fit for purpose, and include appropriate active mode and public transport components (which end up cut first when the funding is insufficient), we are concerned that this funding enables new sprawl, with significant negative long-term outcomes for Auckland.

MISSING SPECIFIC PROJECTS

- We are concerned that there appears to be no funding for improving active mode safety for Oteha Valley Road, a critical North Shore Corridor. Waka Kotahi projects we specifically support (Appendix 2)

SAFETY

- We explicitly support all proposed line items in the safety section, and would like the funding increased to allow Waka Kotahi to better address the many safety issues faced by active mode users.

RAPID TRANSIT

- CC2M & Northwest Rapid Transit - We explicitly support these projects for light rail or similar public transport provision across the Isthmus and to West Auckland. These are long overdue, and need to be progressed at pace to allow better transport and emissions reduction. We also strongly argue that they need to include active mode improvements as a core component as these projects will incorporate major corridor upgrades.

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MODE CHOICE

- Northern Pathway (Westhaven to Akoranga) - We strongly support the funding / provision of an active mode connection across the Auckland Harbour Bridge and up to Akoranga. However, we are concerned that recent plans by Waka Kotahi risk blowing out the cost and the programme by many hundreds of millions and many years. An interim project ("Liberate the Lane") is needed to provide an active mode connection on the existing bridge in the next three years.
- Glen Innes to Tamaki cycleway - We strongly support the funding needed to complete this bikeway route.
- Walking and Cycling Low Cost Low Risk - While laudable to provide a dedicated fund for these works, the six million allocated over 10 years are embarrassingly low and lack ambition considering the government's and Waka Kotahi's policy statements regarding mode shift and active mode safety.

BETTER CONNECTIONS

- Northern Corridor (includes busway extension) - We support this project due to the included public transport and active mode improvements.
- Grafton Gully Improvement Business Case - We support this business case funding, as the proposals to make this urban state highway section more amenable for urban living and active modes are urgently needed.

MISSING SPECIFIC PROJECTS

- We are concerned there appears to be no provision to close the gap on the SH20 cycleway between Queenstown Road and Hillsborough Road. We support the Puketapapa's Local Board call for a line item to improve the cycleway on the "Hendry Hill" alignment. This was included in the previous RLTP as "SH20 / Queenstown Road / Hendry Ave" line item.
- We are highly concerned that compared to the last RLTP, the provision to investigate & concept design an SH1 cycleway southeast from Newmarket has been removed. This provision seems to have been discarded due to AT's Connected Communities investigation of Great South Road Cycleways. This line item in the last RLTP was specifically agreed to ensure that Waka Kotahi would undertake this work, as Auckland Transport did not progress any such improvements. Three years later, the situation remains the same - except that Waka Kotahi is now also abandoning this route, it appears. KiwiRail projects we specifically support (Appendix 3)
- Papakura to Pukekohe Electrification - Funding this electrification will boost public transport usage in southern Auckland, and lead to a better-integrated commuter rail system.
- Wiri to Quay Park Works - We support the addition of a third rail line to add resilience and capacity for the rail system
- Drury Stations - We offer qualified support for these new train stations. While we do not support the sprawl residential in these regions, if it goes ahead, it urgently needs rail connectivity. Projects we reject - AT (Appendix 1)
- Smales Allens Road Widening and Intersection Upgrade - We are concerned with ongoing road and intersection widening projects like this which often do not even pay lip service to active modes
- See also our earlier comments regarding our significant concerns with the green fields-supporting road programmes for the Northwest and Drury. While we understand the difficult position that

transport authorities are in regarding transport for areas that Council has allowed (zoned) for legal new development, these exacerbate our funding and transport issues.

Projects we reject - Waka Kotahi (Appendix 2)

- Mill Road Corridor - We consider this as the prime example of sprawl-supporting new roads that should either not be built at all, or whose costs should at least be placed fully upon the developers of the new development areas to at least correctly capture the enormous costs of this new development without siphoning off funds direly needed for mode change and safety programmes elsewhere.
 - Penlink - Similar to Mill Road, but even more problematic, as it does not even support significant new housing development, meaning the benefits to Auckland overall are minimal, and the opportunity costs of spending so much money on a new road / bridge are extensive.
 - State Highway 1 Papakura to Drury South - We are concerned that this project is a prime example of the Government rejecting their own climate and mode change policy in favour of excessive new motorways. Even the proposed bikeway provision alongside is (comparatively speaking) minimal and not to best practice.
-

Whau Coastal Walkway Environmental Trust

Summary

The Whau Coastal Walkway and Environmental Trust (WCWET) is seeking that Te Whau Pathway be included in the DRAFT Auckland Regional Land Transport Plan (RLTP) 2021-2031, beyond the 3-year period identified in the RLTP. The project supports all the strategic priorities identified in the RLTP and there are no barriers to implementation, planning is sufficiently advanced to provide a high degree of confidence. A unique feature of this project is that it is an exemplar of working together to deliver the 4 wellbeing's from a transport project.

It should be noted that no funding is required until 2023/2024, since \$35.3 million has already been provided by the government as Covid 'shovel ready' funding to construct Section 2 (Olympic Park to Ken Maunder Park) and Section 5 (Laurieston Park to the Northwestern Cycleway). These will be completed by 2023. Including Te Whau Pathway in the RLTP 2021-2031 will enable completion of the project by 2028.

By including the project in the RLTP 2021-2031, Auckland Council and Auckland Transport (AT) may be eligible for Waka Kotahi NZTA funding of \$16.68 million (51% subsidy), meaning that Council and AT could complete the project for an investment of \$16.03 million over four years. It should be noted that the cost estimates are based on the Scheme Assessment Report prepared in 2017 (funded by AT), thus it is likely that costs will increase with the passage of time given the challenges facing the Auckland construction industry which has resulted in additional costs to other transport projects.

Te Whau Pathway provides outstanding value for money. Project benefits are \$172.1 million, which for Council's investment of \$16.03 million represents a benefit/cost of 10.74. The pathway provides a regionally significant alternative mode of transport for commuters in the form of a largely off-road path that connects with: the Northwestern Cycleway and on to the Project Twin Streams shared paths; the New Lynn to Avondale cycleway and onto the New Lynn Transport interchange; the proposed Te Atatu bus interchange and improvements to the cycle network within the wider Henderson area. For example, it will take 14 minutes to cycle from Green Bay to the New Lynn Transport Interchange and 19 minutes from Glendene to the Northwestern Cycleway.

Te Whau Pathway has been granted a resource consent for Sections 2 and 5. The other sections are under appeal to the Environment Court; it is expected that these will be resolved shortly through mediation with the 3 appellants. As well, all the pathway is within Reserves and as such there will not be any barriers to implementation. Completion of Te Whau Pathway is supported by the Henderson-Massey and Whau Local Boards and the community.

The 'shovel ready' funding requires Auckland Council to complete construction by December 2023 and deliver social, cultural, environmental and economic benefits. WCWET is working with Auckland Council, AT, the Henderson-Massey and Whau Local Boards, mana whenua, community organisations and the community to develop a comprehensive work programme to deliver these benefits. Planning is under way at present and implementation is expected to commence from July 2021.

WCWET thanks Auckland Council, Auckland Transport, Henderson-Massey and Whau Local Boards, The Trusts Community Foundation (TTCF), Te Kawerau a Maki and Ngāti Whātua Ōrākei for their contribution to date.

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1. Introduction

Te Whau Pathway is a transformational community/council partnership project that will create a 12-kilometre shared path linking Green Bay, New Lynn, Kelston, Glendene and Te Atatu in various stages over the next seven years, see Figure 1 in the Attachment. Project partners include Auckland Council, Auckland Transport, Henderson-Massey and Whau Local Boards, Te Kawerau a Maki, Ngāti Whātua Ōrākei, and the Whau Coastal Walkway Environmental Trust.

Te Whau Pathway transverses a range of different environments, such as open fields, bridge structures and the coastal marine environment (which constitutes more than 50% of the pathway) to provide a unique, iconic and pleasant coastal experience.

The project contributes to the Auckland Plan outcomes for belonging and participation, Māori identity and wellbeing, transport and access, and environment and cultural heritage.

The benefits of the pathway include improved access to the coast, better connectivity for the community to the existing community assets (parks etc.) and the addition of an alternative mode of transport for commuters in the form of a largely off-road path that connects with other cycleways and transport interchanges. Provision of greater public access to the Whau River will result in greater environmental awareness and generate environmental, social, cultural and health benefits. There is also the potential for economic benefits from the pathway as a tourist attraction due to its unique location and cycling services.

The Whau Coastal Walkway Environmental Trust raised nearly \$2.02 million since March 2015, which together with the contribution from the Whau and Henderson-Massey Local Boards, Auckland Council and Auckland Transport has enabled the construction of the first stages comprising 3.2 kilometres at Tiroroa Esplanade, Roberts Field, Archibald Park, Ken Maunder Park, McLeod Park and Olympic Park, connector paths and a pontoon at Archibald Park.

Altogether, nearly \$9 million has been invested to date on the project, as follows:

- Whau Coastal Walkway Environmental Trust, \$2.02 million
- Auckland Transport, \$1.35 million
- Auckland Council, Henderson-Massey and Whau Local Boards, \$5.63 million

If funding is not available to complete the project, the investment to date will not achieve the intended objectives. Te Whau Pathway has a net project whole of life cost/benefit of 3.32 to 1. If it is not completed the cost/benefit will be 1.6 to 1, representing poor value for money spent.

2. About the Whau Coastal Walkway Environmental Trust

The Whau Coastal Walkway Environmental Trust was established in 2014. Our Vision is: To construct a shared pathway for walking and cycling linking the Manukau and Waitemātā Harbours along the Whau Estuary; while achieving social, cultural, economic, environmental and health benefits.

Our Mission is:

- a) To promote design and construct a multifunctional active transport walkway around the Whau River with the purpose of improving the conditions of life for the members of the public.
- b) To assist in the environmental restoration of water quality and the coastal environment in the Whau catchment area.
- c) To facilitate the construction and viewing of Public and functional art along the proposed Whau walkway.
- d) To enhance appreciation of the cultures including Mana Whenua, communities and histories associated with the Whau River.

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Since our inception we have raised funds to create stages of the pathway, resulting in \$2.05 million of assets which were gifted to Council. Additionally, we have carried promotional activities designed to progress our Mission in partnership with the project partners and community organisations.

3. Strategic alignment

3.1 Alignment with the DRAFT Auckland Regional Land Transport Plan 2021-2031

Te Whau Pathway supports the strategic priorities identified in the RLTP, as follows:

- **Travel choices** – Accelerating better travel choices for Aucklanders. It is estimated that once completed the pathway will generate 328,500 cyclist and pedestrian trips. Additionally, WCWET will be working with the project partners to actively promote travel choices, for example through business travel plans and community-based ride sharing.
- **Climate change and the environment** – Improving the resilience and sustainability of the transport system and significantly reducing the GHG emissions it generates. As explained above, the pathway will make a contribution to reducing vehicle trips and hence GHG emissions. Once completed an extensive planting programme will be implemented which will provide some carbon sequestration.
- **Access and connectivity** – Better connecting people, places, goods and services. Te Whau Pathway connects local communities with regional transport infrastructure, with schools, parks, shopping areas community facilities and with each other.
- **Safety** – Making the transport system safe by eliminating harm to people. Te Whau Pathway provides mainly an off-road route for cyclists and pedestrians.
- **Growth** – Enabling Auckland's growth through a focus on intensification in brownfield areas and with managed expansion into emerging greenfield areas. Discussion has commenced with Panuku Development Auckland and Kāinga Ora to align long term planning with their development plans, particularly in Avondale and New Lynn.
- **Asset management** – Sound management of transport assets. The pathway is being designed in accordance with AT's standards with careful consideration of optimising whole of life costs.

3.2 Contribution to Auckland Council's Long Term Plan 2021-2032

Te Whau Pathway contributes to addressing the key issues identified by Council in the LTP 2021-2031, as follows:

- **Key issue 1: Proposed investment package.** Te Whau Pathway provides outstanding value for money. Project benefits are \$172.1 million, which for Council's investment of \$16.03 million represents a benefit/cost of 10.74.
- **Key issue 2: Responding to climate change.** Te Whau Pathway will contribute to reducing carbon emissions by providing alternative modes of transport, as well as a significant community-based tree planting programme as each section is completed.
- **Key issue 3: Responding to housing and growth.** Te Whau Pathway provides safe off-road access to public transport infrastructure and cycling networks, thus helping to reduce the impact of growth on the roading networks.
- **Key issue 4: Investment in our community.** Te Whau Pathway provides a direct benefit to 98,000 persons in the west of Auckland and 17,487 students in 35 schools. As it is only 11.7 kilometres from the CBD, a 45-minute bike ride, it will be of benefit to the greater Auckland community. Construction will generate on average 47 jobs per year over 8 years and it is estimated that 20 full time jobs will be created.

- Key issue 5: Protecting and enhancing the environment. Te Whau Pathway includes a comprehensive and integrated plan to restore the aquatic and terrestrial environment in the Whau River catchment, which will benefit the immediate environment as well as the Waitematā Harbour as the receiving environment.

Te Whau Pathway is aligned with these outcomes in the LTP 2021-2031:

- More people using public transport.
- More people walking and cycling in the city.
- Less people dying or getting injured on our roads.
- Less flooding and improved water quality in waterways, particularly after storms.
- Community infrastructure that meets the needs of a growing and increasingly diverse population.
- A range of recreation options that Aucklanders can choose from to stay active.
- More visitors to Auckland.
- More quality jobs in local areas.
- A range of events and experiences across Auckland.
- Our natural environment protected from human generated and natural hazards (e.g., kauri dieback).
- Aucklanders receive greater value from council services.

The current LTP 2018-2028 included the following references to Te Whau Pathway:

- Local community services. Focus on improving service to customers by: Making it easy for people to get out and about and be physically active by continuing our walkway and trail programme with further development of the Tamaki, Norana Park and Te Whau walkways and continuing our sports parks redevelopment programme with investment in parks such as Rautawhiri park, Hobsonville Point/Scotts Road, Fowlds park and Colin Maiden park.
- Henderson-Massey Local Board Advocacy initiatives. Advocate for funding for the Te Whau pathway to be allocated in the Auckland Transport capital programme, and for Council to continue to support and resource the project.
- Whau Local Board Advocacy initiatives. Advocate for funding for Te Whau pathway to be included in the Auckland Transport capital programme as part of the adopted Regional Land Transport Programme and for council to continue to support and resource the project.

4. Project scope

Te Whau Pathway is a 11.77 km long shared walking and cycling path (plus about 3 km of connector paths), on and off road that links the Waitematā Harbour with the Manukau Harbour, from Te Atatu Peninsula to Green Bay. The route has been split into the following five distinct sections based on environmental and design options:

Section 1. Green Bay Beach to Olympic Park, New Lynn. Total length 2,880 metres.

- 520 metres, new shared path to be built from Green Bay to the intersection with Kinross Street on public road (AT), currently not funded
- 1,840 metres, existing on road cycleway and footpath along Portage Road from Kinross Street to Wolverton Street (AT)
- 180 metres existing shared path constructed on Olympic Park funded by Whau Coastal Walkway Environmental Trust (WCWET), through a grant from The Trusts Community Foundation (TTCF), and funding from Auckland Council and the Whau Local Board; gifted to Auckland Council for the benefit of Aucklanders
- 340 metres, new shared path to be built along Wolverton Street on public road (AT) and through Olympic Park, currently not funded

Section 2. Olympic Park, New Lynn to Ken Maunder Park, Avondale. Total length 2,340 metres.

- 540 metres existing shared path constructed on Ken Maunder Reserve funded by Whau Coastal Walkway Environmental Trust (WCWET), through a grant from The Trusts Community Foundation (TTCF), and funding from Auckland Council and the Whau Local Board; gifted to Auckland Council for the benefit of Aucklanders.
- 1,800 metres of shared path/boardwalk to be completed by December 2023, to be built on Council land, funded by Crown Infrastructure Partners (CIP) as a grant from the government's Covid-19 Response and Recovery Fund

Section 3. Ken Maunder Park, Avondale to Archibald Park, Kelston. Total length 1,910 metres.

- 740 metres existing shared path constructed on Archibald Park funded by WCWET, through a grant from TTCF, and funding from Auckland Council and the Whau Local Board; gifted to Auckland Council for the benefit of Aucklanders
- 310 metres shared path to be built along Queen Mary Avenue, Kelston on public road (AT), currently not funded
- 860 metres shared path/boardwalk to be built on Council land, currently not funded

Section 4. Archibald Park, Kelston to Laurieston Park, Glendene. Total length 1,785 metres.

- Shared path/boardwalk to be built on Council land, currently not funded

Section 5. Laurieston Park, Glendene to Northwestern Cycleway, Te Atatu. Total length 2,855 metres.

- 160 metres existing shared path constructed on McLeod Park funded by WCWET, through a grant from TTCF, and funding from Auckland Council and the Henderson-Massey Local Board; gifted to Auckland Council for the benefit of Aucklanders
- 160 metres existing shared path constructed on Roberts Field funded by Auckland Council and the Henderson-Massey Local Board
- 2,535 metres of shared path/boardwalk to be completed by December 2023, to be built on Council land, funded by Crown Infrastructure Partners (CIP) as a grant from the government's the Covid-19 Response and Recovery Fund

Te Whau Pathway is primarily an off-road path with the exception of Queen Mary Avenue and Portage Road and has been designed to cycle metro standards and to cater for pedestrians including disabled users. 90% of the proposed route is fully segregated from traffic with only five vehicle crossings and two road crossings.

The sections of pathway in parks and reserves have been designed to be 3.0 m wide shared paths with additional 0.5 m buffer zones to vegetation (or fencing) either side. Within the parks and reserves there is ample space available, such that the full path width can be used with lighting, and signage also able to be placed alongside the buffer zone.

The sections of pathway designated to be boardwalk have been designed to be 4.0 m wide. This allows for a buffer zone of 0.5 m from the hand rails which is more generous than the normal 0.3 m requirement. This means that the boardwalk actually provides an effective pathway width of 3.4 m which provides excellent consistency along the route.

The work programme will be delivered as a community partnership model and includes environmental restoration of the Whau River catchment and environmental education, and delivering social, cultural and economic benefits.

Te Whau Pathway has been granted a resource consent for Sections 2 and 5. The other sections are under appeal to the Environment Court; it is expected that these will be resolved mid-2021. As well, all the pathway is within Reserves there will not be any barriers to implementation. Completion of Te Whau Pathway is supported by the Henderson-Massey and Whau Local Boards and the community.

5. Auckland Council's commitment

The government 's 'shovel ready' funding contractual agreement requires Council to complete construction by 2023 and deliver on the following:

- Natural capital refers to all aspects of the natural environment needed to support life and human activity. It includes assets such as minerals, energy resources, soil, water and trees. It also includes the services that ecosystems provide that benefit people, such as provision of food and materials, clean air and nice views.
- Social capital includes the social connections, attitudes, norms and formal rules or institutions that contribute to societal wellbeing.
- Human capital includes people's skills, knowledge, mental and physical health. Human capital enables people to participate fully in work, study, recreation and in society more broadly.
- Financial and physical capital, includes financial, physical and intangible assets that have a direct role in supporting incomes and material living conditions.
- Sustainable Development Goals (SDG's):
 - o SDG6: Implement integrated water resource management and protect and restore water related ecosystems.
 - o SDG9: Industry, Innovation and Infrastructure. Quality, reliable, sustainable & resilient infrastructure
 - o SDG11: Access to safe, affordable, accessible green & public spaces. In particular for women and children, older persons and persons with disabilities.
 - o SDG13: Climate Change
 - o Sub level: SDG10: Reduced inequalities, SDG12: Responsible production & consumption, SDG15: Life on Land
- Govt Policy Statement 2021 (GPS)

The 'shovel ready' funding includes \$1 million for the implementation of related programmes and activities. Council's project team together with the Whau Coastal Walkway Environmental Trust is developing a comprehensive implementation plan which will be delivered in partnership with community organisations from June 2021.

6. Demand

6.1 Demand modelling

Analysis of compliance with the Land Transport Management Act 2003, the Government Policy Statement, the Auckland Plan, the Auckland Regional Land Transport Strategy and other applicable transport planning documents shows that the shared path will contribute to the objectives of those documents and fits well with the overall and specific policy framework, particularly in regard to environmental suitability, integrated transport network and public health promotion objectives.

Te Whau Pathway will connect with the Avondale to New Lynn Shared Pathway that is currently under construction and the North-Western cycleway. Therefore, it can be expected that the users of Te Whau Pathway will be predominately commuters. However, it is very likely that a large number of recreational users such as walking and jogging, sport cyclists, tourists and recreational river users will also utilise the path. Way finding signs will be provided to address the needs of the different users. To maximise the potential user base, the design caters for users with disabilities and their requirements.

Modelling shows that Te Whau Pathway is expected to attract on average 113,150 cyclists and 226,300 pedestrians annually in Te Atatu South; and an average of 105,850 cyclists and 211,700 pedestrians yearly for other sections.

The following Table 1 summarises pedestrian and cyclist daily average demand estimates of 900 trips per day for Te Whau Pathway. Forecast cycle trips are influenced by the impact of e-bikes and the proposed Te Atatu bus station.

Table 1: Estimated 2026/2028 annual daily average trips on Te Whau Pathway

Table 1: Estimated 2026/2028 annual daily average trips on Te Whau Pathway

| Section | Approx. cycle trips | Approx. pedestrian trips | Total trips |
|--------------------------------------|---------------------|--------------------------|-------------|
| 1 Portage Road | 350 | 450 | 800 |
| 2 Olympic Park to Ken Maunder Park | 360 | 450 | 810 |
| 3 Ken Maunder Park to Archibald Park | 640 | 450 | 1,090 |
| 4 Archibald Park to Laurieston Park | 340 | 450 | 790 |
| 5 Laurieston Park to SH16 | 580 | 450 | 1,030 |
| Te Whau Pathway Average | 450 | 450 | 900 |

Source: Flow Transportation Specialists, 2021

The pathway connects about 98,000 residents in Green Bay, Blockhouse Bay, Avondale, New Lynn, Kelston, Glendene and Te Atatu South; 35 schools with 17,487 students and 33 parks and reserves, providing safe off-road facilities for going to work, school and shopping and for recreation. Thus, the students and park users are all potentially likely to use the pathway. This has already been demonstrated in the sections constructed to date, such as Archibald Park. According to public opinion surveys carried out in 2017, 86% of respondents indicated that they would use the pathway.

6.2 Commuter travel times

Te Whau Pathway will provide a safe and reliable travel experience. Examples of some travel times for commuter cyclists are as follows:

- Green Bay to New Lynn to Avondale cycleway, 12 minutes
- Green Bay to New Lynn Transport Interchange, 14 minutes
- Kelston to New Lynn to Avondale cycleway, 18 minutes
- Kelston to New Lynn Transport Interchange, 20 minutes
- Glendene to Northwestern cycleway, 19 minutes
- Glendene to Te Atatū Bus Interchange, 23 minutes
- Te Atatū South to Northwestern cycleway, 10 minutes

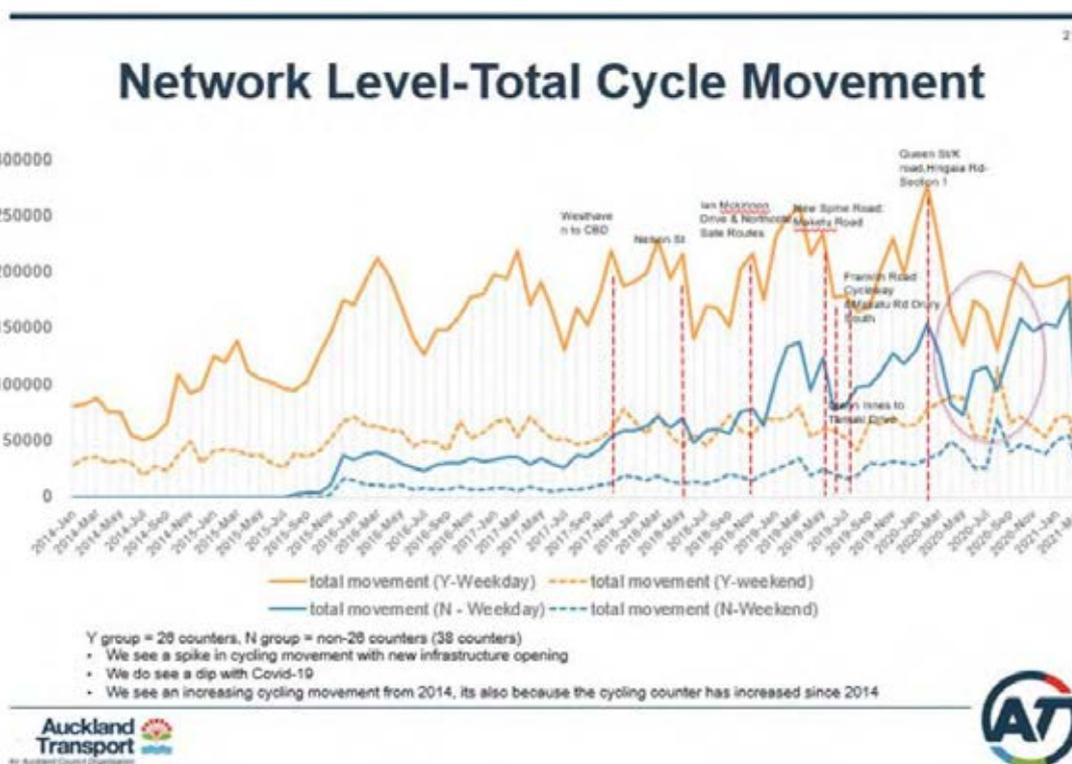
- Te Atatū South to Te Atatū Bus Interchange, 14 minutes

6.3 Regional Cycling Demand Growth

Regional cycling demand has grown consistently year upon year. Graph 1 shows that cycling has increased from 80,000 total users in January 2014 to about 280,000 in January 2020, with many increases associated with new pathways (AT, 2021). A recent survey carried out by AT shows that for the period from 1st of January to 31st December 2020, the top three most used cycling facilities in Auckland were:

- Northwestern Cycleway Kingsland, with a Daily Average Cyclist Movement of 1,003
- Quay Street Temporary Counter, with a Daily Average Cyclist Movement of 925
- Northwestern Cycleway Te Atatu, with a Daily Average Cyclist Movement of 819

Thus, Te Whau Pathway will provide a positive contribution to ridership on two of the most used routes on the regional cycling network.



6.4 Demographics

The pathway serves a very diverse community as shown in the demographic statistics below. We are currently developing a work programme to ensure the diverse interests of each community are included in the project.

6.4.1 Whau Local Board diversity

Ethnic diversity

- 40.4% identified as European (compared to 53.5% Auckland)
- 40.3% identified as Asian ethnicity (compared to 28.2% Auckland)
- 18.7% identified as Pacific Peoples (compared to 15.5% Auckland)
- 9.9% identified as Māori

Whau age structure

- At the 2018 Census 18.9% of Whau Local Board’s population was under 15, compared to 20.0% of Auckland.

- 12.1% were 65 or older, compared to 12.0% of Auckland.

6.4.2 Henderson-Massey Local Board diversity

Ethnic diversity

- 48.7% identified as European (compared to 53.5% Auckland).
- 27.5% identified as Asian ethnicity (compared to 28.2% Auckland).
- 20.9% identified as Pacific Peoples (compared to 15.5% Auckland).
- 17.2% identified as Māori (compared to 11.5% Auckland).

Henderson-Massey age structure

- At the 2018 Census 22.5% of Henderson-Massey Local Board’s population was under 15, compared to 20.0% of Auckland.
- 10.4% were 65 or older, compared to 12.0% of Auckland.

6.4.3 Schools’ summary population 2019

School populations are shown in the Table 2 below. In the Whau Local Board area, Asian students make up 29% of school populations, while Pasifika students represent 27% of the populations. In the Henderson-Massey Local Board area, European students make up 34% of school populations, while Māori and Asian students each represent 22% of the populations.

Table 2: Te Whau Pathway schools’ population

Table 2: Te Whau Pathway schools’ population

| Whau Local Board | | | | | | | | |
|------------------------------|--------------|----------|-------|---------|-------|-------|-------|---------------|
| Number of schools | 26 | | | | | | | |
| | Demographics | | | | | | | |
| | Total | European | Māori | Pacific | Asian | MELAA | Other | International |
| Total population | 13,216 | 3,026 | 1,752 | 3,560 | 3,804 | 685 | 137 | 252 |
| % ethnic group | | 23% | 13% | 27% | 29% | 5% | 1% | 2% |
| Henderson-Massey Local Board | | | | | | | | |
| Number of schools | 9 | | | | | | | |
| | Demographics | | | | | | | |
| | Total | European | Māori | Pacific | Asian | MELAA | Other | International |
| Total population | 4,271 | 1,447 | 956 | 739 | 931 | 138 | 18 | 42 |
| % ethnic group | | 34% | 22% | 17% | 22% | 3% | 0% | 1% |
| Totals for Te Whau Pathway | | | | | | | | |
| Number of schools | 35 | | | | | | | |
| | Demographics | | | | | | | |
| | Total | European | Māori | Pacific | Asian | MELAA | Other | International |
| Total population | 17,487 | 4,473 | 2,708 | 4,299 | 4,735 | 823 | 155 | 294 |
| % ethnic group | | 26% | 15% | 25% | 27% | 5% | 1% | 2% |

Source: <https://www.educationcounts.govt.nz/data-services/directories/list-of-nz-schools>, consulted 11 October 2020

7. Direct Economic Benefits

An economic evaluation has been undertaken using the 40-year analysis and 6% discount rate in accordance to the latest Waka Kotahi NZTA Economic Evaluation Manual procedures. The project achieves a minimum Benefit Cost Ratio of 3.32 indicating that the project is financially viable and could qualify for Waka Kotahi NZTA subsidy at a rate of at least 51%. The benefits of \$172.1 million are summarised in Table 3, which for Council’s investment of \$16.03 million represents a benefit/cost of 10.74. Note that for example if only Section 2 is completed the Benefit Cost Ratio is 1.57.

Table 3: Te Whau Pathway components of benefits analysis

Table 3: Te Whau Pathway components of benefits analysis

| Benefit Stream | | Discounted Benefits | |
|----------------------------------|--|-----------------------|------------------------|
| | | Section 2 Only | Te Whau Pathway |
| Cycling benefits | Health benefits for cyclists | \$8.6 million | \$60.9 million |
| | Safety benefits for cyclists | \$0.01 million | \$1.3 million |
| | Travel time savings for cyclists | -\$0.1 million | \$1.5 million |
| Pedestrian benefits | Health & environment benefits for peds | \$6.5 million | \$81.2 million |
| General traffic benefits | Decongestion | \$3.8 million | \$27.2 million |
| Total Discounted Benefits | | \$18.8 million | \$172.1 million |
| Total Discounted Costs | | \$12.0 million | \$51.8 million |

Source: Adapted from Flow Transportation Specialists 2019, 2021.

The economic assessment is considered to be conservative as there are numerous factors that have not been included, such as:

- The pathway is likely to be an iconic structure that will attract tourist and recreational users, these users will likely experience health benefits which are not taken into account in the assessment;
- Benefits to the existing network associated with mode shift such as congestion, emission and driver confusion have not been account for;
- Potential environmental improvement associated with the pathway such as granting better access to clean up efforts and providing education to public on sustainability of the Whau River is unlikely to be measurable in relation to its benefits.

The benefits of the pathway are expected to be associated with the improved access to the coast, better connectivity for the community to the existing community assets (parks etc.) and the addition of an alternative mode of transport for commuters in the form of a largely off-road path that connects with:

- The North-Western Cycleway and on to the Project Twin Streams shared paths. Te Whau Pathway is only 11.7 kilometres from the CBD, a 45-minute bike ride.
- Cyclists and walkers will be able to complete a loop along Te Whau Pathway, the New Lynn to Avondale, Waterview/Oakley Creek and Northwestern cycleways, a total of 19.4 kilometres.
- The New Lynn to Avondale cycleway and onto the New Lynn Transport interchange.
- Auckland Transport’s proposed Te Atatu bus interchange, part of the staged construction of a rapid transit corridor along the Northwestern Motorway. This proposed station is predicted to be used by 1,670 boarding/alighting passengers in the 2046 morning peak period, a portion of which will be expected to walk or cycle to/from the station via Te Whau Pathway
- Auckland Transport and Panuku both propose improvements to the cycle network within the wider Henderson area. These proposed changes are anticipated to be cycleway and cycle lanes physically separated from general traffic. Notably, the route from McLeod Road to Henderson will connect directly to Te Whau Pathway.

Provision of greater public access to the Whau River will result in greater environmental awareness and appreciation of the Whau environment and generate environmental, social, cultural and health benefits. There is also the potential for economic benefits from the pathway as a tourist attraction due to its unique location, as has been the case for the New Plymouth Coastal Walkway.

Construction of Te Whau Pathway is estimated to create on average 47 jobs per year over 8 years, as well it is expected that 20 full time jobs will be generated due to activities such as bike repairs, ebike hire, tourism and cafes (for example, we are aware of an existing entity near the pathway that will be developing its facilities to cater for the passing trade).

8. Environmental benefits Te Whau Pathway will link a series of reserves and esplanade strips along the western edge of the Whau River. This project has the potential to open up the River, and Coastal Environment to promote community engagement and education and to protect and restore the coastline. Information points outlining the key vegetation and bird species likely to be seen will be key to engaging the public. Te Whau Pathway will support the creation of neighbourhood based environmental programmes to restore water quality and the terrestrial environment, for example predator control networks to buffer the River corridor.

Ecological health in the Whau River catchment in West Auckland is in urgent need of restoration. Jobs for conservation work and enhancement of biodiversity in this culturally and ecologically significant area are both critically needed, and we will be seeking investment to accelerate this mahi in collaboration with the community. We are currently developing a comprehensive plan for implementation of improvements to the Whau River terrestrial and aquatic environment, based on a mana whenua-community-Council partnership model.

We have been working with a number of partners to improve the quality of the aquatic and terrestrial environment in the Whau River catchment since 2015. During that time, we have cooperated with the Whau River Catchment Trust to build on their experience in community-based restoration projects and its ability to collaborate with a diverse range of community stakeholders. As well, we have been active partners in the Whau Wildlink project.

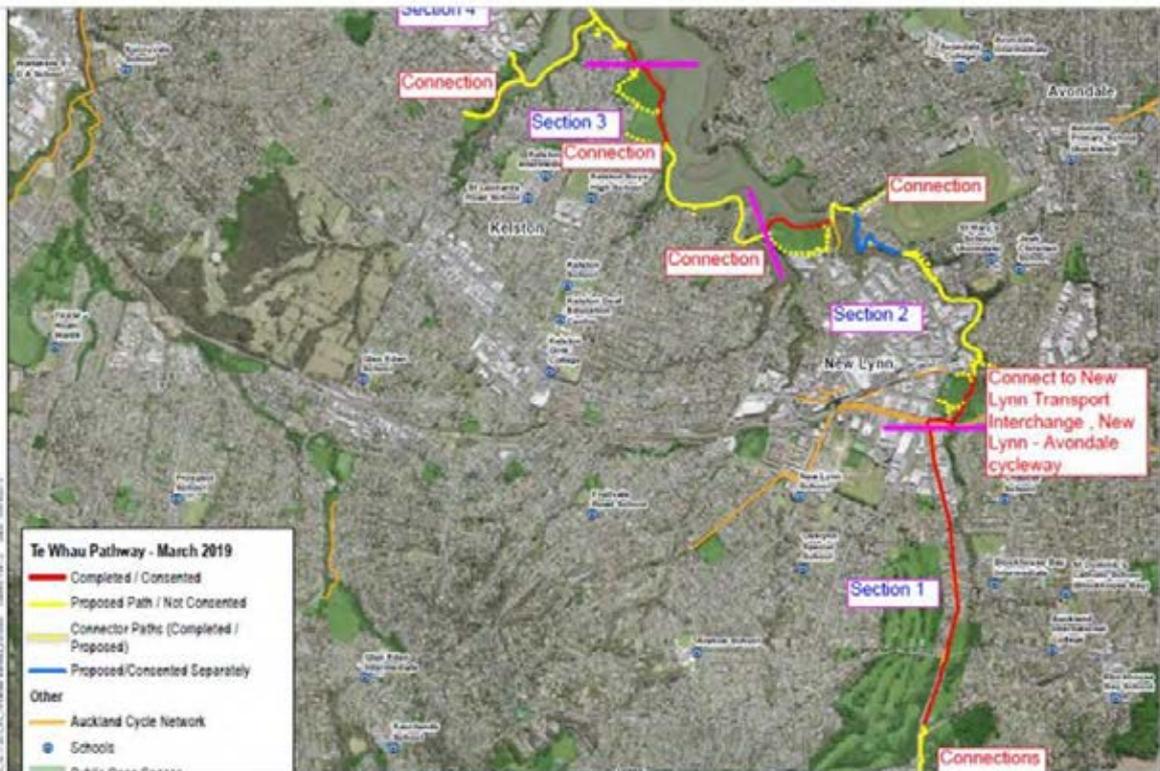
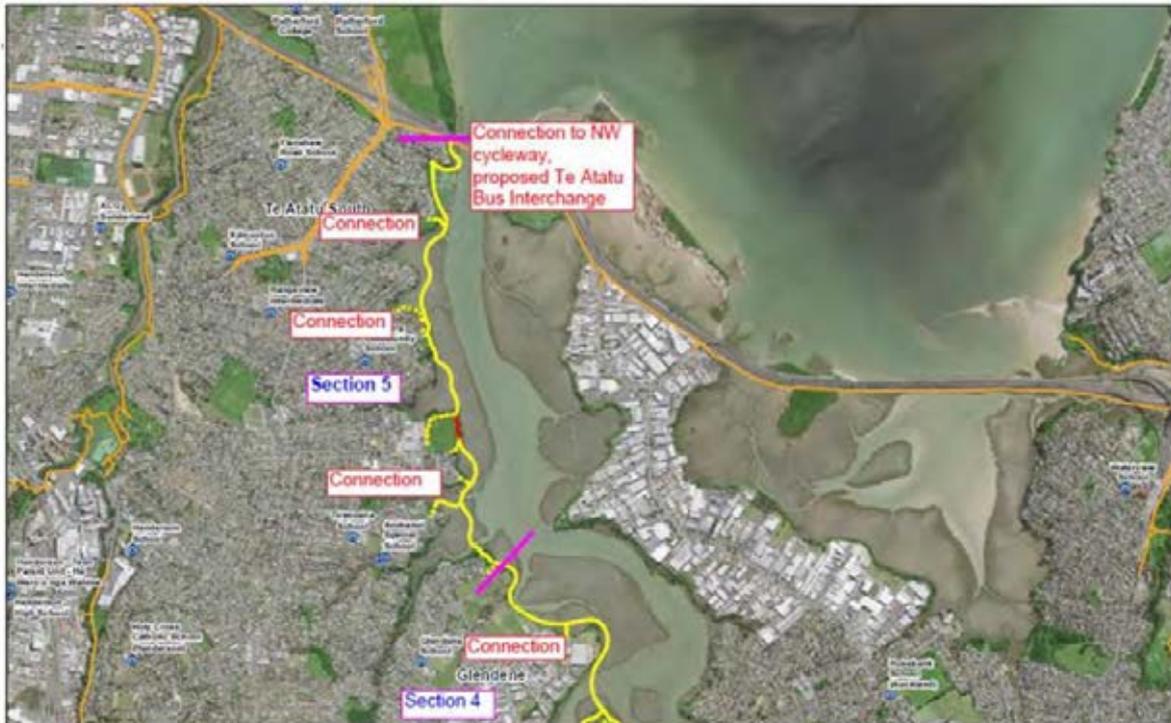
9. RLTP 2021-2031 Funding Request

Our request is for AT to include Te Whau Pathway in the RLTP 2021-2031, as shown in Table 4, noting that potentially only \$0.59 million is required in 2023/24 (assuming Waka Kotahi NZTA subsidy) so that there is practically no impact on finances. It is likely that costs will increase with the passage of time given the challenges facing the Auckland construction industry which has resulted in additional costs to other transport projects.

Table 4: Te Whau Pathway RLTP 2021-2031 Funding

| Funding Source | PATHWAY SECTIONS | Cost estimate (\$M) | 2020/21 (\$M) | 2021/22 (\$M) | 2022/23 (\$M) | 2023/24 (\$M) | 2024/25 (\$M) | 2025/26 (\$M) | 2026/27 (\$M) | 2027/28 (\$M) |
|--|------------------|---------------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|---------------|
| RLTP 2021-2031 request | Section 1 | \$2.46 | | | | \$1.20 | \$1.26 | | | |
| Included in Draft RLTP 2021-2031 | Section 2 | \$14.23 | \$2.69 | \$7.20 | \$4.35 | | | | | |
| RLTP 2021-2031 request | Section 3 | \$9.14 | | | | | \$2.31 | \$4.27 | \$2.56 | |
| RLTP 2021-2031 request | Section 4 | \$21.10 | | | | | | \$4.10 | \$10.00 | \$7.00 |
| Included in Draft RLTP 2021-2031 | Section 5 | \$21.07 | \$4.00 | \$8.39 | \$8.68 | | | | | |
| Total Cost | | \$68.01 | \$6.69 | \$15.59 | \$13.03 | \$1.20 | \$3.57 | \$8.37 | \$12.56 | \$7.00 |
| Funding Summary | | | | | | | | | | |
| Crown 'Shovel Ready' | | | \$ 6.69 | \$ 15.59 | \$ 13.03 | | | | | |
| Net funding | | | | | | \$ 1.20 | \$ 3.57 | \$ 8.37 | \$ 12.56 | \$ 7.00 |
| Waka Kotahi NZTA funding @ 51% | | | | | | \$ 0.61 | \$ 1.82 | \$ 4.27 | \$ 6.40 | \$ 3.57 |
| RLTP 2021-2031 request | | | 0 | 0 | 0 | \$ 0.59 | \$ 1.75 | \$ 4.10 | \$ 6.15 | \$ 3.43 |
| Total Crown funding | | \$35.30 | | | | | | | | |
| Total Waka Kotahi NZTA funding | | \$16.68 | | | | | | | | |
| Total Auckland Council/AT funding | | \$16.03 | | | | | | | | |
| Total funding | | \$68.01 | | | | | | | | |

Attachment. Figure 1 Map of Te Whau Pathway



Hamilton City Council Staff

1.0 SUMMARY OF KEY POINTS AND RECOMMENDATIONS

1.1 Seek Auckland Transport and Auckland Council's ongoing support of the Te Huia start up interregional passenger rail service between Hamilton and Auckland.

1.2 Support the Waikato Regional Transport Committee request for the inclusion of Te Huia Hamilton to Auckland passenger rail service Phase 1B enhancement as an activity of interregional significance in Section 7 of the Auckland RLTP.

1.3 Support the Waikato Regional Transport Committee's submission that Auckland Transport bring a new project into your funding tables in the Appendices in regard to Phase 1B enhancements of the Hamilton to Auckland passenger rail service as a project for the Auckland Region.

2.0 INTRODUCTION

2.1 Hamilton City Council staff would like to thank Auckland Transport for the opportunity to make a submission to the draft Auckland Regional Land Transport Plan 2021-2031 (draft RLTP).

2.2 We commend Auckland Transport and its transport partners for producing a high-quality document.

3.0 HIGH LEVEL COMMENTS

3.1 We provide overall support for your draft 2021-2031 RLTP, recognising the importance of the 2021 Auckland Transport Alignment Project (ATAP) package of work which forms an important part of the investment in Auckland's transport system over the next decade. We note a number of these ATAP projects will provide benefits to the whole upper North Island transport system.

3.2 We support the process that you have gone through to produce a draft RLTP, which is broadly consistent with the Waikato Region's draft 2021-2051 RLTP. In particular, we share a priority focus on ensuring the ongoing economic efficiency of our strategic corridors, looking after our regional transport assets, improving road safety outcomes and addressing Climate Change.

4.0 SPECIFIC COMMENTS

4.1 Section 7: Inter-Regional Priorities (Page 71)

4.2 As a neighbouring region and key transport partner in delivering on inter-regional and upper North Island transport outcomes, we support the identification of shared priorities as outlined in the joint statement from the Upper North Island Strategic Alliance, which is included in our respective draft RLTPs.

4.3 We support the references in Section 7 of your RLTP in respect to inter-regional priorities, including inter-regional connectivity and inter-regional rail services. We support the strategic areas of focus for the Upper North Island, especially in respect to:

- Hamilton to Auckland (SH1 and Rail) - focus on supporting delivery of growth initiatives through the Hamilton-Auckland corridor project for both people and freight with multi-modal transport choices along the corridor and within communities and businesses.

4.4 We appreciate the acknowledgement of the importance of inter-regional connections, particularly the connection with Waikato through to Hamilton. We also appreciate the input from Auckland stakeholders into the Hamilton-Auckland Corridor project and for the references in the Auckland RLTP.

JC1-0792

4.5 While the inter-regional movement of freight is critical, we would like to see a stronger focus on the inter-regional movement of people by rail. A focus on moving people by rail is an essential component of managing the transport implications of population growth and land use change. It also provides resilience to disruptions to the road corridors.

4.6 We would like to see specific mention of the Te Huia start up passenger rail service in the Hamilton To Auckland section of the strategic areas of focus table and completing the stage 1B enhancements, alongside the mention of road improvements to Waikato Expressway and Southern Corridor.

4.7 A goal of the Te Huia service within the start-up period is for inter-regional passenger rail services to access Puhinui and through to the Strand. The service is currently funded by government and Waikato stakeholders and recognition of the benefits to Auckland of inter-regional passenger rail is sought.

4.8 Support the Waikato Regional Transport Committee's request for the inclusion of Te Huia Hamilton to Auckland passenger rail service Phase 1B enhancement as an activity of inter-regional significance in Section 7 of the Auckland RLTP.

4.9 Section 10: Appendices

4.10 We are seeking Auckland Transport and Auckland Council's ongoing support of the Te Huia start up inter-regional passenger rail service between Hamilton and Auckland.

4.11 Support the Waikato Regional Transport Committee's submission that Auckland Transport bring a new project into your funding tables in the Appendices in regard to Phase 1B enhancements of the Hamilton to Auckland passenger rail service as a project for the Auckland Region.

5.0 CONCLUSION

5.1 Once again, we thank Auckland Transport for the opportunity to submit on the draft Auckland Regional Land Transport Plan 2021-2031.

6.0 FURTHER INFORMATION AND HEARINGS

6.1 Should Auckland Transport require clarification of the feedback from Hamilton City Council staff, or additional information, please contact Chris Allen (General Manager Development) on 07 838 6748 or 021 224 7939, email chris.allen@hcc.govt.nz in the first instance.

6.2 Hamilton City Council representatives do wish to speak in support of this submission at the Auckland Transport hearings.

Safety Collective Tāmaki Makaurau

Executive Summary

We know the majority of unintentional injuries are predictable and preventable and we support the plan in identifying safety measures as a strategic priority.

We would like to see an enhanced commitment to Te Tiriti o Waitangi in the plan, including how the effects of all programmes and initiatives on Māori will be measured, monitored, and reported on.

We contend all projects and approaches to improve the transport network across Tāmaki Makaurau should be based on best practise evidence, with a focus on reducing inequalities that exist for Māori and Pasifika communities in particular.

We support the increased focus on looking after the region's transport assets and addressing safety and the impacts of climate change.

Increased use of initiatives to reduce excess speed and alcohol and other drug-related harm on our roads is imperative. We strongly support increased random breath testing, and advocate for faster implementation of speed limit reviews for high-risk roads particularly around schools.

We strongly support AT securing a significant increase in funding sufficient to achieve greater public transport boarding's than the expected 142 million per annum by 2031.

We recommend enhanced targeting and resourcing of specific programmes to address safety issues for users who are vulnerable and/or have differing abilities, and that allow communities to trial new approaches to safety.

We support the allocation of Regional Fuel Tax funding into Road Safety and Active Transport projects that assist Tāmaki Makaurau's Vision Zero goal of having no deaths or serious injuries on the transport system by 2050.

We support the inclusion in the plan of a range of activities targeted at policy and regulatory interventions which will provide Aucklanders with better outcomes from their transport system.

Introduction and context

1. The Safety Collective Tāmaki Makaurau is a network of agencies and community organisations focussed on addressing the injury harm caused by alcohol, transport, and falls.
2. We are committed to honouring our collective obligations to Te Tiriti o Waitangi and recognising the special status of Māori.
3. We apply an equity lens across our work, given that harm falls disproportionately on Māori communities, as well as Pasifika and other ethnic communities and lower socio-economic populations.
4. The Collective is an accredited Pan Pacific Safe Community, hosted by Auckland Council and chaired by Cr Filipaina. A Strategic Advisor and a Data Analyst are funded by ACC to support its work.
5. As a network the Collective seeks to influence outcomes through evidence-based activities such as guiding vision and strategy, supporting aligned activities, improving the use of data, building public awareness, advancing policy, and mobilising funding and resources. It does not deliver frontline services.

6. Auckland Transport is a member of the Safety Collective. Although it has provided information to help this submission, it is not formally part of the submission as decisions on the plan will ultimately be made by the AT Board.

Comment

7. We know the majority of unintentional injuries are predictable and preventable and we support the plan in identifying safety measures as a strategic priority. We commend Auckland Transport's Vision Zero goal of having no deaths or serious injuries (DSI) on the transport system by 2050 and recognise that this aspiration will require concerted effort from transport and other agencies, central government, communities, and individuals alike.

8. We would like to see an enhanced commitment to Te Tiriti o Waitangi in the plan, including how the effects of all programmes and initiatives on Māori will be measured, monitored, and reported on. Whilst Te Tiriti o Waitangi is alluded to in the document it is only in respect to Auckland Transport having a Māori Responsiveness Plan. Enhancement is also crucial given the over representation of Māori in DSI across our transport network. However, we commend Auckland Transport for their development and ongoing commitment to funding initiatives directly aimed at improving road safety for Māori – for example the Te Ara Haepapa initiative and the Marae and Papakainga (Turnouts) safety programme.

9. We contend all projects and approaches to improve the transport network across Tāmaki Makaurau should be based on best practise evidence, with a focus on reducing inequalities that exist for Māori and Pasifika communities in particular. We note the acknowledgement that “Aucklanders want a system and evidence-based approach, resulting in equitable outcomes” with respect to climate change initiatives, but suggest this lens needs to be applied consistently across all initiatives.

10. There are substantial ethnic, socioeconomic, and geographic inequalities in the risk of dying or being injured in road traffic injury events across Tāmaki Makaurau. Māori have higher rates in all age groups compared to non-Māori. Pacific children and people living in more socio-economically deprived areas, urban south and rural areas have an elevated risk of being involved in a road traffic injury event.(1)

11. A socio-economic gradient is further illustrated in a 2016 Northern District Health Boards' report which identified child pedestrian injuries for children living in decile areas nine and ten were around four and a half times more likely to be involved in a motor vehicle traffic crash event as a pedestrian, compared to children living in decile areas one and two.(2)

12. Accordingly, we believe there is scope to expand the definition of vulnerable road users to include an equity lens including Māori communities, as well as Pasifika and other ethnic communities and lower socio-economic populations. A focus on equity seeks to ensure resources are prioritised to communities where they will have the greatest effect to redress inequitable outcomes such as higher numbers of DSI.

13. We support the increased focus on looking after the region's transport assets and addressing safety and the impacts of climate change.

14. Increased use of initiatives to reduce excess speed and alcohol and other drug-related harm on our roads is imperative. We strongly support increased random breath testing, and advocate for faster implementation of speed limit reviews for high risk roads particularly around schools.

15. Speed is the leading contributing cause of DSI on the Auckland network – contributing to 22.2 percent of DSI and 36 percent of all deaths. Alcohol and other drugs represent the 2nd largest

contributor to DSI at 18.5 percent of all DSI on our network, and the highest contributing cause to deaths, at 38.6 percent of all deaths.

16. A 2017 Ministry of Justice Compulsory Breath Testing Evidence Brief states “International evidence suggests it could be effective to increase levels of CBT [compulsory breath testing]. At least one breath test per licensed driver per year is recommended by multiple studies” (3). Reductions in the enforcement of random breath testing to below this best practice recommendation leads to substantial increases in alcohol related DSI. (4)

17. Nationwide, 3.0 million alcohol breath tests were undertaken in 2013/2014 (approximately one per driver) (5), and this has reduced to 1.6 million in 2019/2020 (approximately 0.4 per driver) (6). These reductions are also reflected in the number of roadside breath tests undertaken in Tāmaki Makaurau, which fell from 771,000 tests in 2013/2014 (5), to 354,000 tests in 2019/2020 (7).

18. We note in the plan that “...Tāmaki Makaurau is responsible for around 30 percent of the three million random breath test desired target for 2020/21”. We acknowledge and support the important role NZ Police have in providing adequate enforcement levels to achieve enhanced reductions in DSI. We note that proposed new legislation will require drivers to be tested for drugs as well, and that additional resources will be needed to enact this new regime.

19. We strongly support the School Speed Management Programme with its focus on making the roading environment for young people around schools safer. We note the Government’s “Land Transport Rule: Setting of Speed Limits 2021” consultation currently underway, and are very concerned at the proposed timeline for speed reductions to occur in only 40 percent of schools by 2024, with not all schools completed until 2030. We consider nine years for full implementation to be too long. Emphasis should be placed on prioritising schools’ implementation in the programme using an equity lens. We note this initiative is dependent on full funding from Waka Kotahi when the national Tackling Safe Speeds programme is approved. We advocate that expedited funding from the National Land Transport Fund (NLTF) is provided so all children in Tāmaki Makaurau have reduced risk of death or serious injury when travelling near their school.

20. Although increased use of initiatives to reduce excess speed on our roads is imperative, we raise concerns around the unintended consequences of traffic calming measures such as speed humps and speed tables, and the ability for emergency vehicles such as fire and ambulance to safely travel to and from incidents. Speed humps not only have a significant impact on response times for emergency services, which impacts the number of lives they can save, they also have an impact on how a patient can be safely and comfortably transported to hospital. St John and partner agencies are working closely with Auckland Transport Safe Speeds Programme to work through these issues and develop alternative speed calming measures which do not have the same impact on the effectiveness of emergency response in Auckland.

21. We strongly support AT securing a significant increase in funding sufficient to achieve greater public transport boarding’s than the expected 142 million per annum by 2031. It is concerning to otherwise see the forecast for private vehicle kilometres travelled continuing to increase in line with population - reversing this growth in favour of public transport would have significant safety and climate benefits.

22. We recommend enhanced targeting and resourcing of specific programmes to address safety issues for users who are vulnerable and/or have differing abilities, and that allow communities to trial new approaches to safety. While we acknowledge and applaud the 34 per cent drop in DSI in the period 2017 to 2020, we are concerned with the continued high number of DSI involving vulnerable road users (pedestrians, cyclists, and motorcyclists) on our roads.

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23. We support the connected communities' approach of delivering 15km to 20km of safe cycling environments (and safety and walking improvements) along key arterials, given 25 percent of DSI occur in these areas.

24. We support the projected investment of \$49 million to continue delivering new footpaths and widened footpaths in high priority locations. Whilst an identified 95% of footpaths are reported to be in very good to moderate condition, we advocate that remedial work be undertaken to ensure safe use for users of differing abilities on the five percent that are not meeting this standard.

25. We support increased funding for 'tactical urbanism' initiatives such as Waka Kotahi's Innovating Streets Programme. They provide opportunity for communities to try new things to improve safety across entire neighbourhoods - such as implementing low traffic neighbourhoods - and the results can then inform longer term infrastructure decisions. We urge AT to develop clear and community accessible policies and guidelines to facilitate the use of such programmes.

26. We support the allocation of Regional Fuel Tax funding into Road Safety and Active Transport projects that assist Tāmaki Makaurau's Vision Zero goal of having no deaths or serious injuries on the transport system by 2050.

27. We support the inclusion in the plan of a range of activities targeted at policy and regulatory interventions which will provide Aucklanders with better outcomes from their transport system. We would like to see AT more engaged in advocacy to central government, and where possible will add our voice supporting initiatives which will "make the transport system safe by eliminating harm to people" and "accelerate better travel choices for Aucklanders".

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On behalf of the Safety Collective Tāmaki Makaurau

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(6) New Zealand Police Annual Report 2019-2020

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(7) Ministry of Transport (personal communication) 2021

Tāmaki Estuary Environmental Forum

Re: Feedback on the Regional Land Transport Plan

Tēnā koe,

The Tāmaki Estuary Environmental Forum (TEEF) is a public forum supported by the five Local Boards that border the Tāmaki Estuary. TEEF is dedicated to protecting, sustaining, and enhancing the health of the Tāmaki Estuary by enabling integrated environmental management to achieve minimised pollution, good water quality and healthy biodiversity. With a history spanning three decades, TEEF is the main platform for the community to speak on matters affecting the catchment.

TEEF endorses the direction of the Regional Land Transport Plan (RLTP), with the emphasis on mode shift, from private vehicles toward lower emissions public and active transport choices. Travel options need to be broadened, to include frequent and reliable public transport and safe, viable active mode networks.

Our group is committed to the 50% reduction in emissions by 2030, and to the establishment of a network that needs to remain resilient and adaptable against sea level rise and coastal inundation. We also like the provision to trial green infrastructure initiatives and water quality sustainability.

We are committed to restoring the mauri (lifeforce, health and wellbeing) of the Tāmaki Estuary through a variety of means and avenues. Core to this approach is our adoption of a ki uta ki tai / mountains to the sea philosophy - this means that we recognise the importance of a catchment-wide pathway to restoration of the estuary, and this extends to the way we manage our transport network.

Ngā mihi,

Blind Low Vision NZ, Kāpō Māori Aotearoa NZ Inc., and Parents of Vision Impaired

30 April 2021

Auckland Draft Regional Land Transport Plan 2021-2031

Joint Submission - Blind Low Vision NZ (BLVNZ), Kāpō Māori Aotearoa NZ Inc. (KMA), and Parents of Vision Impaired (PVI)

Summary

Overall, the Auckland Draft Regional Land Transport Plan (RLTP) 2021-2031 identifies key issues and challenges facing people living in Auckland. However, accessibility for disabled people, including people who are blind, deafblind, or who have low vision is a low priority within the RLTP.

All Auckland Transport agencies and subsidiaries must work alongside the disability sector to integrate disabled peoples' perspectives into all new projects. Projects that improve accessibility for disabled people must be prioritised as Category 1 or Category 2 projects.

Te Tiriti o Waitangi – Most importantly, Auckland Transport must have a plan to demonstrate how they will give effect to their obligations under Te Tiriti o Waitangi.

The New Zealand Bill of Rights Act (1990) (NZBORA) states that everyone has the right to be free from discrimination from government and state officials, including from public transport, and including on the grounds of disability.

Aotearoa New Zealand is a signatory to three key United Nations conventions that emphasise disabled peoples' right to accessible transport. As such, local boards (such as the Auckland Council) are required to undertake all appropriate legislative, administrative, and other measures for the implementation of the rights recognized in the following conventions:

- United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) - Article 9 states that, to enable people with disabilities to live independently and participate fully in all aspects of life, "States Parties shall take appropriate measures to ensure to people with disabilities access, on an equal basis with others, to the physical environment, to transportation, to information and communications, including information and communications technologies and systems, and to other facilities and services open or provided to the public, both in urban and in rural areas."
- United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) – Article 21 which states that Indigenous peoples/persons with disabilities have the right to full and effective participation in all aspects of life. Realization of this right requires accessibility in terms of physical environments, transportation, information and communications, and access to other facilities and services open or provided to the public, both in urban and in rural areas.
- United Nations Convention on the Rights of the Child (UNCRC) – Article 23 which recognizes that a mentally or physically disabled child should enjoy a full and decent life, in conditions which ensure dignity, promote self-reliance and facilitate the child's active participation in the community. This includes access to independent and dignifying forms of public transportation.

Also of note is Outcome 5: Accessibility of the NZ Disability Strategy, which is based on the NZ Disability Action Plan. In particular, the strategy notes the following priorities:

- Increase the accessibility for disabled people of the built environment and transport services.

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- Implement the recommendations agreed by the Chief Executives' Group on Disability Issues from central Government, which were identified through the stocktake on the accessibility of public transport.

See further transport recommendations.

In our submission, we draw on the above documents in considering how the RLTP enables accessible, independent transport options for disabled people, with particular attention to people who are blind, deafblind, or have low vision.

Accessible transport means accessible for disabled people

The RLTP mentions access and connectivity as a key transport challenge for Auckland. Access is discussed with regard to how close transport services or facilities are to an abled person's home and place of work, and how affordable these transport choices are. These are indeed access issues. However, the RLTP primarily discusses access in terms of access for fully-able people. For disabled people, including people who are blind, deafblind, or have low vision, accessibility requires more than what is included in the RLTP. Currently, the RLTP gives little consideration to the access issues faced by disabled people.

The UNCRPD definition of accessibility must be used.

In Aotearoa New Zealand, disabled people describe accessible transport as being able to get from point A to point B (not just from home to work and back again!) using various modes of public transport independently and safely.

Further, it means being able to travel to and from the city without worrying about basic things like "will the bus driver stop for me today?", "will the bus driver refuse to allow my guide dog on the bus?", or "will I be able to buy a ticket?". It looks like trains and buses having room for more than one wheelchair user at a time, with public transport schedules that blind, deafblind, and low vision people can easily access on the app, and regular, consistent service routes.

These reasonable accommodations that disabled people are entitled to right now, in accordance with Te Tiriti o Waitangi, NZBORA, UNCRPD, UNDRIP, and the UNCRC.

The draft RLTP must ensure that new modes of transport are designed to be accessible for disabled people. For example, light rail must be designed so that people who are blind, deafblind or have low vision can access and navigate the facilities safely and independently. We don't want to repeat the failures of Melbourne's (Australia) light rail system.

Footpaths and shared user paths

Pedestrian and shared user paths must be designed with the needs of blind, deafblind, and low vision people in mind. Failure to do so results in footpaths being dangerous, increasing the risk of harm, and creating unnecessary barriers for people with vision loss. In particular, we note the following:

- Children with vision loss cannot always see fast-moving objects approaching and may not have learnt behaviours to compensate for their vision loss.
- Allowing cyclists and scooters on footpaths places blind, low vision, and vision-impaired children and adults at additional risk due to not being able to see or hear fast-moving devices such as electric scooters and e-bikes.

- Footpaths can be narrow, bumpy, and poorly maintained. Such footpaths are inadequate to allow for safe use for pedestrians as well as for other device users.
- There is potential for people who have mobility and vision issues to be treated poorly by other footpath users who are moving more quickly on their bicycle or scooter.

Our position is that footpaths should be prioritised as safe and accessible for pedestrians, and that transport devices and recreational items (such as eScooters, micro-mobility devices, and adult cyclists) should be used on cycle paths or the road, not the footpath, to ensure pedestrian safety.

Pedestrians who are blind, deafblind or have low vision need to be able to identify when they enter a pathway that is designated as a shared user path. Written signage and painted markings alone should not be relied on because not all people with vision loss can see the markings. We recommend installing detectable physical separation or barriers between the cycles and pedestrians rather than making shared user paths - particularly in busier environments - which would create a safer path for people with vision loss.

The draft RLTP should use findings from the Accessible Streets Package Disability Impact Assessment (being prepared by Waka Kotahi). We expect these findings will impact how shared user paths will be regulated by central government.

Technology

Ongoing investment in technology is a crucial part to ensure delivery of a better transport system. Any new technology (e.g. transport apps) must be accessible. This includes being able to be used by screen readers, text-to-speech software, and other adaptive technologies used by people who are blind, deafblind or have low vision.

All transport websites must meet the NZ Government Web Accessibility Standard 1.1. This Standard is based on the Web Content Accessibility Guidelines (WCAG) 2.1, the international standard for web accessibility.

Disabled people must be included from the outset in co-designing technology solutions, and in determining investment decisions. People with vision loss (in particular) must be involved in co-designing and implementing new technologies. Past experience tells us that when new technologies are rolled out, accessibility features lag behind. Expensive changes then have to be made after the roll out so that people with vision loss can access the technology like everyone else.

About us

Blind Low Vision NZ (BLVNZ)

Blind Low Vision NZ is the operating name of the Royal New Zealand Foundation of the Blind, an incorporated charitable society under the Incorporated Societies Act 1908. We are motivated as a 'for purpose' organisation. Our community includes those individuals who are blind, deafblind, have low vision or may have a print disability.

BLVNZ's mission is to empower approximately 14,000 clients and New Zealanders who are blind, deafblind, or low vision to live the life they choose. 180,000 Kiwis currently are blind, deafblind or have low vision and we are forecasting those numbers will increase to 225,000 by 2028.

Our services include providing vision loss rehabilitation, equipment and training to continue reading and communicating, and services that facilitate mobility, socialisation, recreation, education and

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employment. We endorse and will be guided by the Te Tiriti o Waitangi, United Nations Convention on the Rights of Persons with Disabilities (UNCRPD), the New Zealand Disability Strategy 2016-2026 (NZDS) and He Korowai Oranga (Māori Health Strategy) in our consideration, decisions and actions.

Kāpō Māori Aotearoa NZ Inc. (KMA)

Kāpō Māori Aotearoa NZ Inc. is the oldest and only national indigenous disabled peoples led organisation in Aotearoa, New Zealand. It has a dual role, as an indigenous disability advocate and as a Government contracted health and disability service provider. The Society's foundation is Te Tiriti o Waitangi with governance and operations guided by Māori principles, values and practices.

Kāpō Māori Aotearoa is an incorporated charitable society under the Incorporated Societies Act 1908. Our society is open to all people: disabled, able-bodied, Māori and Non-Māori. We are a founding member of the Disabled People's Organisation (DPO) Coalition in accordance with Section 4(3) of the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD).

We are a national health and disability service provider contracted by Government to provide disability information and advice services and specialist Māori disability cultural support services. We focus on tāngata whaikaha Māori and whānau access, engagement and navigation of health and disability services.

Our purpose is to educate, inform and support our over 1,500 kāpō Māori, tāngata whaikaha Māori and whānau members to thrive and prosper. We design and deliver our services in accordance with Te Ao Māori principles and practices.

Parents of Vision Impaired (PVI)

Parents of Vision Impaired (PVI) NZ is a registered charity which supports parents who have blind, low vision, or vision-impaired children. There is no cost to enrol and we provide a supportive community of parents who are overcoming challenges every day. Our current membership is at just over 1300 active members, with close to 800 email subscribers.

PVI offers parents advice, information, and opportunities to meet other parents. We publish a quarterly newsletter (eVision) and have a members-only Facebook page for families and whānau to share information and to network. PVI also runs an annual conference and AGM which allows parents and whānau to get together face to face for a longer time to talk, listen and learn in a social setting.

Additionally, PVI takes an active part in the disability sector through making sure that the voice of visually impaired children and their parents is heard in consultations with government, schools, local councils, and other organisations.

Contact Person for this submission

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Aktive

Executive Summary

Introduction

Aktive is a charitable trust that has been established to make Auckland the world's most active city. It is a key strategic partner of Sport NZ, Auckland Council and major grant-makers and funders and invests in a range of delivery partners, organisations and projects that will get more people recreating and playing sport in Auckland, with focuses on young people (tamariki and rangatahi) and populations of low participation, and those that are high risk of becoming inactive. There is clear evidence of the huge and wide-ranging benefits of an active population – improved physical and mental health and wellbeing, social connectedness, educational outcomes and economic and productivity gains.

More than one million Aucklanders – adults and children – are active each week. They are supported by 308,880 volunteers contributing 22.1 million hours of their personal time per annum, worth \$391 million to keep the sport and recreation sector moving. This sector contributes at least \$1.9 billion to the Auckland economy, providing more than 25,000 jobs for Aucklanders. In addition, there is an estimated \$372 million in healthcare savings in Auckland¹. However, the obesity epidemic and Aucklanders' inactivity remain a significant public health risk.

Whilst most Aucklanders are physically active in any given week, their levels of activity are well below World Health Organisation (WHO) guidelines. If nothing changes, there is the clear risk that 1.5 million Aucklanders will be underactive or inactive by 2040. 480,000 of these will be tamariki and rangatahi. Significantly the overall numbers hide inequities - women and girls, people living with disabilities, those of Asian and Pacific ethnicities, and those living in low socio-economic areas are less active.

Critically we consider a transport network with a focus on cleaner public transport and safe, well designed and located infrastructure for active modes plays a significant role in enabling people to become more active.

Aktive is therefore pleased to note Auckland Transport's (AT) acknowledgement of the role the transport network can play in improving public health. This includes helping people to be active through the proposed investment in and commitment to increasing the mode share of active transport, improved walking and cycling infrastructure, improved air and water quality and programmes which make the transport network safer, particularly for pedestrians and cyclists.

We strongly support the concept of streets as important public open spaces, not just for conveying motor vehicles and advocate for AT to work alongside Waka Kotahi to implement its Innovating Streets Programme. This programme empowers communities to use closed streets as community spaces. AT should design streets which are safe, attractive and encourage active modes as viable transport options.

We are also pleased to see the reinstatement of the Local Board Initiatives Fund to help augment the regional network with local improvements which can benefit tamariki and rangatahi and help them safely get where they need to be to engage in play, sport and recreation opportunities.

Acknowledgement

We acknowledge the challenge AT faces with balancing the various competing demands impacting Auckland, such as high growth, car dependency, a congested roading network, historic underinvestment and climate change within a context of falling revenue.

1 Active Citizens Worldwide, Auckland City Report, Portas Consulting, 2019
2 Response to the Regional Land Transport Plan (RLTP) Consultation Document
Strategic context

We note AT's comment that a lot has changed in the last three years. Like most sectors across New Zealand, the sport and recreation sector has been significantly impacted by the COVID-19 pandemic. In August 2020, Aktive surveyed clubs and active recreation organisations and found many of these organisations had seen a decrease in membership (particularly junior membership), increased delivery uncertainty and were financially vulnerable.

Aspects which have not changed are the obesity epidemic and rising inactivity levels. We know that physical inactivity already costs New Zealand's health system hundreds of millions each year (\$200 million in 2013 alone). 32 per cent of New Zealand children are expected to be overweight or obese by 2025, with 21 per cent of 4-year-old children in Auckland already in this category. These obesity rates are crippling our communities and our economy.

Both of these drivers reinforce the value of an efficient, safe, connected transport network which supports active travel modes and enables people to be active outside of a formal sport and recreation setting. As noted by AT such a network helps shape a compact city and provide sustainable transport choices - it enables active transport to contribute to an active and healthy population. Better outcomes from the transport system also include better community health outcomes.

Response to the RLTP 2021-2031

Aktive is pleased to note AT recognises the public health impacts of insufficient physical activity and acknowledging the role the safe transport network can play in contributing to greater levels of activity. Aktive supports investment in a safe transport system and supports the principles of the Vision Zero Strategy. The focus on improving air quality and making our roads safer supports more people using the public realm for activities.

Aktive supports AT investing in low emission buses, electric trains and completing scheduled cycle and public transport projects and promoting walking and cycling. This approach should be complemented by investment in the pedestrian realm to support walking and jogging and community connectivity. Reducing emissions is not just good for the climate but also enhances the experience of people who choose active transport modes. We support opportunities for "green" infrastructure in road network to reduce stormwater contamination flowing into our blue backyard and complement the Council investment in improvements to the stormwater and wastewater network.

We agree that there is significant potential for walking and cycling to play a much greater role in meeting transport needs. Addressing barriers to walking and cycling and investing in safe facilities will ensure active transport is a viable travel choice for a greater number of Aucklanders. There is evidence that busy roads create an adverse perception of safety and encourage Aucklanders to use motorised vehicles in preference to active modes of transport.

Aktive supports the focus on delivery of the Urban Cycleway Network as a priority in the first three years of the Plan where the cycleways are appropriately located and designed. Projects should be delivered and the network completed. Funding a programme of minor improvements to the cycle network, including pop-up cycleways and other cycling improvements is an important investment.

Aktive supports increasing the comfort and safety of people cycling across the wider transport system, but also seeks AT to consider extending this approach to the pedestrian network. We also see value in ensuring pedestrians are appropriately separated from micro-mobility devices, whilst

acknowledging the value of such devices in active transport. We support AT's funding increase of renewals – this is long overdue.

We support AT's stated aim to increase active transport mode share by delivering a safe and more integrated walking and cycling infrastructure along with investment in behaviour change programmes. We recommend that AT focuses on delivery of these facilities in the earlier years of the RLTP as a relatively low-cost intervention with clear public health and transport network benefits.

Aktive is pleased to see AT's ongoing funding commitment to continue delivering:

- The Schools' Travelwise Programme
- The Walking School Bus Programme
- The Bike Safe Programme
- The School Speed Management Programme; and
- Road safety education aimed at rangatahi.

This supports a safer network which encourages people to choose active modes, and the health outcomes and the focus on developing positive lifetime activity habits for tamariki and rangatahi.

We also endorse the continued investment in the Community Bike Fund and funding programmes which support employers to encourage people to use more sustainable modes of transport.

Although the funding is not easily identified in the consultation documentation, we support ongoing funding for a programme of 'tactical urbanism' initiatives such as Waka Kotahi's Innovating Streets Programme and see value in leveraging this investment with discretionary funding available to local boards. Enabling streets to be "play streets" provides an important opportunity for tamariki and rangatahi and creates better socially connected communities. As Unitary Plan enabled density increases across Auckland the use of streets as public open spaces for more than just transport is becoming increasingly important. We urge AT to develop clear and community accessible policies and guidelines to facilitate this process as a priority.

We are pleased to see the reinstatement of discretionary funding for Local Boards to invest in smaller-scale local improvements (subject to LTP funding allocation). Local Boards are the voices of their communities and are best placed to identify projects which can improve safety, accessibility and encourage active modes. We see value in tagging the projects funded by this budget to projects which improve pedestrian and cycling infrastructure or alternatively also creating an Active Transport Fund for Local Boards.

Conclusion

We believe all Aucklanders, regardless of age, ethnicity and ability level, should be able to participate in sport, active recreation, play and physical activity in fit-for-purpose facilities and spaces to enable them to connect with their communities and live active, healthy lives. The transport network has a significant role to play to enable people to achieve these outcomes. We acknowledge the direction set out in the RLTP 2021-2031 in relation to a safer network, investment in infrastructure that supports increasing the share of people who chose active modes, investment in programmes which help our tamariki and rangatahi to safely navigate the transport system, proposed water and air quality improvement initiatives, opportunities to allow communities to use streets as open spaces and funding support for Local Boards. Let's recognise the social, cultural and economic importance of an active population, the role that the transport network plays in helping people to be active and let's make investment decisions which help Auckland to be the World's Most Active City: Tāmaki Makaurau – te tāone ngangahau rawa o te ao

Business North Harbour

SUBMISSION TO THE DRAFT AUCKLAND REGIONAL LAND TRANSPORT PLAN 2021-2031 AND REGIONAL FUEL TAX 2021 VARIATION

Business North Harbour (BNH) representing the North Harbour Business Improvement District welcomes the opportunity to make this submission to the draft Regional Land Transport Plan ('RLTP') and Regional Fuel Tax ('RFT') 2021 variation.

BNH is a significant commercial and industrial Business Improvement District (BID), representing over 4,500 commercial property owners and businesses within the North Harbour area. Collectively they employ over 35,000 Auckland residents and ratepayers.

The organisation is located within the Upper Harbour Local Board area, which is expected to be the fastest growing area in the country over the next ten years, in both absolute and percentage population terms¹ which brings both challenges and opportunities to the North Harbour business district. BNH represents and works with a wide range of businesses comprising of a mix of sole traders, Small Medium Enterprises (SME), through to multi-national organisations representing sectors such as ICT, business services, specialist manufacturing, light – medium warehousing, logistics, retail, and hospitality. In addition, we have key educational institutions within or on our boundary, including Massey University Albany and AUT Millennium, along with a variety of primary and secondary schools including Rangitoto College, the largest secondary school in New Zealand. All are located within an industrial estate which is on average less than 20 years old.

Of critical importance to the Association and its members is transport through our business precinct, with the efficiency and effectiveness of the arterial roads (and their connections to motorways) being of paramount importance. Also of importance is that the Precinct be well served by public transport.

Our feedback will cover:

- (1) Ongoing concerns regarding the impact of the COVID-19
- (2) Summary of our Feedback
- (3) Feedback on the Auckland Regional Land Transport Plan 2021-2031
- (4) Feedback on the Regional Fuel Tax 2021 Variation
- (5) Our Priorities
- (6) Conclusion
- (7) Appendix 1 – RLTP 2021-2031 Feedback
- (8) Appendix 2 – RFT 2021 Variation Feedback

1. *Auckland Council 10-year Budget 2018-28, Supporting Information, Section 6: Local Board Information, 6.17 UHLB*
2. https://akhaveyoursay.aucklandcouncil.govt.nz/regional-fuel-tax/survey_tools/have-your-say
3. <https://www.nzherald.co.nz/nz/half-of-auckland-councils-regional-fuel-tax-has-not-beenspent/>
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- (1) Ongoing concerns regarding the impact of the COVID-19

We have ongoing serious concerns expressed from our local business members that COVID-19 is having a significant impact on their businesses.

The impacts include direct financial impacts on businesses (especially hospitality businesses), supply chain and market disruption as well as effects on production. More particularly, COVID-19 has had major impacts on exporters to China and those relying on international visitors and students. For hospitality and event organisers, the ongoing lockdowns have been devastating. Many firms relying on imported intermediate or final inputs from China are also being affected, particularly in manufacturing. Small and medium-sized businesses have had their business models turned upside down. Businesses tied to travel, tourism and hospitality have experienced losses that will not be recoverable. We still do not know how long this will continue. We have lost many businesses already, with the outlook for some businesses now dire.

We have welcomed the responses from Mayor Phil Goff through the crisis, especially the need to respond calmly, but we ask for more focus in the RLTP on steps that can be taken to assist businesses.

(2) Summary of our Feedback

Your on-line form sets out two key questions relating to the Draft Regional Land Transport Plan and the Regional Fuel Tax ('RFT').² Our feedback on these questions is set out below. In summary:

- we agree that rapid population growth in Auckland has brought with it significant transport challenges and we support the focus in your proposals on public and active transport, which will free up road capacity;
- our preference is that demand management of our existing transport network be a key solution
- while we support a regional fuel tax as an interim solution, the tax is placing a further financial burden on business, and we are concerned it is being underspent³;
- we hold concerns that the significant works planned (such as cycleways), will result in harmful disruption to businesses and we ask that any disruption be properly mitigated (and transparently funded)
- road corridor improvements together with enhancing network capacity are a priority for us to make better use of the existing transport network and decrease travel times through key routes and corridors for freight and business-related transport.

(3) Feedback on the Draft Auckland Regional Land Transport Plan 2021-2031

Your on-line consultation says that Auckland is growing, and our transport system faces significant challenges now and into the future. To meet the directives set by central and local government policies and strategies, the draft RLTP aims to contribute solutions to the following challenges: climate change and the environment; travel choices; safety; better transport connections and roading; Auckland's growth; and managing transport assets.

While we agree overall with the challenges you have identified, (road safety, climate change and 'other' projects) we do not think you have correctly identified the most

1. Auckland Council 10-year Budget 2018-28, Supporting Information, Section 6: Local Board Information, 6.17 UHLB

2. https://akhaveyoursay.aucklandcouncil.govt.nz/regional-fuel-tax/survey_tools/have-your-say

3. <https://www.nzherald.co.nz/nz/half-of-auckland-councils-regional-fuel-tax-has-not-beenspent/>

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important transport challenges facing Auckland because you have not prioritised these challenges from the perspective of small and medium sized businesses.

Over 90% of our members surveyed have strongly indicated that addressing Auckland's growth and better managing our existing transport assets are our highest priority, followed by better travel choices, and improved transport connections and roading.

The majority of our members consider walking and cycling programmes as a low priority.

We must focus on optimising the transport network through targeted changes, such as improving the coordination of traffic lights, the use of dynamic lanes at peak times, and removing bottlenecks to mitigate congestion. Maximising the benefits from new technology and taking opportunities to influence travel demand are also important.

Having reviewed the proposed budget we question whether sufficient funds have been allocated for footpath maintenance as the provision made appears to be considerably below what is required.

(4) Feedback on the Regional Fuel Tax 2021 Variation

Your on-line consultation says that a key source of funding for transport projects in Auckland is the Regional Fuel Tax (RFT). You say that Auckland Council is proposing to change details of projects funded in their current RFT scheme in response to funding decisions made by the government and to align with the draft RLTP. The amount of fuel tax is not planned to change.

Our preference is to introduce initiatives that both manage demand and raise funding equitably as soon as possible, balanced with investment into affordable and more frequent public transport in order to effect sustainable behavioural change. In part we support the technical work on 'The Congestion Question' project that has been examining the potential to apply congestion charging in Auckland. We believe that any such charging should be applied only within the city centre when the CRL opens delivering productivity benefits for the freight industry.

We are pleased to note the inclusion of the Rosedale Road Corridor upgrade to support the Rosedale Bus Station with additional bus and cycle lanes, however we request the reinstatement of all previously planned developments, including the second Waitemata Harbour crossing.

In the interim, while we have supported a regional fuel tax of 10 cents per litre (plus GST), we ask for greater transparency regarding the spending of this tax on specific transport projects and services. We ask that the money be ring fenced for local projects.

We wish to avoid the regional fuel tax, which is the equivalent of a significant rates increase (especially for transport operators), being used as a 'top up' for overall transport budgets. We ask that wasteful spending be cut and operational efficiencies be found to reduce the size of the regional fuel tax.

We are also concerned about the ongoing underspend of the Regional Fuel Tax.³ We are worried that businesses are being over-taxed while the RFT is being underspent, or that infrastructure is not being built at the required pace.

1. Auckland Council 10-year Budget 2018-28, Supporting Information, Section 6: Local Board Information, 6.17 UHLB

2. https://akhaveyoursay.aucklandcouncil.govt.nz/regional-fuel-tax/survey_tools/have-your-say

3. <https://www.nzherald.co.nz/nz/half-of-auckland-councils-regional-fuel-tax-has-not-beenspent/>
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(5) Our Priorities

With specific reference to our business precinct, which is expected to be the fastest growing area in the country, it has received less than 5% of the RLTP budget allocation, so we ask that urgent consideration be given to the points below.

Ensure all projects in the area which were previously promised to be completed, which includes the second Waitemata Harbour crossing and the intersection upgrade of the Avenue and Albany Highway remain part of the plan moving forwards and are delivered within the timeframes previously outlined.

Maintain a strong focus on infrastructure for the area, including a review on light rail.

As this is a Business Improvement District, the majority of transportation movements within the area is for business, with limited reason for more than one occupant in a vehicle. Therefore, when reviewing main corridors, consider that clearways are seen as the first option, rather than transit lanes to encourage traffic flow.

We also encourage a review of our main corridors reverting back to clearways, which would also reduce congestion and safety concerns with near misses.

The planned expansion of the carpark at Albany bus station be prioritised to proceed, with both the Constellation and Albany Bus Stations being victims of their own success, the carparks are now full by 7 am on weekdays.

With budget allocated for Rosedale Road corridor to prioritise roading with the introduction of either a dual carriageway or dynamic lanes.

With over 30% of our businesses now owned by people born in Asian countries we ask that in addition to Maori, all minority groups be considered when reviewing the Auckland Plan 2050.

(6) Conclusion

Finally, as we enter another very uncertain year, especially for small and medium sized businesses, we ask that the approach to the draft RLTP focus more on how transport initiatives can grow the economy and support job creation.

The association believes in encouraging Aucklanders to live, work, and entertain locally, thereby reducing congestion. Therefore, we see the Congestion Question affecting this objective, for this reason we will be presenting our members views on this in a separate submission.

Yours sincerely,

Sarah de Zwart

Transport and Relationship Manager

1. Auckland Council 10-year Budget 2018-28, Supporting Information, Section 6: Local Board Information, 6.17 UHLB

2. https://akhaveyoursay.aucklandcouncil.govt.nz/regional-fuel-tax/survey_tools/have-your-say
3. <https://www.nzherald.co.nz/nz/half-of-auckland-councils-regional-fuel-tax-has-not-beenspent/XTFNMLCAPDH4HFFBQQKUSUIN4I/>

(7) Appendix 1

Draft Regional Land Transport Plan 2021

Individual Responses:

Do you think the Transport organisations have correctly identified the most important transport challenges facing Auckland?

- It is actually NOT a transport problem that can be fixed by revenue collection. It is a Local and National Government problem by allowing the unfettered over population of Auckland instead of new centres being created with appropriate infrastructure elsewhere. Government is destroying the quality of life in Auckland.
- We need another harbour crossing and quickly not in 30 years times.
- Congestion is continuing to increase, causing longer delays, anger, bad driving. Addressing these issues is taking years if not at all. ' Future planning' is a joke, when an area of road is addressed, by the time they have completed it, it is already not fit for purpose. Building new housing developments without the infrastructure to support all of the houses and people should not be happening, example is Kumeu/Riverhead, nothing to support those areas at all. Reducing the speed limits especially in rural areas from 100/80 to 60 is only a revenue gathering decision, safety is obviously not the concern, this is very clear in Taupaki.
- AT focus is to reduce the flow of traffic thus reducing productivity & Aucklanders' quality of life.
- You have tried to force people out of cars with extra wide paths and then bike Lanes which has not worked
- Onewa Rd and Lake Rd should be 100% the priority
- Total lack of integrated transport options.
- They really need to make more trains available especially on the North Shore or increase the bus system. There is not even a bus lane from Silverdale to Albany.
- Little mention of congestion
Little mention of congestion pricing
Little mention of Freight transport issues
Little mention of RFT
- I have zero faith in the transport organisations. Just look at sky path for an expensive cluster fuck by multiple well funded organisations.
- They have no idea how to maintain traffic flow & in every possible location do their best to restrict & strangle this to force people onto a non-existent incompetent bus/train system from the dark ages
- Have only seen scientific evidence of the % of gas emissions in Auckland and nothing verses what % of carbon our Flora absorbs.
The cost to decarbonize ferry fleet & electric incentives only support a small fraction of the Auckland population, even fewer for Nth Harbour.

JC1-0811

- Build more roads we have let lots of immigration happen without building infrastructure that works properly or is sensible... bus ways that no one uses... if they ever do make the mistake of taking public transport... they tell me never again!!! (honestly I get that comment often)
- A lot of their solutions are to getting people into the city, most people I know want to go through not into, cycleways etc do not deal with this. Also they deal with office type commuters not with trades and delivery/service people trying to get around who cannot use public transport.
- There are better transport options available as busses, like speed trains
- Measures like the T3 on Onewa Rd add to congestion rather than reducing it. A T2 might work, but any measured taken need to expedite traffic flow rather than hindering it!. These people have no idea what they are doing!

1. Auckland Council 10-year Budget 2018-28, Supporting Information, Section 6: Local Board Information, 6.17 UHLB

2. https://akhaveyoursay.aucklandcouncil.govt.nz/regional-fuel-tax/survey_tools/have-your-say

3. <https://www.nzherald.co.nz/nz/half-of-auckland-councils-regional-fuel-tax-has-not-beenspent/XTFNMLCAPDH4HFFBQQKUSUIN4I/>

- We need a bridge
- Congestion and its time and cost is the main issue. Solving congestion should be the primary focus
- They are not spending enough on upgrades for traffic congestion.

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included.

- New townships and cities - less intensification.
- Focus on basic services and maintenance neglected areas of the region - Rodney in particular
- We SHOULD NOT have congestion charges! Bike lanes should be deprioritised & off road. A second harbour bridge is a priority! AT has reduced productivity through over bureaucracy around safety i.e. cones/diversions. Be proactive to adjust phasing lights & traffic lights to make the traffic flow - currently doing the opposite
- Congestion charges do not ease traffic they gather revenue which is never used back in the problem areas More car bus and transport Lanes in Lake Road
- New harbour crossing North Shore rapid rail
- Lake road upgrade and improvements with 2 lanes the length of Lake Rd to old Lake Rd
- PenLink. Light rail.
- Penlink should be four lanes (a busway)
- Nothing NZ can do us going to make a blind bit of difference to climate change. This rests firmly with the two big polluters, the US and China.
- Start again, increase the gauge include mag-lev from Orewa- Hamilton down the centre of the motorway with stops at cross-over bridges

- Build Roads use cars... Auckland has proved for 20 years that we can't get public transport to work... just give up... the economy needs transport to work... cars work... don't let any more immigration happen if no infrastructure is put in place to support it... Infrastructure is not monuments to ideology.
- A clear focus on projects that reduce congestion - e.g. road pricing scheme, efficient and competitive public transport
- the intersection of the Avenue and Albany Highway was promised to be upgraded with the old North Sore City days. But ever happened. We were told that it was included for last 3 years and would proceeding very soon. Now it is not even in this 10 year plan. This is a dangerous intersection and with no bus service in this area there are more and more cars now using the intersection from the Avenue. It can take up to an hour to get through the intersection during rush hours unless you turn the other way and then do a U-turn at the pub which many people do. This only increases the problem. Coming home through Albany is almost as bad and traffic is backed up to half way to Bush Road. The whole roading through Albany needs to be urgently upgraded.

1. Auckland Council 10-year Budget 2018-28, Supporting Information, Section 6: Local Board Information, 6.17 UHLB

2. https://akhaveyoursay.aucklandcouncil.govt.nz/regional-fuel-tax/survey_tools/have-your-say

3. <https://www.nzherald.co.nz/nz/half-of-auckland-councils-regional-fuel-tax-has-not-beenspent/>

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Which project(s) would you remove in order to include the new project(s) you listed above?

- Cycle ways. Cycling is simply not feasible for huge numbers of Aucklanders due to motorways/open road, congestion, distance travelled etc, but it's getting a huge amount of focus and funding compared to mass options and pedestrians. Where i live there are no footpaths or street lights, or public transport, cycling is not feasible for most - too dangerous as the road is winding and narrow (i live 6 kms from Westfield Albany)
- Building speed humps everywhere Reduce the number PR & comms staff AT has, reduce the number of top manager. Don't commit to the Dominion Rd light rail & airport link.
- Bike Lanes get rid of power poles and make roads wider 3 Lanes like Whangaporoa
- I think enough has been done with cycle ways at the present . Most of them are not well utilised while roads are totally overloaded.
- Start again
- Invest all the money in cars and trucks
- Cut the number of bike lanes as they are hardly used compared to the number of cars.

Do you have any other feedback on the draft RLTP?

- Rapid Rail and underground tunnel to relieve the Harbour Bridge.
- If you're going to introduce congestion charges to disincentivise car use - which I support - you HAVE to invest in better public transport options so people have something to move to. Dare one say it - in a low interest debt context - perhaps AT/Council could borrow more to get this underway

JC1-0813

ahead of congestion charging. Otherwise you are simply driving MORE cost, stress and time loss into people's lives.

- The Road Transport scheme is a mess the way it is running if you see that at least 50% of our workforce are contractors and relying on their car to work and survive
- Feeling VERY syndicalism that AT will not listen to the public - no evidence in the last 10 yrs
- Not a fan
- Less talk more action
- Please make more parking available at Park n Rides as more people cannot use them without having more parking.
- Yes get NZTA out of the mix, incompetent. Skypath, transmission gully etc.
- DO NOT IMPOSE MORE CHARGES ON BUSINESSES WITH ON ROAD FLEET ALREADY BEING CRIPPLED BY FUEL TAXES AND CONGESTION. COMMUTERS NOT BUSINESSES NEED TO USE PUBLIC TRANSPORT AND GET OFF THE ROAD SO ECONOMIC ACTIVITY CAN FUNCTION.
- Start again
- We are in a crisis... the environment suffers is everyone is stuck in gridlock. If we can't get public transport to work for the last 20-30 years what is going to change instantly so it does now... That's rhetorical obviously.
- To allow better movement of freight and trades and service people. Transit lanes should be available to trades/ delivery vehicles. Better and more stringent control of parents behaviour, both walking and parking etc around schools and an emphasis on pedestrian and cycle behaviour, look first and see if the traffic can stop before walking out etc. Road rules do apply to them and yes I have been a cyclist and do walk.

1. Auckland Council 10-year Budget 2018-28, Supporting Information, Section 6: Local Board Information, 6.17 UHLB

2. https://akhaveyoursay.aucklandcouncil.govt.nz/regional-fuel-tax/survey_tools/have-your-say

3. <https://www.nzherald.co.nz/nz/half-of-auckland-councils-regional-fuel-tax-has-not-beenspent/XTFNMLCAPDH4HFFBQQKUSUIN4I/>

(8) Appendix 2

Regional Fuel Tax Variation 2021

Individual Response:

- Why have they taken off the Avenue and Albany Highway off the 10-year plan? It has been in the plan for the last 3 years and we were promised by North Shore City Council to do this before being taken over by the new Auckland Council. It can take up to an hour during rush hour to get on the main highway. We have no bus service so we are now getting more cars and is very dangerous when people get frustrated and try to force their way in.

Parnell Business Association

SUBMISSION TO THE DRAFT REGIONAL LAND TRANSPORT PLAN 2021-2031 AND REGIONAL FUEL TAX

The Parnell Business Association welcomes the opportunity to make this submission to the draft Regional Land Transport Plan ('RLTP').

The Parnell Business Association is one of 50 BIDs in Auckland, who together represent over 25,000 businesses with a combined capital value estimated at \$24 billion. Our association represents over 1,100 businesses with a capital value of over \$1.8 billion. Of critical importance to the Association and its members is transport through our business precinct, with the efficiency and effectiveness of the arterial roads (and their connections to motorways) being of paramount importance. Also of importance is that ALL ZONES in the Precinct be well served by public transport.

The current Draft RLTP offers virtually nothing for Parnell and there are almost no specifically funded projects that are of direct benefit to Parnell. In our last submission on the RLTP in 2018, we asked if Parnell was the 'forgotten suburb', and are again asking that same question several years later. Since the last submission, The Parnell Plan has been published. This Local Area Plan outlines a vision for the future of Parnell as well as objectives and strategies for achieving the vision, and highlights three key projects. Together with the Waitemata Local Board, the streetscape upgrade of St Georges Bay Rd/Faraday loop is our top advocacy project for this RLTP and will be referred to later in this document.

Yours Sincerely

Cheryl Adamson

General Manager
Parnell Business Association

cheryl@parnell.net.nz

Parnell Business Association, Submission RLTP, May 2021

Our feedback will cover:

- (1) Ongoing concerns regarding the impact of COVID-19
- (2) Summary of our Feedback
- (3) Feedback on the Regional Land Transport Plan
- (4) Feedback on the Regional Fuel Tax
- (5) Climate Change
- (6) Local Board Transport Capital Fund
- (7) Parnell Priorities

- (1) Ongoing concerns regarding the impact of the COVID-19

We have ongoing serious concerns expressed from our local business members that COVID-19 is having a significant impact on their businesses.

The impacts include direct financial impacts on businesses (especially hospitality businesses), supply chain and market disruption as well as effects on production. For hospitality and events organisers, the lockdowns and loss of international trade have been devastating. Small and medium-sized businesses have had their business models turned upside down. Businesses tied to travel, tourism and hospitality have experienced losses that will not be recoverable. We still do not know how long

this will continue. We have lost many businesses already, with the outlook for some businesses now dire. We do not believe the RLTP places enough focus on what is required in order to assist business.

(2) Summary of our Feedback

Your on-line form sets out two key questions relating to the Draft Regional Land Transport Plan and the Regional Fuel Tax ('RFT'). Our feedback on these questions is set out below. In summary:

- we agree that rapid population growth in Auckland has brought with it significant transport challenges and we support the focus in your proposals on public and active transport, which will free up road capacity;
- our preference is that demand management of our existing transport network be a key solution (following 'user pays' approaches, such as congestion charging);
- we supported a regional fuel tax as an interim solution only, the tax is placing a further financial burden on business and we are concerned it is being underspent;
- we hold concerns that some significant works planned (such as cycleways), will result in further harmful disruption to businesses and we ask that any disruption be properly mitigated (and transparently funded)
- road corridor improvements together with enhancing network capacity are a priority for us to make better use of the existing transport network and increase travel times through key routes and corridors for freight and business-related transport.

(3) Feedback on the Draft Regional Land Transport Plan

Your on-line consultation says that Auckland is growing and our transport system faces significant challenges now and into the future. To meet the directives set by central and local government policies and strategies, the draft RLTP aims to contribute solutions to the following challenges: climate change and the environment; travel choices; safety; better transport connections and roading; Auckland's growth; and managing transport assets. While we agree overall with the challenges you have identified (climate change, travel choices, better transport connections and roading, Auckland's growth and managing transport assets), we believe improving network capacity and performance by making the most of the existing transport system is key to addressing Auckland's growth and managing transport assets.

We must focus on optimising the transport network through targeted changes, such as improving the coordination of traffic lights, the use of dynamic lanes at peak times, and removing bottlenecks to mitigate congestion. Maximising the benefits from new technology and taking opportunities to influence travel demand are also important, as well as introducing pricing to address congestion as soon as possible. Improving network capacity and performance to addressing Auckland's growth and better manage our existing transport assets are our highest priority transport challenges, followed closely by the other factors outlined in the Plan.

With regard to your specific questions –

- We do not think you have correctly identified the most important transport challenges facing Auckland because you have not prioritised these challenges from the perspective of small and medium sized businesses;
- Addressing Auckland's growth and better managing our existing transport assets are our highest priority transport challenges, followed closely by the others outlined in the Plan (climate change & the environment, safety, travel choices, better public transport connections and roading, and walking and cycling);
- We think congestion charging is a very important policy change and removing the Fringe Benefit Tax for employers who subsidise public transport for their employees an important policy change

to deliver an effective and efficient transport system (followed closely by road safety policy changes, environment and climate change policies).

(3) Feedback on the Regional Fuel Tax

Your on-line consultation says that a key source of funding for transport projects in Auckland is the Regional Fuel Tax (RFT). You say that Auckland Council is proposing to change details of projects funded in their current RFT scheme in response to funding decisions made by the government and to align with the draft RLTP. The amount of fuel tax is not planned to change.

Our preference is to introduce initiatives that both manage demand and raise funding equitably as soon as possible, balanced with investment into affordable and more frequent public transport in order to effect sustainable behavioural change. We support the technical work on 'The Congestion Question' project that has been examining the potential to apply congestion charging in Auckland. In particular, we support the technical work on the introduction of congestion pricing when the CRL opens and the delivery of productivity benefits for the freight industry.

In the interim, while we have supported a regional fuel tax of 10 cents per litre (plus GST), we ask for greater transparency regarding the spending of this tax on specific transport projects and services.

We wish to avoid the regional fuel tax, which is the equivalent of a significant rates increase (especially for transport operators), being used as a 'top up' for overall transport budgets. We ask that wasteful spending be cut and operational efficiencies be found to reduce the size of the regional fuel tax. We are also concerned about the ongoing underspend of the Regional Fuel Tax. We are worried that businesses are being over-taxed while the RFT is being underspent or infrastructure not being built at the required pace.

We do not support the proposal to vary the Regional Fuel Tax Scheme, as we supported the scheme as an interim measure only that was ringfenced for particular projects. We do not want this to become an additional permanent tax for Aucklanders.

(5) Climate Change

We note the RLTP's emphasis on climate change with actions like electrification of the rail line to Pukekohe, increasing the number of electric/hydrogen buses, de-carbonising the ferry fleet and supporting the uptake of electric cars. We are keen to be involved with a variety of initiatives relating to climate change, such as supporting mode shift in transport, encouraging electrification of the vehicle fleet and sustainable waste initiatives.

As the majority of businesses in our precinct are small to medium sized. We would welcome more initiatives to support these businesses to make the necessary changes. Funding for business education on low carbon transport options is particularly important to raise awareness and drive change.

(6) Local Board Discretionary Transport Capital Fund

Several Local Boards have requested the reinstatement of the Local Board Discretionary Transport Capital fund and we support this request, as several BIDs are dependent on the initiatives this fund can support in their local communities. This does enable smaller scale transport projects decided upon by each local board.

(7) Parnell Priorities

With specific reference to our business precinct, we ask that urgent consideration be given to the projects noted below.

JC1-0817

STREETSCAPE UPGRADE ST GEORGES BAY RD/FARADAY LOOP

The Waitematā Local Board has highlighted this as a priority advocacy project in the Local Board Plan 2021.

The project is highlighted as a key project in the Parnell Plan. The need for the upgrade is as follows:

1. Safety and more efficient use of the road space.

There are significant concerns about the safety in these streets, as over the past few years there has been a dramatic increase in the working population in this area, and with additional hospitality, there are many more people crossing the street. New Zealand Couriers are based at the top of the Lower St Georges Bay Rd and speed when coming down the road, with little regard for pedestrians crossing at various points along the street. The entrance to St Georges Bay Rd from The Strand is also very tricky and both couriers and motor vehicles speed around that corner. Auckland Transport put forward a proposal for a much-needed pedestrian crossing about 18 months ago, but this was put on hold due to placement issues, and it was decided it would be incorporated into the full streetscape proposal.

Certain parts of St Georges Bay Road corridor are very wide, and could be better utilised. Footpaths in and around the Textile Building on Kenwyn, Watt and Faraday are extremely narrow and not pedestrian friendly at all. The loop around Kenwyn, Watt and Faraday could be turned into a one way, which would still provide an efficient option for the parking needed to support the hospitality, as well as making better use of the roads.

2. Maintenance requirements.

St Georges Bay Road, Kenwyn, Watt and Faraday are all in need of maintenance. We have been in contact with Auckland Transport since 2017 on this matter and have chosen to forgo the planned renewals in an effort not to waste budget that could be put towards a full upgrade. The footpaths in Kenwyn, Watt and Faraday are crumbling and full of patches, which is not in line with the current retail and hospitality offering.

3. Added amenity

Over the past 3-5 years the landowners in St Georges Bay Road have invested hundreds of millions of dollars into transformational infrastructure which now supports a working population of around 2,000 people. The Faraday precinct is an award-winning space, with former warehouses being repurposed to create a dynamic series of spaces in which to work, shop and eat, thereby providing a generous addition to the public urban infrastructure. We have been advocating for several years on this project, yet despite significant private investment, Auckland Council and Auckland Transport have neglected the streetscapes and general environs on this side of the city. We are asking the Governing Body and Auckland Transport to fund the streetscapes improvement as part of the upcoming Regional Land Transport Plan. Prior to the budget in 2020, several of our members made submissions on this issue, which council has receipt of and should be noted as part of this submission. We also attached several additional submissions as part of the Long Term Plan submission to Auckland Council.

THE STRAND/GRAFTON GULLY & BUSSES

Parnell is Auckland's first suburb and has an enviable setting on the city fringe. It is one of the gateways to the city centre; located from the Auckland Domain to the bays of the Waitematā.

Parnell is close to a number of major facilities including the Auckland War Memorial Museum, Spark Arena, Ports of Auckland, Auckland Hospital and the University of Auckland. It has long been one of Auckland's most desirable suburbs due to its strategic location, range of restaurants, bars, parks, community facilities and employment opportunities.

Yet with all these attributes, it is topographically challenged and experiences a lack of East/West connectivity, which is hindering how the suburb develops. It is also squeezed between the CBD and

Newmarket, at the mercy of SH16, the heavy traffic from Ports of Auckland and the resulting restricted access in and out of the suburb.

We have supported the Grafton Gully boulevard concept as part of the City Centre Masterplan Refresh. We can see from the RLTP proposal that there is mention of Grafton Gully Improvement (Business Case, only) \$15 million over 10 years. So this project is many years away, and in the interim this continues to be an unsafe and congested corridor.

There are a number of issues along the stretch, from the overbridge at Tamaki Drive, the intersection with Gladstone Avenue, the sharp corner outside the Saatchi building etc. We will continue to oppose ad hoc interventions that are detrimental to business and are seeking a holistic solution for the stretch from Tamaki Drive to Stanley street.

BUS ROUTES ALONG THE STRAND

This is woefully inadequate, with only one bus serving an area with such an increase in employees. We have brought this to the attention of Auckland Transport several times and it needs to be addressed.

PARNELL STATION

The Parnell Station was intended to be a game changer and offer an opportunity to create a new destination gateway to Parnell as well as support Public Transport uptake. It is unacceptable that the linkages in and around the station have not been considered and funded for a public transport project to realize its full potential, including footpath upgrades, access ways, the underpass and a cycleway through the old tunnel.

We are aware that negotiations have taken place between Summerset and Auckland Transport, but believe in the interim that Auckland Transport should be setting the foundation and parameters of this potential urban space. The station is as yet not accessible to wheelchairs and this also needs to be remedied, as does the promised wayfinding and links to Auckland Museum.

Conclusions

Finally as we enter another very uncertain year, especially for small and medium sized businesses, we ask that the approach to the draft RLTP focus more on how transport initiatives can grow the economy and support job creation, and that Parnell be acknowledged as a key precinct in the Auckland City fringe.

JC1-0819

Property Council New Zealand

Auckland Transport Draft Regional Land Transport Plan 2021-31

1. Recommendations summary

1.1 Property Council New Zealand Auckland Branch (“Property Council”) welcomes the opportunity to provide feedback on the Auckland Transport’s (“AT”) draft Regional Land Transport Plan 2021-31 (“RLTP”).

1.2 We support the RLTP in principle. To influence better and fairer outcomes for all, we recommend AT:

- continue working with key stakeholders to identify potential missing transport links to ensure better connectivity throughout the city;
- continue engaging with Aucklanders, the retail sector and other key stakeholders to find alternative factors to achieve safety outcomes and identify appropriate and future areas with reduced speed to ensure a wider range of positive outcomes for all;
- work with Property Council to identify and address barriers to intensification along the CRL route;
- better co-ordinate with other Council’s Controlled Organisations, central government agencies, power companies, technology providers and other key stakeholders for the provision, development and delivery of key infrastructure (transport, water and electricity) across Auckland;
- work closely with Auckland Council around the National Policy Statement on Urban Development to drive greater intensification along key transport routes;
- proceed with introducing a congestion pricing scheme in Auckland to fund future infrastructure projects while ensuring that funding arrangements reflect more fairly and accurately those that directly benefit from services;
- ensure that introduction of congestion charges is coupled with increased availability of alternate modes of transport; and • encourage more express busways, such as the Northern Express busway to provide other options to driving.

2. Introduction

2.1 Property Council’s purpose is; “Together, shaping cities where communities thrive”. We believe in the creation and retention of well-designed, functional and sustainable built environments which contribute to New Zealand’s overall prosperity. We support policies that provide a framework to enhance economic growth, development, liveability and growing communities.

2.2 Our Auckland Branch has 360 businesses as members. The property industry contributed \$22.8 billion in 2016 to the Auckland economy, with a direct impact of \$10.5 billion (13 per cent of the GDP) and indirect flow-on effects of \$12.3 billion. It employs 53,050 directly which equates to eight per cent of the total employment in Auckland. For every \$1.00 spent by the Property Industry it has a flow-on effect of \$1.70 to the Greater Auckland region.

2.3 This submission responds to the DRAFT Auckland Regional Land Transport Plan 2021-31. In preparing our submission we sought and received feedback from a selection of our Auckland based members. Comments and recommendations are provided on those issues that are relevant to Property Council and its members.

JC1-0820

3. Overview of the Plan

3.1 We support the AT's proposed transport programme design to respond to the current transport challenges. While we are supportive of the programme, further work could be done to influence better outcomes. Sections below provide further details around how it can be achieved.

4. Travel choices

4.1 A lack of competitive travel options and high car dependency is limiting the ability to achieve the quality compact urban city. Therefore, we strongly support the RLTP's focus on providing Aucklanders with better travel choices to enable more sustainable and economically productive transport options. We support multiple public transport modes including trains, buses and ferries. We also support regional public transport such as dedicated public transport routes, additional train services as well as infrastructure to support ferries. More coordinated regional transport and supporting infrastructure help make the city more available to urban fringe communities and in turn encourages development in these areas.

5. Access and connectivity

5.1 Existing deficiency in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities. Therefore, we support the RLTP's objective of better connecting people, places, goods and services.

5.2 Public transport that connects key areas of the city is of paramount importance to everybody. Transport options need to be reliable and frequent for users to switch from their private vehicles to public transport. Public transport access across Auckland needs to better connect individuals from their home to their work or desired destination. This would see a more integrated planning approach between Auckland Council, AT and key stakeholders.

5.3 We support many of the proposed initiatives, but believe further work is required to provide better public transport options and enable more connectivity throughout the city. If Aucklanders are to switch from private vehicles to public transport, services must be well connected, reliable and frequent. For example, one of the missing transport links in the city centre is connecting Wynyard Quarter with the rest of the CBD. Wynyard Quarter is an expanding commercial and residential area of paramount importance to the CBD. It has limited car parking and public transport options, becoming isolated and hard to reach. Therefore, we recommend greater connections between Britomart, Aotea Centre and Wynyard Quarter. This would not only help assist commuters but also allow Wynyard Quarter to flourish and reach its potential of being a vibrant and safe waterfront location for all. We also recommend AT continue working with key stakeholders (including Property Council) to identify other potential missing links to ensure better connectivity throughout the city.

6. Safety

6.1 We support the RLTP's objective of making the transport system safe by eliminating harm to people. It is critical to address the needless fatalities and serious injuries on our roads. However, it is also important to make sure that appropriate and effective tools are used to achieve this objective.

6.2 AT is aiming to continue implementation of speed limit reviews on high-risk roads. Back in 2018, AT selected the entire Auckland CBD for a 30 km/h zone. Last year, new limits were also deployed on a selection of rural roads in Rodney and Franklin districts, with some short stretches having their speed limits reduced from 100km/h and 80km/h to 40km/h.

6.3 We are not ideologically opposed to reducing speeds in the CBD. However, not all streets (and particularly in CBD) are equal, and a finer-grained approach is needed. Arterial roads should not be treated in the same way as the likes of High street or Shortland street, for example. Therefore, we recommend AT take this into account when implementing further speed limit reviews.

6.4 Moreover, it is important to note that lowering speed limits alone will not produce safe areas. Other factors such as the streetscape, available amenities, ease of access and safety all come into play. Therefore, we recommend AT continue engaging with Aucklanders, the retail sector and other key stakeholders to find these other factors to achieve safety outcomes and identify appropriate and future areas with reduced speed to ensure a wider range of positive outcomes for all.

7. Climate change and the environment

7.1 The key contribution to climate change in the RLTP is the extensive investment in network infrastructure and services, designed to encourage mode shift away from private vehicles and towards lower emission public and active transport options. The proposed programme will also include actions for decarbonising Auckland's public transport fleet, and accelerated uptake of electric vehicles and low emission vehicles.

7.2 We strongly support the RLTP's focus on addressing climate change issues, especially given the current climate emergency status in Auckland. However, it is important to note that with the imminent increase of electric vehicles come potential issues around electricity network capacity. Ultimately, the success of our city depends on better planning for infrastructure development across power, three waters, and transport to support both commercial and residential development in a collaborative way.

7.3 Given the above, we recommend better co-ordination with other Council Controlled Organisations, central government agencies, power companies, technology providers and other stakeholders for the provision, development and delivery of key infrastructure (transport, water and electricity) across Auckland.

8. Growth

8.1 We support the RLTP's objective of enabling Auckland's growth through a focus on intensification in brownfield areas and with some managed expansion into emerging greenfield areas. However, there are certain barriers that have to be addressed to enable that growth. Our members identified a number of potential failure points and barriers toward delivery of high quality intensification around the new CRL (see Graph 1 below or Appendix A). We would like to work with AT to provide further advice on how these barriers could and should be addressed.

Graph 1. Barriers to intensification along CRL route (for a larger graphic please see Appendix A)

8.2 We encourage Auckland Transport to continue working closely with Auckland Council particularly around the National Policy Statement on Urban Development review process to drive greater intensity along key transport routes. We believe that a special focus should be on:

- CRL route, as there is currently a significant lost opportunity (as outlined above);
- Proposed light rail; for example, properties along this route could be levied with a special rate to help support funding;
- Significant busways and bus routes (see section 9.4 below).

8.3 We support the RLTP's objective of enabling Auckland's growth through a focus on intensification in brownfield areas and with some managed expansion into emerging greenfield areas. However, there are certain barriers that have to be addressed to enable that growth. Our

members identified a number of potential failure points and barriers toward delivery of high quality intensification around the new CRL (see Graph 1 below). We would like to work with AT to provide further advice on how these barriers could and should be addressed.

9. Funding and Financing

9.1 Auckland is growing exponentially and requires new infrastructure to increase its current and future transport capacity. Maintaining status quo is not an option, given that Auckland faces significant challenges in funding its critical infrastructure, including its transport network. Given the above, we support the AT's intention to explore alternative funding arrangements to reflect more fairly and accurately those that directly benefit from the service/s (i.e. beneficiary-pays funding model).

Congestion charging

9.2 Further improvements in congestion, accessibility and travel speeds could be delivered via the introduction of a congestion pricing scheme in Auckland. Therefore, we support the AT's investigation into the feasibility of introducing a demand management-based pricing scheme to improve network performance and reduce congestion. The Productivity Commission report on Local Government Funding and Financing has noted that user charging tools, such as congestion charges would help give councils the means to efficiently fund the costs of growth and help manage demand by increasing the number of people that existing infrastructure can support and extending the useable life of these assets. 1 Further to this, applying user charges to help manage demand in this way would delay the need for new infrastructure investments.

9.3 Many international cities have congestion charges on roads that enter the CBD or Isthmus. Congestion charges are a form of user pay system, as those that benefit from using the road will pay for its use. Congestion charges have additional benefits of encouraging alternative methods of transport (i.e. a switch from private to public transport) and can support the lifetime of the asset (i.e. through reinvestment). However, it is important to note that for these options to be successful, viable alternative transport options need to be readily available and accessible. Given the above, we recommend the Council proceed with introducing a congestion pricing scheme in Auckland.

9.4 While we support implementation of congestion charges, it is important to note that congestion charges need to be coupled with increased availability of alternate modes of transport. The1 New Zealand Productivity Commission. (2019). Local government funding and financing: Final report. Retrieved from https://www.productivity.govt.nz/assets/Documents/a40d80048d/Final-report_Local-government-funding-and-financing.pdf demand will not change if it costs more alone, it will just be a new tax, primarily impacting those who can least afford it with the aim of improving the convenience of those who can.

9.5 We also want the CBD to be as competitive and compelling a location in the city as possible rather than make it hard to get to by delaying major infrastructure and instead taxing demand away. For example, the Northern Express busway has had a huge impact on the northern motorway as an alternative to driving. We believe that timely completion of similar projects on the other arterial routes, such as East, West and South should also be encouraged.

10. Conclusion

10.1 We support the RLTP in principle. To ensure better and fairer outcomes for all, we have made a list of recommendations. These include a better collaboration with key stakeholders to identify potential missing transport links, appropriate and future areas with reduced speed; address barriers to intensification along CRL route and provide, develop and deliver key infrastructure (transport, water and electricity) across Auckland. We would like to be involved in any further

discussions with AT to provide advice on our recommendations if required.

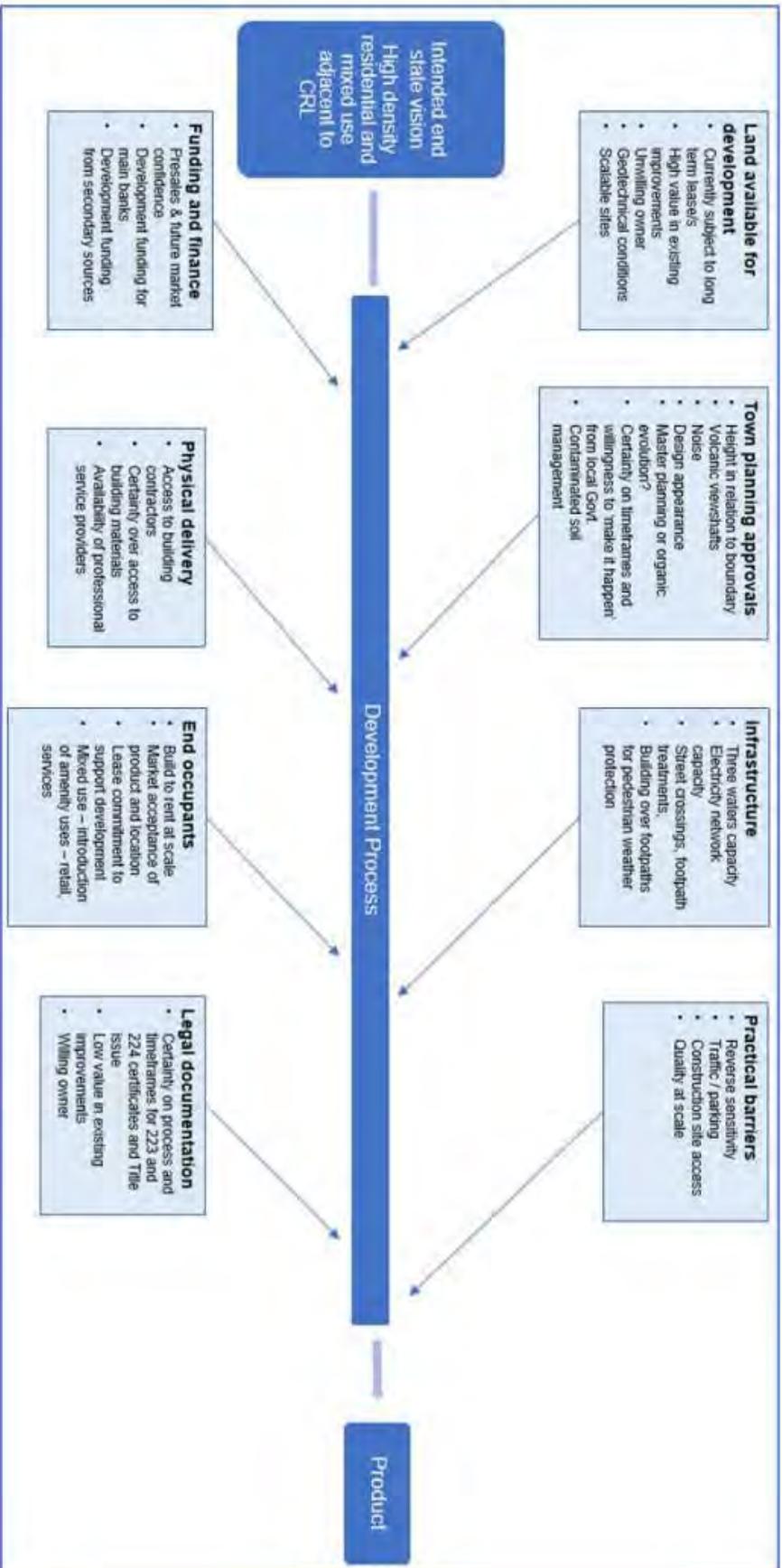
10.2 Property Council members invest, own and develop property across Auckland. We wish to thank Auckland Transport for the opportunity to submit on the RLTP as this gives our members a chance to have their say in how Auckland's transport infrastructure is shaped, today and into the future. We also wish to be heard in support of our submission.

10.3 For any further queries contact Natalia Tropicova, Senior Advocacy Advisor, via email: natalia@propertynz.co.nz or cell: 021863015.

Yours sincerely,
Andrew Hay
Auckland Branch Chair
Property Council New Zealand

Appendix A. Barriers to intensification along CRL route

Appendix A. Barriers to intensification along CRL route



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All Aboard Aotearoa

Request for opportunity to be heard

1. All Aboard Aotearoa requests the opportunity to be heard in person by the Regional Transport Committee on the Committee's legal duties in relation to the Regional Land Transport Plan (RLTP).

Summary

2. All Aboard Aotearoa is a coalition of climate and transport advocacy groups, including Generation Zero, Bike Auckland, Movement, Women in Urbanism, Greenpeace, Lawyers for Climate Action NZ Inc, among others. All Aboard Aotearoa is calling for decarbonisation of transport by 2030 because we see this as the best way for Tāmaki Makaurau to contribute to the global effort to limit warming to 1.5 degrees Celsius above pre-industrial levels. Decarbonisation should be achieved by reducing reliance on private vehicles and investing in public transport, active transport, and a compact city.

3. Our primary submission is that the draft RLTP does not comply with the law and must be entirely overhauled. The law requires that the RLTP be "in the public interest". What the public interest requires is clear: halving our greenhouse gas emissions by 2030 and reaching net zero by 2050. The Council has declared in Te Tāruke ā Tāwhiri (Auckland Climate Plan) that achieving this requires a 64% decrease in transport emissions by 2030, from 2016 levels. (Auckland's Climate plan p. 52)

4. Rather than providing for this necessary reduction in transport emissions, the draft RLTP provides for transport emissions to increase by 6% by 2031, or, at best, reduce by 12% if the Government makes certain policy interventions. The draft RLTP is therefore plainly not in the public interest. It is no exaggeration to say that the public would be harmed by the implementation of this RLTP.

5. We urge AT and the Council to comply with the law and create a RLTP that achieves the necessary reduction in transport emissions. If this requires the Council to liaise with the Government on ATAP, then that is what must happen. If AT and the Council do not produce a RLTP that achieves the necessary emissions reductions, All Aboard Aotearoa will issue legal proceedings.

6. Now is the time for action. The people whom you serve are counting on you to get this right.
Legal requirements for the RLTP

7. AT's statutory purpose "is to contribute to an effective, efficient, and safe Auckland land transport system in the public interest" (Local Government (Auckland Council) Act 2009, s 39.) AT must act in accordance with its statutory purpose. This means that, in preparing the RLTP, AT must "contribute to an effective, efficient, and safe Auckland land transport system in the public interest". (Preparing the RLTP is one of AT's statutory functions: Local Government (Auckland Council) Act 2009, s 45(a).)

8. In addition, before the RLTP can be approved, the regional transport committee must be satisfied that the RLTP contributes to the purpose of the Land Transport Management Act 2003, that purpose being "to contribute to an effective, efficient, and safe land transport system in the public interest". (Land Transport Management Act 2003, ss 3, 14(a)(i).)

9. The Council has made clear what is in the public interest: a 64% reduction in gross emissions from transport by 2030, compared to 2016 levels. (Auckland Climate Plan, p. 52.) The Council has decided that this is necessary to achieve its "core goal" of reducing emissions by 50% by 2030 and reaching net zero emissions by 2050. (Auckland Climate Plan, p. 7.)

10. This reduction in emissions is of such public importance that the Council has declared a climate emergency.
(https://infocouncil.aucklandcouncil.govt.nz/Open/2019/06/ENV_20190611_MIN_6851_WEB.htm.)

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The Council has also signed the Local Government Leaders' Climate Change Declaration in which it has committed to "develop and implement ambitious action plans that reduce greenhouse gas emissions". (Local Government Leaders' Climate Change Declaration 2017.) The Council has promised that "these plans will: promote walking, cycling, public transport and other low carbon transport options". (Local Government Leaders' Climate Change Declaration 2017.)

11. The Council has spelt out what actions it must take to achieve the necessary reduction in emissions. In short, it must: "encourage a shift to public transport use, walking and micro-mobility devices, rather than driving". (Auckland Climate Plan, p. 85.) The Council has said it will take the following actions to deliver on this: (Auckland Climate Plan, pp. 82-85.)

- "reduce private vehicle travel";
- "make travelling by public transport more appealing than using personal vehicles";
- "make travel by public transport faster, more frequent and reliable over a wider network";
- "prioritise investment along congested corridors and expand Auckland's Rapid Transit Network";
- "increase access to bicycles, micro-mobility devices and the safe, connected and dedicated infrastructure that supports their use";
- "accelerate investment in dedicated cycleways";
- "improve access to public transport hubs", among others.

12. The regional transport committee must also be satisfied that the RLTP is consistent with the Government Policy Statement on land transport. (Land Transport Management Act 2003, ss 3, 14(a)(ii).)

The Government Policy Statement calls for reduced transport emissions by 2031 through mode-shift, i.e. increasing the share of people's travel by public transport, walking or cycling. (GPS dated September 2020, p. 22.) This requires a "rapid transition to a low carbon transport system". (GPS dated September 2020, p. 22.)

13. More generally, the Council has the legal obligation to work for the benefit of future generations:

a. The Council's statutory purpose is to "meet the current and future needs of communities for good quality local infrastructure" which means "infrastructure and services that are efficient, effective and appropriate to present and anticipated future circumstances". (Local Government Act 2002, s 10(2) (emphasis added). As a public body, the Council must act in accordance with its statutory purpose.

b. When making any decision, the Council must act in accordance with the following principles:

i. The Council "should take account of the interests of future as well as current communities" and "the likely impact of any decision" on environmental wellbeing, as well as social, economic and cultural wellbeing. (Local Government Act 2002, s 14(1)(c) (emphasis added))

ii. The Council "should ensure prudent stewardship and efficient and effective use of its resources in the interests of its district or region, including by planning effectively for the future management of its assets". (Local Government Act 2002, s 14(1)(g) (emphasis added).)

iii. "In taking a sustainable development approach, the Council should take into account: the social, economic, and cultural wellbeing of people and communities; the need to maintain and enhance the quality of the environment; and the reasonably foreseeable needs of future generations". (Local Government Act 2002, s 14(1)(h) (emphasis added).)

14. The foregoing purpose and principles plainly entail the Council acting in a manner that will achieve the required emissions reduction, as called for in its own Climate Plan.

15. Finally, as a consequence of its own declarations, plans and policies to significantly reduce emissions, in particular by encouraging a mode-shift away from driving, the Council has created a

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legitimate expectation on the part of Auckland residents that the Council will take action to do this, including by providing for it in the RLTP. Auckland residents have relied, and continued to rely, on the Council to do this. Legitimate expectations can be legally enforced against Councils. (*Hauraki Coromandel Climate Action Inc v Thames-Coromandel District Council* [2020] NZHC 3228 at [31].)

16. In summary, the law is clear: the RLTP must provide for a swift and substantial reduction in transport emissions, consistent with the Government Policy Statement, the Council's Climate Plan and the public interest generally.

The draft RLTP breaches AT and the Council's legal obligations

17. The draft RLTP does not contribute to an "effective, efficient, and safe land transport system in the public interest", as the law requires. (*Land Transport Management Act 2003*, ss 3, 14(a)(i). This is because the draft RLTP provides for a 6% increase in transport emissions by 2031, or, at best, a 12% decrease if the Government makes certain policy interventions. (Draft RLTP, p. 65.) Rather than encouraging the mode-shift away from driving the Council has declared necessary, the draft RLTP provides for private vehicle trips and vehicle kilometres travelled to increase. (Draft RLTP, p. 64.)

18. The draft RLTP thus fails every legal requirement: the transport system it proposes is neither effective, nor efficient, nor safe and plainly not in the public interest. Nor is it consistent with the Government Policy Statement on land transport. It is no exaggeration to say that the public would be harmed by the implementation of this RLTP.

19. AT, in preparing the draft RLTP, has thus breached its obligations and acted contrary to its statutory purpose. (*Local Government (Auckland Council) Act 2009*, s 39.) The draft RLTP is incapable of approval, as a matter of law. No regional transport committee could possibly be satisfied that the RLTP contributes to an effective, efficient and safe land transport system in the public interest, or that it is consistent with the Government Policy Statement on land transport. (*Land Transport Management Act 2003*, ss 3, 14(a)(i).)

20. The draft RLTP states that it has been informed by ATAP. (Draft RLTP, p. 85.) As the document rightly acknowledges, this does not replace AT and the Council's statutory obligations in relation to the RLTP. (Draft RLTP, p. 85.) The RLTP must comply with the law – specifically, "contribute to an "effective, efficient, and safe land transport system in the public interest" – regardless of what ATAP says. AT and the Council are required to do what is necessary to produce a compliant RLTP. If that means that the Council must liaise with the Government, or that ATAP requires revision, then that is what must happen.

Necessary changes to the RLTP

21. There must be a fundamental change in the philosophy that appears to underpin the draft RLTP – the preservation of driving. While the draft RLTP identifies walking, cycling and public transport as important, the substantial funds that it allocates to roading projects will continue to induce traffic and undermine any mode-shift.

22. For that reason, the RLTP requires a complete overhaul. Below we set out some more specific changes that we consider are required.

Vehicle kilometres travelled must be reduced

23. The draft RLTP does not attempt to reduce traffic volumes but instead forecasts for them to continue to rise. This must be changed.

24. Total road transport emissions are a product of vehicle kilometres travelled (VKT) and average vehicle CO₂ emissions per kilometre. The draft RLTP plans to rely on the uptake of electric vehicles to reduce the average CO₂ emissions per kilometre. However, as the draft RLTP acknowledges, the

adoption of electric vehicles will not happen quickly enough to achieve the necessary reductions in transport emissions. Therefore, reducing VKT is critical for reducing total CO2 emissions.

25. We believe an initial target of at least a 7% reduction in VKT per annum is required. This should be adjusted annually to ensure that Auckland's various carbon emissions reductions commitments are met. One early commitment is the C40 requirement that "in 2024, city remains on track to deliver its climate action plan."

(https://infocouncil.aucklandcouncil.govt.nz/Open/2021/02/ECC_20210211_AGN_10132_AT.htm.)

26. The RLTP makes some important observations: (Draft RLTP, p. 23.)

The proportion of distance travelled in private vehicles on a weekly basis (around 90 percent) is significantly higher than what we see during the traditional peak period journey to work commute. This is because trips outside peak periods are for a different purpose. They are often social, business and personal trips, are more distributed, generally involve multiple locations, passengers or moving goods, and on average, are longer. They are also less affected by congestion or parking and are harder to serve with public transport.

This means that the traditional transport planning, investment and monitoring focus on peak period trips (typically with congestion in mind) must be broadened to tackle distance travelled across the day and week and year. It's estimated the proportion of kilometres travelled in the non-peak periods make up 67 percent of all kilometres travelled on the Auckland roading network.

27. Congestion is not a driver for mode-shift in the non-peak periods, and we do not want it to become one. There are many other ways to reduce vehicle travel in non-peak periods:

LEVERS for adjusting vehicle km travelled

| WRONG DIRECTION - INCREASES TRAFFIC | LEVER | RIGHT DIRECTION - DECREASES TRAFFIC |
|---|---|---|
| Increase Road Capacity | Road Capacity | Decrease Road Capacity |
| Retain vehicle priority on all streets | Street Layout | Use Low-Traffic Neighbourhood layouts |
| Retain extensive general traffic amenity | Circulation Plan | Restrict general traffic as required to prioritise sustainable travel |
| Widen intersection space for vehicles | Intersections | Reduce intersection space for vehicles |
| W&C Budget Insufficient | Walking and Cycling | Invest in W&C Infrastructure |
| Decrease Safety | Safety | Increase Safety |
| Increase Parking Free or Cheap Parking | Parking | Reduce Parking Price Parking |
| Decrease Road Pricing | Road Pricing | Increase Road Pricing |
| Decrease Public Transport Infrastructure | Public Transport Infrastructure | Increase Public Transport Infrastructure |
| Increase Public Transport Fares | Public Transport Fares | Decrease Public Transport Fares |
| Decrease Public Transport Quality | Public Transport Quality | Increase Public Transport Quality |
| Sprawl | Land Use | Intensify |
| Decrease vehicle costs, or hold them steady in the face of steady car advertising | Vehicle Costs such as registration fees | Increase vehicle costs |
| Evaluation Methods Using Old Models | Land Use and Transport Evaluation Methods | Evaluation Methods Best Practice |

28. The draft RLTP does not use enough of these levers to reduce vehicle travel; if anything, the draft RLTP will serve to increase vehicle travel:

- The draft RLTP should provide for reduced parking. Instead, it commits \$50 million to new and extended park and ride facilities.
- The draft RLTP commits significant investment to increasing road capacity and “network optimisation”, which will only serve to induce additional traffic volumes.
- The increases in traffic caused by adding road capacity and “optimising” road networks will undermine any mode-shift to walking, cycling and public transport improvements.

29. In short, the RLTP must provide for a reduction in VKT. This is an essential component of reducing total road emissions and encouraging mode-shift.

Electric vehicles pose equity issues and are only part of the solution

30. Electric vehicles can be part of the decarbonisation solution, but not at the expense of mode-shift, and only if policy addresses equity issues. The draft RLTP relies too heavily on uptake of electric vehicles and does not address the equity issues associated with them.

31. Some of the actions in this table shown in the draft RLTP p. 48 are inequitable (given electric vehicles are not accessible to those on low incomes) and will have negative effects on mode-shift (because they encourage parking and thus induce driving, for example).

Proposed actions and responsibilities

| INTERVENTIONS | ACTIONS TAKEN |
|---|--|
| Parking benefits: such as exemptions or reductions on parking fees or time limits; preferential parking access; and wait-list priority on long-term parking. | AT (2018-): 48 dedicated EV parking spaces (with chargers). |
| Support additional public chargers: such as the provision of public chargers or making land available for public chargers. | AT (2018-): 50 public EV chargers. Other (as at August 2020): -80 public EV chargers. |
| Public charger navigation: such as physical signage or digital tools to locate public chargers. | AT (2020): limited information on AT public chargers. |
| Charging benefits: such as free or reduced fees for public charging; monthly flat-rate charging for heavy users, including car-sharing, ride-share, and taxi companies. | AT (2018-): free charging at 50 chargers. AT (2020): providing electricity supply infrastructure for 21 car-share chargers. |
| Infrastructure use and access benefits: such as access to bus and other restricted lanes; reductions or exemptions on road tolls and congestion charges. | Waka Kotahi (2017-2018): access to bus lanes at selected State Highway 1 on-ramps. AT (2030): Zero-emission Queen Street Zone (within Access for Everyone programme). |

32. We oppose giving electric vehicles access to bus lanes at state highway on-ramps. This has already been researched and found to have no effect on electric vehicle uptake: "The ability to access priority lanes didn't have any significant impact on peoples' decision to buy an EV." (<https://www.newshub.co.nz/home/new-zealand/2018/09/priority-lane-trial-for-ev-drivers-flops.html>)

33. We also oppose providing parking benefits to electric vehicles: the public supply of parking must only cater to mobility parks or otherwise be priced to ensure that they are only used when truly necessary.

34. Any money spent on encouraging electric vehicle uptake is better spent on mode-shift away from driving, so we do not agree with the \$34 million price tag ("To tackle these barriers \$34 million

has been allocated to support the uptake of EVs by Aucklanders, which is expected to complement Central Government initiatives.”). (Draft RLTP, p. 48.)

Renewals and road network optimisation budgets needs to be re-allocated to low-carbon transport

35. The draft RLTP commits very large sums of money to road maintenance, operations and renewals:

- State highway maintenance, operations, and renewals: \$1.862 billion;
- Renewing AT's transport network and corporate assets: \$3.931 billion.

36. This needs a complete overhaul. To use this budget to build “like for like” is to lock Auckland into increasing traffic volumes and increasing emissions.

37. The draft RLTP says that emissions cannot be reduced without government policy to increase electric vehicle uptake and biofuels. We fundamentally disagree with this proposition. Emissions can be reduced quickly and cheaply by re-allocating existing roading to cycling and walking. Cycling and walking do not damage road surfaces the way motor vehicles do, leading to lower renewals costs over time.

38. The renewals budget can also be reduced by separating the light modes from the heavy ones, giving the light modes plenty of space. Space used by light modes does not need such frequent renewal.

39. Further large sums are proposed to be spent on “optimisation” projects aimed at keeping vehicles flowing:

- Network Performance \$138 million;
- Intelligent Transport Systems \$52 million;
- Freight Networks Improvements: \$30 million;
- ITS Programme & State Highway Optimisation Programme: \$122 million.

40. Some of these optimisation projects work against our climate goals. They will create congestion at pinch points around the network by making driving more attractive. Therefore, the road network optimisation budget needs to be reconsidered.

41. If we cannot reduce the optimisation budget we can at least use it to improve safety, reduce emissions and help transform the transport system away from car dependence. In particular, we suggest that:

- Traffic incidents on motorways should be managed to minimise interruption to any public transport services operating on the motorway. There are two solutions. If shoulders are being used for bus lanes, then they should not be used for breakdowns. Likewise, if shoulders are used for breakdowns, motorway lanes need to be reallocated to bus lanes.

- Vision Zero training for motorway operations teams should ensure they contribute to healthy discussions about ways to make on- and off-ramps risk-free for people walking and cycling past them.

- Vision Zero training for AT street network operations should ensure, for example, traffic signal incident responses are focused on keeping vulnerable road users of all ages and abilities safe at all times. Currently AT prioritises responses to incidents that affect drivers and leave issues that affect pedestrian safety in a state of malfunction, sometimes for weeks.

Capital works

42. Capital works, regardless of the programme, should not include:

- Increases in driving capacity;
- Intersection widening for extra driving lanes;

- Intersections with missing pedestrian legs;
([https://www.greatauckland.org.nz/2019/11/28/legless-crossings/.](https://www.greatauckland.org.nz/2019/11/28/legless-crossings/))
- Intersections with slip lanes;
- Missing safe cycling infrastructure;
- Walking infrastructure that doesn't meet the minimum standards laid out in the AT Transport Design Manual.

43. An immediate halt should be called to all projects that include any of these, regardless of their stage, followed by a full re-assessment of whether the projects are compatible with the programme required to deliver the Auckland Climate Plan. Projects underway may need to be converted to cycle lane or bus lane projects. Allowing contracts to continue that we know are unsafe or will increase emissions is unacceptable.

Implement the Auckland Cycling Network as a priority

44. The Auckland Cycling Network was approved by Auckland Council in 2012.



45. Seventy percent of this network was meant to have been delivered by 2020, with the remaining thirty percent delivered by 2026. Today, only a fraction of this has been delivered.

46. This full Auckland Cycle Network should be completed in the first half of the decade, so its completion date is as originally intended. The rapid rollout of pop-up cycling infrastructure in Europe as a response to covid-19 showed us that this can be implemented quickly, be done in a cost-effective way, and lead to cost-effective permanent solutions. Implementing the Cycle Network is not expensive, particularly if existing road capacity is re-allocated.

There are plenty of roading projects that should be cancelled (e.g.: Mill Road) to fund the Cycle Network, and the benefit to Auckland would be enormous. We simply cannot ignore the enormous improvements in rapid cycling network rollouts at minimal cost (e.g. 9,500 Euros per km for protected cycle lanes - not painted lanes that have been developed elsewhere in 2020 and 2021. (<https://www.pnas.org/content/118/15/e2024399118>))

47. Committing one lane on the Harbour Bridge for cycling is a critical political step. It is a high visibility project that has the capacity to change the public's understanding of how to better use road space, especially where space is at a premium. It is an example of the sort of project that could help create rapid mode-shift throughout the network, which is required to achieve the C40 commitment Auckland has made of getting its emissions on track for meeting our targets in 2024. Bring forward rapid transit and public transport improvements

48. We generally support the rapid transit and public transport programmes in the draft RLTP. Some of the programmes are unnecessarily expensive because, instead of using road reallocation to provide the corridors for the buses or light rail, the space for public transport is to be provided by widening the corridors. The unnecessary expense, therefore, is a result of retaining driving capacity. This reflects the philosophy underpinning the draft RLTP – that driving must be preserved. As explained above, the RLTP should aim to reduce VKT. This would make active and public transport projects significantly cheaper.

49. All public transport projects in the RLTP should be brought forward to the first half of the decade. Other projects to provide bus priority at scale, involving road reallocation to prevent road widening costs, and circulation plans that reduce traffic, should begin planning work now for implementation as soon as possible and no later than the second half of the decade.
Safer speeds

50. Auckland speed limits should be changed to 30 km/hr by default, except where it can be demonstrated that a higher speed is safe, (<https://www.roadsafetysweden.com/contentassets/b37f0951c837443eb9661668d5be439e/stockholm-declaration-english.pdf>) and sufficient funding should be provided for the Police to enforce this. It will help enormously with mode-shift, reduce traffic volumes and congestion, and therefore make driving easier for those who do need to drive.
Low traffic neighbourhoods

51. The entire city should be divided into low traffic neighbourhoods up to approximately 1 square kilometre, in which the streets are quiet and for access only, with no through-traffic. This is a cheap way to re-create a healthy road hierarchy, lower traffic volumes and enable radical mode-shift and reduction in car ownership. These can be implemented using tactical urbanism, but that approach is not essential. Low traffic neighbourhoods are simply good transport planning.

Delay route protection, property purchases and designations for road projects

52. Road capacity expansion leads to increases in traffic volumes, which affects safety outcomes and therefore further influences mode-shift, increasing traffic volumes further. This increases emissions. We must stop planning road expansion projects. At a very minimum, delaying the below line items until after 2030 would free up \$130 million for better uses. (Draft RLTP, p. 55.)

| | | |
|---|-------------|----|
| SH1 Additional Waitematā Harbour Connections (Business Case, Designations and Property) | Waka Kotahi | 60 |
| East West Link (Property) | Waka Kotahi | 31 |
| Warkworth to Wellsford (Designation) | Waka Kotahi | 21 |
| SH1 Drury South to Bombay (Route Protection) | Waka Kotahi | 18 |

Parking

53. Council land vested in parking is a significant public asset. To achieve the Council’s goals of mode-shift, equity and a liveable city, parking spaces need to be reduced and the land repurposed. All remaining parking needs to be sufficiently priced (public) or levied (private) to encourage mode-shift and provide an equitable revenue stream. Council should wind up the existing residential parking schemes. These inequitable schemes allow residents of wealthier inner areas to store their private vehicles on expensive public land, freeing up their own land for other uses. These areas should have wider footpaths, safe cycling, and fewer cars — this can be enabled through getting rid of kerbside parking.

Re-thinking Future Connect

54. Future Connect always presented a risk; any planning tool that was adding an interpretive extra step to the planning process can add a hidden bias, however well-intended. The Future Connect layers can easily lead to poor decision-making. For example:

- The deficiency layer does not seem to distinguish between progressive methods for addressing deficiencies (such as road reallocation, circulation plans, pricing, better public transport frequencies, etc) and regressive methods (such as widening intersections, increasing road capacity, favouring dominant traffic flows over vulnerable road users at traffic signals).
- There is no layer for road reallocation plans (despite Auckland Transport having been instructed to do this in the Council’s Letter of Expectation 2016).
- There is no layer to show the vehicle emissions, despite NZTA having a GIS Vehicle Emissions Measurement Tool.
- The tool still uses the “Level of Service” system. Replacing the system with “VKT reduction” would produce outcomes more in line with necessary emissions reductions.
- The cycling layer is just a subset of the Auckland Cycle Network, and it shows different types of cycling treatments, even though decisions on the type of cycleway would generally be something the Roads and Streets Framework should resolve.
- There are plenty of amenities for which AT is responsible that do not have layers yet need to feed into decision-making (e.g. trees and green infrastructure).

55. In summary, Future Connect could be useful if it is re-imagined as a mode-shift, climate and safety planning tool to enable a swift reallocation of road space and of driving priority to other modes and uses.

56. This is significant for the RLTP as Future Connect informs decision-making for many projects. The budget allocated to Future Connect does not seem to be itemised. This budget can only be considered well-spent if the programme is improved to ensure it accelerates mode-shift, transport transformation, urban place regeneration and emissions reductions. Good governance requires this programme is monitored closely, and that it is managed by someone suitably qualified in using planning tools that are intended to achieve these goals.

Spatial priorities

57. To help reduce VKT, we need to improve “proximity” for residents to the things they visit. Reducing trip distances in this way requires Council and Auckland Transport to deliver on a genuine compact city strategy.

58. The transport plans for Dairy Flat, Silverdale, Warkworth, Drury, Paerata and the other sprawl areas need to be shifted away from transport plans that “support growth”, towards developing a functioning public transport network and walk-bike routes for the existing population.

59. There are many areas within the existing urban area that need concentrated planning attention. The RLTP needs to shift all funding from new roading and growth infrastructure in new urban areas to supporting regenerative intensification of brownfields areas.

Regional Fuel Tax

60. The Regional Fuel Tax scheme should be further amended to ring-fence funding solely to public transport and active modes infrastructure. Long-term the fuel tax should become irrelevant due to mode shift and electrification of the vehicle fleet. Regardless, it can provide short-term assistance in prioritising sustainable transport infrastructure.

The way forward

61. The draft RLTP must be revised to propose a land transport system that provides for swift and substantial emission reductions in line with legal requirements and with the urgent demands of the climate emergency. If this requires the Council to liaise with the Government and revise ATAP, then that is what must happen.

62. We are counting on you

Blind Citizens NZ - Auckland Branch

Regional Land Transport Plan 2021-2031

Who are we?

1 Blind Citizens NZ is the oldest disability consumer advocacy group – disabled people's organisation – in New Zealand. We write on behalf of blind and vision impaired members of the Auckland Branch. Our members are proud to be Aucklanders and we accept and enjoy our responsibilities to participate in our community as much as we can.

2 New Zealand signed the United Nations Convention on the Rights of Persons with Disabilities (Disability Convention) on 30 March 2007 and ratified it on 26 September 2008. The purpose of the Disability Convention is to promote, protect, and ensure universal human rights and fundamental freedoms for disabled people, and promote respect for their dignity. It recognises the right of disabled people to make free and informed decisions about their own lives. It sets out in practical terms how the rights of disabled people can be realised. All rights discussed in the Disability Convention are also established in current New Zealand law. Local government, including Auckland Council and Auckland Transport, is bound to honour the Disability Convention. Blind Citizens NZ Auckland Branch asks Auckland Transport to uphold the Disability Convention in its decision-making. See <https://www.un.org/development/desa/disabilities/convention-on-the-rights-of-persons-with-disabilities/convention-on-the-rights-of-persons-with-disabilities-2.html>

3 Auckland Branch membership:

The Auckland Branch of Blind Citizens NZ is made up of:

adults, 16 years of age and over;

ethnicity, primarily New Zealand European;

residents across the Auckland Council area;

all members cannot legally drive cars, so are transport disadvantaged;

all members are print disabled and several are not online, so are information disadvantaged.

The draft plan

4 We support the draft plan and the proposed policy changes to be advocated to Government

Implementation issues

5 As blind and low vision non-drivers we continue to experience difficulties accessing our streets, road crossings and public transport.

Footpaths

6 The maintenance of footpaths is an ongoing issue. Please take this seriously and adopt a systematic approach.

7 In our feedback on the 2018-2028 plan we noted that letters dropped in our letterboxes by footpath contractors contain handwriting of the effective dates. We urged AT to work with us to improve our access to information about changes in our street environment. This has not happened.

8 Crashing into overhanging branches or potentially slipping on vegetation growing across footpaths is a health and safety issue for blind and low vision pedestrians.

9 We have discovered a complex web of issues around dealing with overhanging trees or vegetation encroachment involving both Auckland Council and Auckland Transport. We should be able to raise

problems with the Auckland Transport call centre and they should be able to sort out whether it's an AT or Auckland Council issue, then have the problem fixed with a report back to the person who raised the issue.

10 In our 2018 submission we wrote: While improving the walkability of Auckland streets and road crossings AT has not yet provided a real-time accessible information service to alert us to footpath and road dig ups so we can safely change our walking routes. For example, temporary street signage is usually physical, not electronic, so cannot alert us through today's smartphone technology. Sadly, nothing has changed.

Audible traffic signals

11 In 2011 Auckland Transport gave a written commitment that faults in audible traffic signals would be fixed within four hours of faults being reported. This is not happening.

12 Problems with the repairs of audible traffic signals are particularly bad in the central city where blind residents are dealing with daily changes because of City Rail Link construction. We urge AT to acknowledge reliable audible traffic signals are a health and safety issue for blind and low vision pedestrians.

13 We have had reports that the signal sounds have been switched off because of complaints from neighbours. This is unacceptable. Today's automatic volume control software allows the sound level of signals to be adjusted according to the sound level of traffic.

Buses

14 Changes to bus routes since 2013 have increased the distance for many of our members to walk to their nearest bus stop. In our 2018 submission we wrote: When selecting homes to rent or houses to buy we prioritise distance from public transport high among our considerations. We appear to have no legal redress when transport planners make route change decisions that impact negatively on our ability to move around our community. From the perspective of the transport planners the numbers involved are low. From our perspective the impact is considerable and disempowering. We urge Auckland Transport to work with us to mitigate this very negative outcome of the new networks.

15 We urge AT to speed up the delivery of on-demand rideshare passenger transport for residents who live more than 200 metres from their bus stops.

16 Auckland Transport four years ago accepted blind and low vision bus users need to be able to message the drivers of specific buses to let them know we are waiting at a particular stop for a particular bus. We have no reliable information yet about budget provision to fix this problem nor have we been given a timeframe.

17 Again AT accepts the need for next stop audio announcements on buses. If we have succeeded in catching the right bus, we are not yet hearing next stop announcements. Some are coming. However we don't know about budget provision or timeframe for the rollout to the whole network.

18 We thank AT for texting or emailing AT HOP card users the day following our trips. Information about the trips we take and the balances on our cards is appreciated.

19 We ask AT to allow taxis in bus lanes so we can be dropped off or picked up outside community venues such as Q Theatre, The Town Hall, the Aotea Centre, the Civic Theatre and similar. We are nervous about proposals to limit our physical access to these and similar community facilities which may restrict or even prevent our participation in community and cultural events.

Trains

20 Train services have improved considerably and continue to do so. Like all Aucklanders, we are looking forward to completion of the City Rail Link.

21 We thank AT for installing the automated audio announcements on railway platforms. We continue to monitor them because we need them and we report any breakdowns.

22 AT still has work to do to manage the sound of the audio announcements on platforms. The number of loudspeakers and their placement is critical. There are still instances where AT has turned down or even switched off the automated announcements because of complaints from neighbours. This is unacceptable for blind and low vision users who rely on the information given through the audio announcements.

Ferries

23 We realise ferries and facilities have older infrastructure and are challenging to upgrade or replace with accessible facilities. We congratulate AT on its progress with these issues.

Total Mobility

24 The maximum subsidy for Total Mobility trips has remained at \$40 since it was last increased in October 2010. Taxi fares have increased along with waiting times in slow traffic. The refusal of AT to engage on this issue is deeply frustrating.

25 Taxi driver training about disability awareness and the lack of area knowledge continue to be of real concern. Yes we lodge complaints with taxi companies. But the overall standard continues to decline. Regular taxi users find favourite drivers, which AT and taxi companies dislike. This discriminates against non regular customers who don't get to know good drivers and haven't learned their way through the complaints system.

26 We urge AT to deliver a better taxi experience to all TM users so we can reach our destinations at the fairest price with our dignity intact.

Feedback problems

27 We urge AT to maintain training of staff to understand we dislike complaining about problems. We ask that the problems we raise are fixed as quickly as practical, but, above all, we ask for feedback about what is happening to the concerns we are raising. Silence is not helpful when we are so reliant on AT's services.

Mahurangi Trail Society

The Mahurangi Trail Society aims to provide safe efficient off road travel options connecting the communities of Mahurangi East to Warkworth and Matakana. These connections form part of the Matakana Coastal Trail and its local extensions.

The RLTP aims to increase active transport mode share by delivering safe and more integrated walking and cycling infrastructure, supported by a range of behaviour change activities, together with bicycle parking facilities and network-wide safety improvements including speed management. We support this and need it to definitely include Rodney District.

In total, the RLTP programme is expected to deliver 200km of new and upgraded cycleways and shared paths across the region by 2031, the majority of which is included as part of the strategic cycling network. We support this and want it to extend to include the Matakana Coastal Trail - both its main route and its local extensions.

Auckland Council staff have not included the Pūhoi to Mangawhai Trail in the RLTP and thereby completely failed to understand that:

- It would provide genuine cycling commuter options for workers and students between Warkworth – Matakana – Snells Beach, all rapidly urbanising areas
- It provides the most cost-effective option per km to grow Auckland’s cycling network
- AT have failed to provide walkers and cyclists with a safe active mode transport option in Auckland most dangerous roading area thereby completely failing to live up Auckland’s

Vision Zero Strategy

The proposed Matakana Coast Trail promotes walking and cycling which support efforts to tackle climate change, bring significant public health benefits, stimulate the economy, and create jobs as well as making the entire network more productive. Commuters will use this trail.

The Matakana Coast Trail will contribute directly to the government’s land transport objectives in relation to economic growth and productivity, safety, environmental mitigation and the provision of transport choice. Cycling is a low-carbon emission, healthy and sustainable mode of transport and recreation, ideal for short to medium distance trips which will also increase the resilience of the region’s transport network.

The trail will also make a significant contribution to the region’s economic performance through significant resident, domestic visitor and international tourist use. The Matakana Coast Trail is a natural and integral fit for our country’s transport, health, economic and environmental objectives and sets out a vision to positively contribute in creating the world’s most liveable city.

Investment in the proposed cycle network will:

- Provide a high Level of Service for people who bike within an integrated transport network or walk / cycle for recreational purposes;
- Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience;
- Provide a key facility that promotes recreational activity and a ‘nursery’ for the uptake of active transport modes;
- Reduce carbon emissions by people choosing walking and cycling over vehicle journeys
- Ensure cycling is a viable, safe and attractive transport choice;
- Provide substantial health benefits to the widest section of the community;
- Improve Auckland’s sustainability, liveability and attractiveness.

- Ensure Future Proofing and Community Resilience.

These features align with the objectives set out in the draft RLTP as follows.

Emissions:

In the draft RLTP opening paragraph there is focus on climate. "Auckland Climate Plan aims to reduce greenhouse gas emissions by 50% by 2031.encourage transport mode switch to Public Transport and active modes" (walking and cycling).

On Page 28 of the Draft RLTP it states: For active transport to increase across Auckland, further investment is required to:

- Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network
- Deliver of cycleways in areas associated with the Cycling Investment Programme
- Deliver important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport
- Continue to develop and improve the cycling infrastructure on the cycle and micro mobility strategic network
- Increase the comfort and safety of people on bikes across the wider transport system
- Make some historical cycling infrastructure fit-for-purpose and consistent with customer requirements.

Safety:

- Consultation on the draft 2018 RLTP attracted 18,091 submissions and showed that Aucklanders were firmly behind greater investment to make the road network safer.
- Auckland continues to have one of the highest rates of pedestrian, cyclist and motorcyclist
 - road deaths in the world.
 - Rodney has the most dangerous roads in the Auckland region.
 - It is a high speed, open road rural network with no footpaths, cycleways or off road facilities connecting the communities.
 - Most road fatalities in Auckland occur on rural open roads and 26% of them are cyclists or pedestrians.
 - There is no current provision for safe cycling or walking between the communities of Rodney.
 - New safe cycleway infrastructure and shared paths have been built and many more are planned but they are restricted to the urban area of Auckland and not in the most dangerous rural areas of Rodney and Franklin.
 - Current AT activity is in significant conflict with the stated goals of the recently adopted 'Vision Zero' strategy.
 - Alignment of RLTP with Government Objectives and Auckland Plan (long-term plan to 2050):
 - Make walking, cycling and public transport preferred choices for many more Aucklanders
 - Move to a safe transport network, free from death and serious injury

Health:

- With insufficient physical activity being a key risk factor for conditions such as cardiovascular.

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- disease, cancer and diabetes, removing barriers to walking and cycling provides a genuine opportunity to support Aucklanders to live longer and healthier lives.

Congestion:

- Auckland's transport strategy to avoid congestion increasing is to absorb future growth in travel demand by improving the public transport and active mode networks to encourage more Aucklanders to change the way they travel. Warkworth and surrounds need these advantages now. Without them growth could be a burden.

Supporting Growth:

In response to the projected growth of Auckland's demand, the Auckland Unitary Plan has identified 15,000 hectares of predominantly rural land for future urbanisation over the next 30 years (sometimes referred to as 'green fields'). A key area identified as part of this future urban growth land is Warkworth. No provisions for walking and cycling options to and around Warkworth have been properly considered in the RLTP. There is a significant opportunity to implement a walking and cycling network as growth is occurring and ensuring genuine commuter connections for students and workers.

Our Request

We request that Auckland Transport incorporates into the planning framework the following:

1. Mandatory consideration of connections for walking and cycling with all new subdivisions. This includes taking into account the proposed Matakana Coast Trail and the Rodney Local Board Greenways Plan for our area.
2. Proactive support from AT for 'Corridor Security' or 'Creating Connectivity' for all routes both on road and off road across multiple land tenures.
3. When support is requested by Matakana Coastal Trail Trust or the Mahurangi Trail Society, that request is given a higher priority it might currently have. We need your timely support in building a world class trail.
4. The ability to request timely expert advice on dealing with road-trail interfaces as these are identified. e.g.
 - a. where an off-road route crosses an existing road
 - b. where the trail may be in the road corridor
 - c. identifying locations suitable for bus stops or public transport access

The Matakana Coast Trail initiative is a low cost, low risk, highly deliverable opportunity that provides many beneficial outcomes to our local communities. The planned Matakana Coast Trail is so closely aligned with the objectives of the RLTP we urge you to include it officially in the RLTP. We will be attracting significant funding from alternative sources.

University of Auckland

To whom it may concern,

Thank you for the opportunity to respond to the Draft Regional Land Transport Plan (RLTP) 2021 – 2031. This submission outlines where the University aligns with the challenges ahead and where it supports the responses to those challenges as identified in the draft RLTP. It identifies areas of particular importance to the University's community of 13,000 staff and 40,000 students.

Alignment

The University of Auckland recognises the challenges in efficiently and sustainably enabling the movement of Aucklanders within the region and also between Auckland and other regions. The University needs its staff and students to be able to easily, affordably and safely access its campuses in the City Centre, Grafton, Khyber Pass, Epsom (for a limited time), Manukau and Northland. Staff and students reside in all parts of Auckland but their experience of travelling to our campuses varies widely depending on where they live and unfortunately, those in lower socio-economic locations often experience considerably longer and more expensive journeys than those coming from higher socio-economic locations. Auckland's growing and diverse population, aging infrastructure and urgency around climate action add to the complexities of the challenges ahead.

Support of RLTP responses

At a high level the University supports the general responses identified in the RLTP of making transport more environmentally friendly, increasing the variety and frequency of travel options, improving transport connections, reducing congestion, supporting growth areas with transport infrastructure and focussing on safety.

There are two key responses that have not been clearly articulated in the draft. The first is a response around the ambition that access to core educational, health and social infrastructures should be affordable and accessible to all people in Auckland. Currently, for example, a person living in South Auckland requires considerably more time and money to access tertiary education in the city centre than a person living on the North Shore. Discounted travel and prioritisation of investment should reflect this ambition with the aim of narrowing the gap between Auckland's rich and poor. Without deliberate and strategic action, inequitable access to jobs and education for Aucklanders will remain embedded and lead to poor outcomes.

The second response is around safety. The draft does not adequately address the need for safety on public transport and while waiting for public transport. Auckland Transport staff understanding and being sympathetic to the safety concerns of its diverse range of customers, as well as lighting and CCTV coverage are some ways that would increase confidence in using public transport.

Areas of particular importance

The University supports: the continued investment in the cycle and micro mobility network between and around its campuses and the development of safe cycling infrastructure; the electrification of buses down Symonds Street; the investment in Wellesley Street bus improvements and other improvements that enable students and staff from across Auckland to easily access its campuses; discounted public transport fares for tertiary students that support equitable access to education; and an holistic, consultative and sustainable approach to planning the future of Symonds Street. The University's sustainability strategy is under review and will include a commitment to achieve net-zero carbon status. Meaningful metrics of the University's progress towards overall sustainability will be made widely available and the University invites collaboration around sustainable transport solutions.

Thank you again for the opportunity to provide feedback to the Draft Regional Land Transport Plan 2021 – 2031. We look forward to working in partnership with Auckland Council and Auckland Transport to achieve a better and sustainable future for all Aucklanders.

Kaipatiki Youth Council

Youth AT Consult in Kaipatiki:
(Birkenhead, Northcote and Glenfield Library)
Run by the Kaipatiki Local Youth Board

The top three RLTP responses to Auckland transport challenges according to young people are

- 1 - Climate Change and the Environment.
- 2 - Better transport connections and roading
- 3 - Safety
- 4 - Asset management
- 5 - Travel Choices & Growth

What young people have said:

NORTHCOTE

“Bus driver ignores signal/is sometimes racist”
“busses which arrive early tend to leave early too”.
“More support for bus drivers is needed to minimise stress”
“Hand Sanitiser by the doors in buses.”
“What is important to you when it comes to transport?”
NEX=good
Albany/Pinehill Akoranga.
Need to take the car to get to the bus stop.

Buses are not on time. Times don't match app. Stations don't have places to park.

GLENFIELD

BUS

- You can also see a lot of stuff especially.
- Some of them even other kind of bus like a school bus.
- It takes 1 hour to wait for the next bus.
- You can go one level up on the chairs

TRAIN

- You can see a lot of stuff.
- Very fast.
- It has lots of stop.

Morning is covered but 3pm school routes are crowded. Bad timing.
Better Management of Peak hour bus routes and bus numbers

BIRKENHEAD

“Trains on the North Shore please! “
“CLIMATE CHANGE AND THE ENVIRONMENT!!!! “
“Pubic Railway link“
“Tracking data from Journey Search on Journey planner. “
“Want to be able to take public transport but it takes twice as long and is twice as expensive. “
“Ferries are pleasant“

New Market Business Association

SUBMISSION TO THE DRAFT REGIONAL LAND TRANSPORT PLAN 2021-2031 AND REGIONAL FUEL TAX

The Newmarket Business Association ('NBA') welcomes the opportunity to make this submission to the draft Regional Land Transport Plan ('RLTP').

The NBA represents over 2,000 businesses within the Newmarket precinct. Through the BID programme, we work with the Auckland Council and Local Board to improve the local business environment and grow the local economy.

Of critical importance to the NBA and its members is transport through our business precinct, with the efficiency and effectiveness of the arterial roads (and their connections to motorways) being of paramount importance. Also of importance is that the Precinct be well served by public transport.

Our feedback will cover:

- (1) Ongoing concerns regarding the impact of COVID-19
- (2) Summary of our Feedback
- (3) Feedback on the Regional Land Transport Plan
- (4) Feedback on the Regional Fuel Tax
- (5) Climate Change
- (6) Our Priorities

- (1) Ongoing concerns regarding the impact of the COVID-19

We have ongoing serious concerns expressed from our local business members that COVID-19 is having a significant impact on their businesses.

The impacts include direct financial impacts on businesses (especially hospitality businesses), supply chain and market disruption as well as effects on production. More particularly, COVID-19 has had major impacts on exporters to China and those relying on international visitors and students. For hospitality and event organisers, the ongoing lockdowns have been devastating. Many firms relying on imported intermediate or final inputs from China are also being affected, particularly in manufacturing. Small and medium-sized businesses have had their business models turned upside down. Businesses tied to travel, tourism and hospitality have experienced losses that will not be recoverable. We still do not know how long this will continue. We have lost numerous businesses already, and the outlook for others is dire.

We have welcomed the responses from Mayor Phil Goff through the crisis, especially the need to respond calmly, but we ask for more focus in the RLTP can be taken to assist businesses.

- (2) Summary of our Feedback

Your on-line form sets out two key questions relating to the Draft Regional Land Transport Plan and the Regional Fuel Tax ('RFT'). (https://akhaveyoursay.aucklandcouncil.govt.nz/regional-fuel-tax/survey_tools/have-your-say)

Our feedback on these questions is set out below.

In summary:

we agree that rapid population growth in Auckland has brought with it significant transport challenges and we support the focus in your proposals on public and active transport, which will free up road capacity; our preference is that demand management of our existing transport network be a key solution (following 'user pays' approaches, such as congestion charging); while we supported a

regional fuel tax as an interim solution, the tax is placing a further financial burden on business and we are concerned it is being underspent; we hold concerns that the significant works planned (such as cycleways), will result in harmful disruption to businesses. Any disruption must be properly mitigated (and transparently funded) with a comprehensive Development Response package for businesses. There have been significant learnings from the CRL and Karangahape Road civil works, we hope these are taken on board for any future projects road corridor improvements together with enhancing network capacity are a priority for us to make better use of the existing transport network and increase travel times through key routes and corridors for freight and business-related transport, including consumers. These should be coupled with enhancements to the pedestrian experience with more pedestrian friendly initiatives and traffic calming.

(3) Feedback on the Draft Regional Land Transport Plan

Your on-line consultation says that Auckland is growing and our transport system faces significant challenges now and into the future. To meet the directives set by central and local government policies and strategies, the draft RLTP aims to contribute solutions to the following challenges: climate change and the environment; travel choices; safety; better transport connections and roading; Auckland's growth; and managing transport assets.

While we agree overall with the challenges you have identified (climate change, travel choices, better transport connections and roading, Auckland's growth and managing transport assets), we believe improving network capacity and performance by making the most of the existing transport system is key to addressing Auckland's growth and managing transport assets.

We must focus on optimising the transport network through targeted changes, such as improving the coordination of traffic lights, the use of dynamic lanes at peak times, and removing bottlenecks to mitigate congestion. Maximising the benefits from new technology and taking opportunities to influence travel demand are also important, as well as introducing pricing to address congestion as soon as possible. Improving network capacity and performance to addressing Auckland's growth and better manage our existing transport assets are our highest priority transport challenges, followed closely by the other factors outlined in the Plan.

With regard to your specific questions -

We do not think that you have correctly identified the most important transport challenges facing Auckland because you have not prioritised these challenges from the perspective of small and medium sized businesses; Addressing Auckland's growth and better managing our existing transport assets are our highest priority transport challenges, followed closely by the others outlined in the Plan (climate change & the environment, safety, travel choices, better public transport connections and roading, and walking and cycling); We think congestion charging is a very important policy change and removing the Fringe Benefit Tax for employers who subsidise public transport for their employees is an important policy change to deliver an effective and efficient transport system (followed closely by road safety policy changes, environment and climate change policies).

(4) Feedback on the Regional Fuel Tax

Your on-line consultation says that a key source of funding for transport projects in Auckland is the Regional Fuel Tax (RFT). You say that Auckland Council is proposing to change details of projects funded in their current RFT scheme in response to funding decisions made by the government and to align with the draft RLTP. The amount of fuel tax is not planned to change.

Our preference is to introduce initiatives that both manage demand and raise funding equitably as soon as possible, balanced with investment into affordable and more frequent public transport in order to effect sustainable behavioural change. We support the technical work on 'The Congestion Question' project that has been examining the potential to apply congestion charging in Auckland. In

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particular, we support the technical work on the introduction of congestion pricing when the CRL opens and the delivery of productivity benefits for the freight industry.

In the interim, while we have supported a regional fuel tax of 10 cents per litre (plus GST), we ask for greater transparency regarding the spending of this tax on specific transport projects and services. We wish to avoid the regional fuel tax, which is the equivalent of a significant rates increase (especially for transport operators), being used as a 'top up' for overall transport budgets. We ask that wasteful spending be cut and operational efficiencies be found to reduce the size of the regional fuel tax.

We are also concerned about the ongoing underspend of the Regional Fuel Tax.

(<https://www.nzherald.co.nz/nz/half-of-auckland-councils-regional-fuel-tax-has-not-been-spent/XTFNMLCAPDH4HFFBQQKUSUIN4I/>).

We are concerned that businesses are being over-taxed with the RFT is being underspent or that infrastructure is not being built at the required pace.

(5) Climate Change

We note the RLTP's emphasis on climate change with actions like electrification of the rail line to Pukekohe, increasing the number of electric/hydrogen buses, de-carbonising the ferry fleet and supporting the uptake of electric cars

We are involved with a variety of initiatives relating to climate change, such as supporting mode shift in transport, encouraging electrification of the vehicle fleet and sustainable waste initiatives.

As the majority of businesses in our precinct are small to medium sized, we would welcome more initiatives to support these businesses to make the necessary changes. Funding for business education on low carbon transport options is particularly important to raise awareness and drive change.

(6) Our Priorities

1. Kent & York Street footpath and road upgrades: These two streets are part of the Newmarket Laneways Masterplan design concept. Kent Street in particular is in need of urgent attention. The footpaths are hazardous and not wide enough for wheelchair or pram access. Cars parked along the southern side impinge of the footpath which at times can be as little as 60cm wide. This street is undergoing a retail transformation with more "destination" stores opening; therefore, foot traffic is increasing. We have been lobbying for these upgrades for a number of years, since the upgrade of Teed St.

2. Traffic calming on Broadway: We seek urgent consideration for traffic calming and improved pedestrian experiences on Broadway. We have been champions of the installation of a large-scale mega-crossing-zone between Remuera Road and Teed Street for a number of years. The Teed/Broadway Train Station crossing area in particular is hazardous, as AT's own CCTV coverage has highlighted. We support the removal of some car parks on Broadway, if it results in improved pedestrian safety, and visibility, to cross Broadway.

3. Station Square exit onto Broadway: This was an area of focus during the Westfield development response programme a couple of years ago, but now seems to have been lost. We have some 60,000 train users each week, with around 70% of them using the Broadway exit. It is not fit for purpose. We would like AT and Auckland Council to reengage with the property owner at 242-248 Broadway with the medium to longer-term view of acquiring these properties to develop an improved accessway to Station Square. We are also strong opponents of Panuku's prospective sale of the council owned properties inside Station Square at 19 & 20, 28 Remuera Road.

4. We are willing partners for Connected Communities: We have previously shared our vision for Broadway with AT. We look forward to having a co-design relationship when the design of Broadway is up for consideration.

5. Bike and e-bike security: Like many parts of Auckland, Newmarket has experienced a peak in crime. We are getting weekly reports of bike thefts, and increasingly e-bike theft. We are supporters of solutions like “Locky Docks” and would like AT to review bike parking safety across Newmarket. We are committed to promoting modal shift, but it is very challenging to overcome safety issues when there is no security at AT bike parks.

6. Bus lane changes on Khyber Pass Road. We agree that having dedicated bus lanes during peak times will go some way to improve scheduling and improved public transport reliability. We also agree with the proposed extension of the bus lane from Suiter Street to Kingdon Street - this will help avoid confusion. We do not agree however that the proposed bus lanes should be implemented on weekends. Saturdays in particular are our busiest day of trade. The heavy congestion endured by weekend shoppers by only having one lane on Khyber Pass Road is an economic risk to the precinct. We support the bus lane operating Monday to Friday 7am to 7pm.

Conclusions

Finally as we enter another very uncertain year, especially for small and medium sized businesses, we ask that the approach to the draft RLTP focus more on how transport initiatives can grow the economy and support job creation.

The Bruce Pulman Park Trust

Draft 10-year plan for Auckland's transport network (RLTP)

The Bruce Pulman Park Trust makes this submission to the Draft 2021-2031 Regional Land Transport Plan (RLTP) in the spirit of the ongoing partnership with Council & the Local Board as well as Government in providing high-quality sporting, recreation & play facilities in the south of Auckland based in Papakura. Bruce Pulman Park is a major destination hub for the growing Metropolitan Centre of Papakura, the wider Counties Manukau and Auckland regions.

As a major destination within Auckland and particularly in South Auckland with over 1 million visitations per year (COVID apart) we are committed to supporting the aspirations of Council. Part of this delivery is very much around accessibility to services, ease of movement and safety of users. We would like to request involvement with any planning opportunities of the Government backed upgrade of Mill Road and the arterial routes into the Papakura District in and around Bruce Pulman Park. It is of importance to fully integrate this prime destination within the community, schools and other providers in a seamless manner that enhances the opportunities for our growing community to participate, recreate and play. With the growing focus on more intense urban developments within Auckland and specifically within South Auckland and Papakura these opportunities have a growing need for our people and our families. We have a keen interest in the movement of traffic in the surrounding metropolitan area as well as egress in and out of the Park and the safety of users including many schools.

Our interest is also focused on ensuring that the facilities on the Park which cater for play, recreation as well as sport and community connective-ness and community events, are able to be reached easily and safely. We support the realigning of transport routes and alternative transport options to ensure the community can access all facilities and connect all facilities throughout the district. This includes cycleways and walk ways as well as public transport options.

With the excellent facilities on Bruce Pulman Park, The Bruce Pulman Park Trust would be interested in working with/supporting Council and indeed Waka Kotahi (NZ Transport) to host safety programmes for the community and would be keen to discuss this further. We are already working with the Local Board to develop a playground and traffic learning centre with plans drawn up for future development.

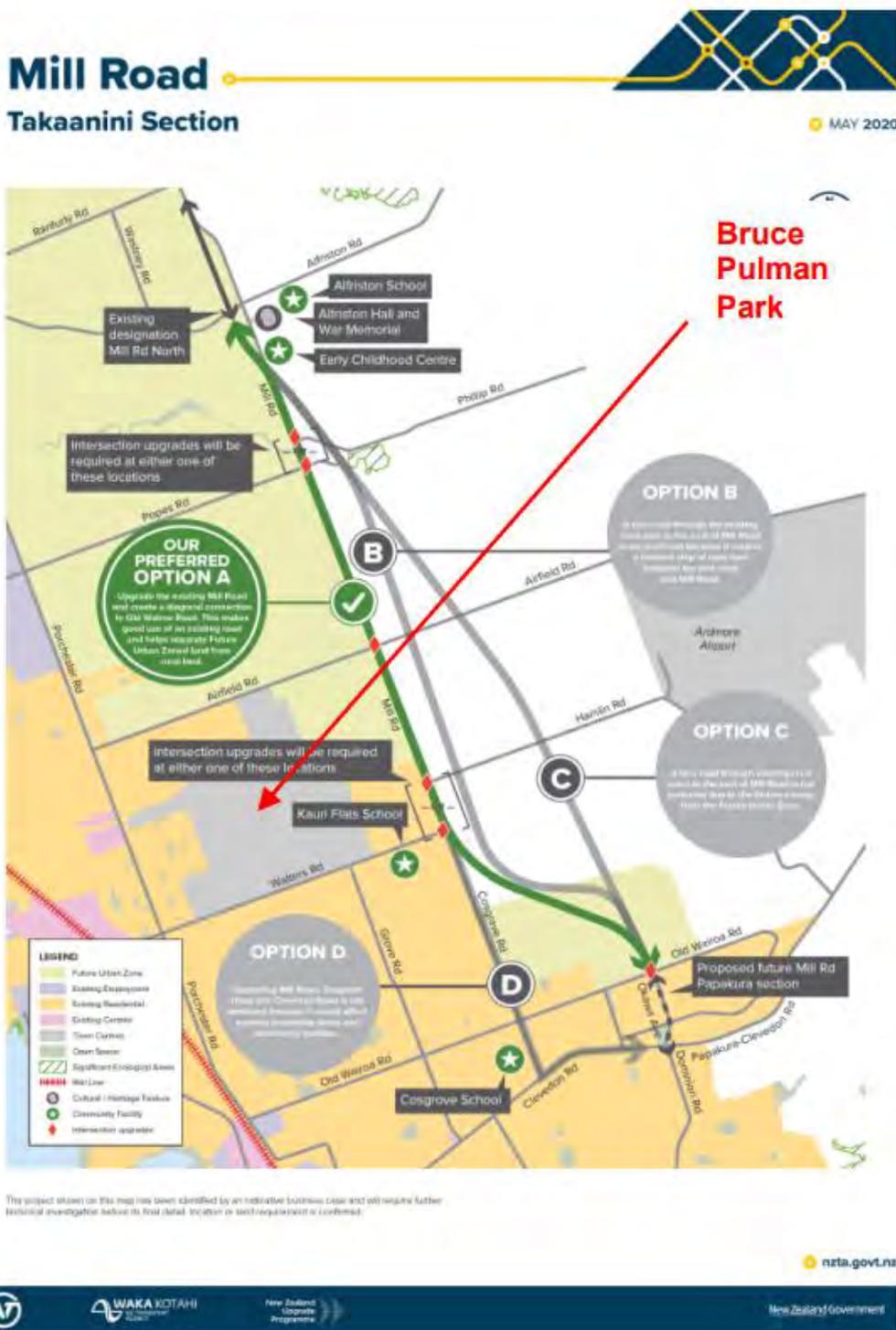
The Park is located within the Papakura Local Board area, however we recognise that we provide sporting facilities that are significant in a sub-regional or regional context and therefore can fulfil the aspirations of both the Local Board Plan and the Auckland Plan 2050. We continue to attract major events ranging from community games & cultural showcases e.g. Sikh Games to regional, national and international e.g. TAG International, Pasifika Cups and Community Celebrations (e.g. the free community day in April 2021 with support of the Local Heroes) and all of these bring significant increased business to the district and region. These events also provide significant wellness outcomes to the community.

The collaboration between Council, Local Board and Waka Kotahi with community organisations such as Bruce Pulman Park will be essential to supporting Auckland's Growth Programme and providing services and connectedness opportunities and family destinations for the 120,000-plus increase of people expected to live in South Auckland over the next few decades.

For this submission we have documented our notes in the form of a table of outcomes aligned to the Draft Plan.

Our key items are as follows:

- Collaboration between Papakura Local Board, Parks & Reserves as well as well as Auckland Transport's planning and financing arm of Auckland Council to provide the best environment for our community to live and play in our District.
- Walters Road & Safety Issues: Local Board, Council and Auckland Transport to work together with Bruce Pulman Park and the local schools to manage safety issues in and around Walters Road.
- Collaboration with Auckland Transport and the Local Board to provide bus routes through Bruce Pulman Park connecting the Park with schools, other parks/facilities and the town centre with easy access on and off the proposed upgrading of Mill Road and connecting arterial routes
- Collaboration with Parks & Reserves and Auckland Transport to develop the park frontage interface with Walters Road – road widening, kerb & channel and the completion of the internal 3m wide park footpath.
- Continue to work with Parks & Reserves on the renewals and infrastructure development on the park including upgrade of public toilets that service users of the Park including the dump station area for travellers & electric charging stations
- Collaboration to develop the playground & traffic learning centre including support of aspirations of Auckland Council, Local Board and Waka Kotahi
- Bruce Pulman Park to be integrated into the walkways & cycle projects outlined by Waka Kotahi for the Mill Road developments and surrounding Metropolitan area Waka Kotahi – proposed upgrade of Mill Road – Takani Section which surrounds Bruce Pulman Park:



Safety

Bruce Pulman Park is (and must be) a safe, happy destination for whanau, rangatahi and tamariki to come together and connect whether in play, sport, community activities and recreation.

With the upgrade of the Mill Road route traffic will increase substantially in and around Bruce Pulman Park. Walters Road is already a major route with the public increasingly using the Park as a through road. The local schools (Kauri Flats & Papakura Normal) and the Trust are very concerned that it will take someone to be hurt or killed before any action is taken.

We would love the opportunity to be involved in any planning of traffic movement and safety in and around the area of the Park as detailed below for reference:

- Facilitating safe pedestrian crossings into Bruce Pulman Park and linking footpaths with the schools and urban developments
- Facilitating 2 lane egress for traffic both in and out of the Park at the three entrances for peak hours, events, safety for schools surrounding the Park and who use the Park for walking to school, drop offs and pickups
- Angled parking development on Walters Road in the area opposite Grove Road in the area of gate B into Bruce Pulman Park
- Facilitating appropriate speed limits and traffic restrictions along Walters Road to ensure safety for users and schools
- Facilitating kerb and channel along the interface of the Park with Walters Road
- Facilitate completion of the 3m footpath within the boundaries of the Park
- We note and thank Auckland Transport for the recent meeting with the Bruce Pulman Park Trust to discuss some of the issues raised above around developments on Walters Road. Auckland Transport outlined their current construction plans for pedestrian crossings, signals and footpaths including kerb and channel. We look forward to a continued close working relationship moving forward and value this collaboration.

We have left in the examples below just to be noted.

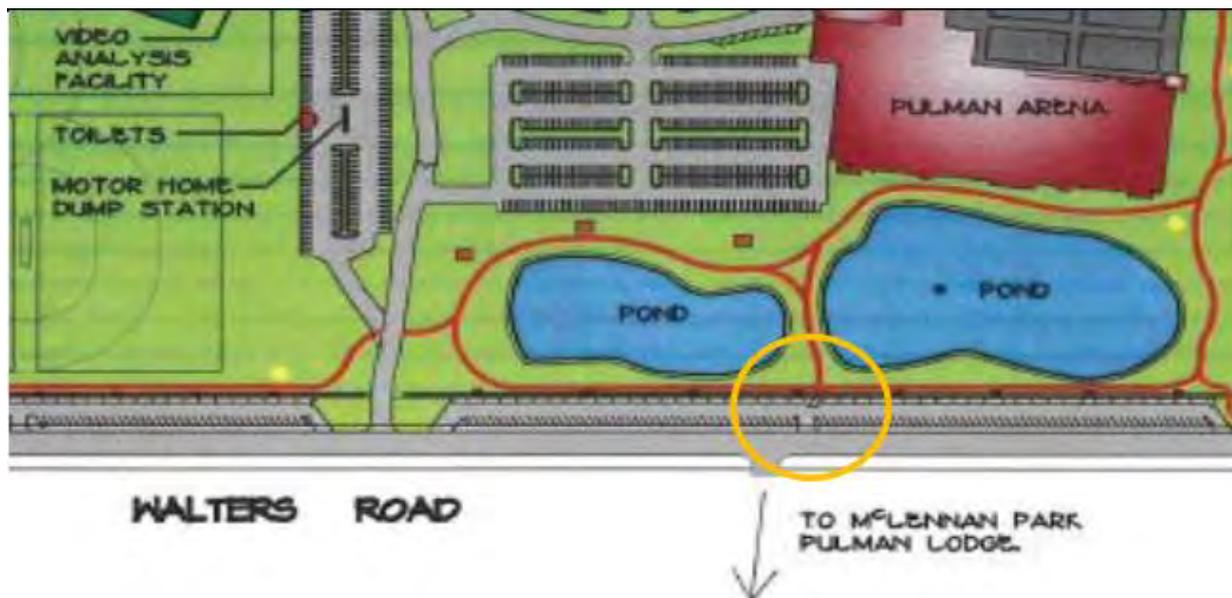
Examples:

1. Walters Road - A pedestrian crossing from Kauri Flats School connecting with the pathway into Bruce Pulman Park to allow for safe crossing. Below is a cyclist who came down Walters Road crossing over the ditch onto the path in Bruce Pulman Park (10/08/20). He had to get off his bike and carry it across the ditch. This is the path the kids from Kauri Flats School take and cross this very busy road.

2. There is no current kerb and channel along this busy route which services schools and significant park users



3. The pedestrian crossing currently to the East of Gate A into Bruce Pulman Park to be moved further East to connect with the pathway into Bruce Pulman Park and the Pulman Arena. This would be safe and easy access to the park from the surrounding housing areas and schools.



4. Two egress lanes both into and exiting all three gates into the Park for 50m into the Park to facilitate safe traffic movements. This particularly accommodates school drop-off and pick up times, event management and increased traffic along Walters Road and Porchester Road.

5. Safety at peak times and school start & finish times at Papakura Normal School on the corner of Walters Road and Porchester Roads. The parents use the Bruce Pulman Park carpark but the traffic banks up to such an extent that the public is channelled into using Bruce Pulman Park as a through road – reckless & speeding at a time that children are leaving school and/or coming into the park.

6. Continue discussions with Council & Local Board and Parks & Reserves on infrastructure development on the Park e.g. roading to ensure safety for all users

Access

Better travel choices

Environmentally friendly

We ask that we may be involved in Council’s, Local Board and Waka Kotahi’s future plans for the development of:

- Bus routes through Bruce Pulman Park
- Walking & cycling pathways
- Electric charging facilities on Bruce Pulman Park

This will connect the district, schools, other facilities, Papakura Marae and town centre with Bruce Pulman Park. It will also provide more access for the increased users of the Mill Road upgrade and greater Auckland.

1. It will enable our people both local and Auckland wide to take full advantage of all the wonderful facilities and opportunities.

2. Bruce Pulman Park is a significant destination for Pasifika sports both within Auckland and the wider Pacific.
3. It will enable all the facilities and amenities in the district to work more closely with the schools and support each other and stay active, healthy and connected.
4. It will connect the business centres with our parks and reserves.
5. It will improve safety by providing direct access to the Parks and facilities in the region.
6. The Electric Charging facilities will cater for future environmentally friendly travel options for the million plus users of the Park and the travellers using the upgraded Mill Road development
7. It will connect families without other means of transport to the Park & other venues to enjoy sports and other free community events. South Auckland has many great venues that are not connected and do not give good access to the community.
8. Access way into Bruce Pulman Park as part of the wider Mill Road Development for prams, wheelchairs etc. e.g. off the pedestrian crossing at the corner of Porchester Road and Kuaka Drive to the North West of the Park. These would give more & easier access to amenities for walkers, mothers, families etc. and form part of a more liveable city and alternative mode of transport.



9. Connecting walkway & cycle developments with facilities and the wider district including new housing developments. This would involve not have kerbs at crossing points but flat surfaces all the way through to provide easy access.

Below is pulled off the Auckland Council site and is at the corner of Battalion Drive in McLennan. We note that at present the 3m wide footpaths around or to Bruce Pulman Park are not yet linked or continuous e.g. below this footpath does not extend across the soccer fields to link up with a continuous walking/cycling Park to the town centre. These would be great 'ready to go' small projects. Example below:

Auckland Council
Te Kaitiaki o Te ōhanga Kōwhiri

Akl Paths

Akl Paths > Bruce Pulman Path

Bruce Pulman Path

40 mins 3900 steps 3 km

Bruce Pulman Path - Path start is adjacent to Puweto Street.

We look forward to working in collaboration with Council and the Local Board moving forward and look forward to your response in due course. In the meantime if you require any further information, please contact Noeline Hodgins on the contact details outlined below.

Many regards,
 Noeline Hodgins
 For and on behalf of
 The Bruce Pulman Park Trust

Engineers for Social Responsibility Inc.

Engineers for Social Responsibility Inc. Submission to the Draft Auckland Regional Land Transport Plan 2021 - 2031

Engineers for Social Responsibility Inc. is of the firm view that the Draft Auckland Regional Land Transport Plan 2021 - 2031 (Draft ARLTP 2021) should not be finalised. Instead it should be put on hold and revised when the Central Government has developed clear climate change policies and interim targets following finalisation of the Climate Change Commission's Draft Advice for Consultation. We anticipate that this revision process would be complete within 3 years.

In the interim, a decision is needed on implementing congestion pricing instead of yet more studies, and much higher priority must be given to developing and implementing actions which start to make the major reductions in Auckland's emissions required.

Climate change is one of, if not the most important issue facing the world today. The Climate Change Commission 2021 Draft Advice for Consultation (CCC Draft Advice) sets out a pathway for New Zealand to achieve the required net zero emissions by 2050. A significant and ongoing reduction in transport emissions is essential to achieving the required reductions in greenhouse gas (GHG) emissions.

The Draft Advice for Consultation states that National Transport Emissions (which include domestic flights, rail and coastal shipping) should reduce by 47% by 2035 with a 19% reduction in transport emissions by 2030 (relative to 2018). In addition, it has the average travel distance per person reduced by 7% by 2031; overall household travel distance (by car) staying relatively flat; half of all light vehicle travel to be in electric vehicles (EVs) and 40% of light vehicle fleet to be EVs by 2035. Auckland has a key role to play in this process and must contribute at least its share to the necessary GHG reductions.

However, it is important to note that the emissions reductions proposed in the CCC Draft Advice report are not nearly strong enough to meet the emissions reductions of 45% below 2010 levels by 2030, that the IPCC said in their 2018 report were required to meet the Paris Agreement of holding global temperature increases to under 1.5oC compared to pre-industrial times. Hence, when the Commission comes out with their final recommendations, we can reasonably expect that they will involve budgeting for considerably higher emissions reductions than are covered in their draft report.

Auckland Council's Climate Change Plan, December 2020 includes a 14% reduction in CO2 emissions by 2030 due to a shift to public transport, walking and cycling, and a 10% reduction in CO2 emissions by 2030 due to remote working and reduced trip lengths. The Plan also has the total travel by private transport reduced by 12% by 2050. According to the Draft ARLTP 2021, the CCC Draft Advice's aim to halve Auckland's GHG emissions by 2030 means that the region's transport emissions would need to reduce by 64% by 2030 compared to 2016.

The Draft ARLTP 2021 has a total expenditure of \$31.4 billion over the 10-year period. The Draft ARLTP 2021 projected outcomes ("results") have overall vehicle kilometre travel (VKT) increasing between the 2016 base year and 2031 "in line with the expected 22% increase in population". The Draft ARLTP 2021 states that what is needed is for the total VKT to remain at the 2018 level (15.4 annual billion-km). GHG emissions per capita are projected to decrease by 13% over this period. However, the projected 22% increase in population over the same period means that the region's total emissions are expected to increase by 6% between 2016 and 2031. These results are not aligned with either the CCC Draft Advice or the Auckland Council Climate Change Plan, and are certainly not in keeping with the emissions reductions that the IPCC says are needed.

The “agreed objectives” of the Draft ARLTP 2021 include the following “Improving the resilience and sustainability of the transport system, significantly reducing the GHG emissions the system generates”. It clearly fails in meeting this objective. The Draft ARLTP 2021 makes a number of statements which are intended to explain the reasons for its inadequate performance in meeting the above climate change and emission reduction objectives.

These include the following:

- In the context of the CCC Draft Advice, the Draft ARLTP 2021 states that “the final advice and Central Government’s response to it is critical to tackling climate change”. Also, “the way to successfully execute the transition (to a carbon neutral future) is both complex and unclear”.
- The approach set out in the Draft RLTP 2021 is “broadly consistent with” the CCC draft Advice themes, “but far more needs to be done to reach Auckland Council’s climate change emission targets”.
- “additional measures are needed that are beyond (the Draft ARLTP 2021’s) scope to implement”.

We suggest that finalising a transport strategy which fails to achieve our national and regional emissions reductions targets for the reasons outlined above is not in the best interests of ratepayers and the public. It creates a significant risk that significant funding will be directed towards projects that will not provide sufficient return on investment over coming decades. Any infrastructure project attracting current investment must be able to demonstrate clear benefits to a future zero-carbon economy. If not, the investment is not future-proof for the next 10 years, let alone the longer term. For example, over-investment in roads is a particular risk.

The Draft ARLTP 2021 points out that the accelerated uptake of electric vehicles is vital to reduce road transport emissions. The document outlines a range of strategies to support this uptake, but is vague on what will be done and when. Specific projects need to be designed and fast-tracked for inclusion in the final ARTP. These projects should include, but are not limited to, the following:

Congestion pricing: Measures to potentially achieve a 50% reduction in total emissions include road pricing “for demand management purposes” and the accelerated take up of EVs with purchase incentives”. Congestion pricing has not, however, been included in the Draft ARLTP 2021. By way of explanation, it is stated that “ongoing investigation work is required” despite several previous investigations into congestion pricing over many years.

Urban re-form: The Draft ARLTP 2021 quotes The Climate Change Commission’s 2021 Draft Advice for Consultation which states that “we need to change the way we build and plan our towns and cities.” The ARLTP 2021 needs to rapidly develop a clear strategy for this, which is fully coordinated with Auckland Council plans. Important aspects of this would include the development of major public transport nodes at 5-6 urban centres across the city, with arterial routes feeding these. Rapid transit would also be provided to allow for transport between these nodes. This differs from the strategy of having most public transport networks radiating to and from the CBD. Clear and co-ordinated strategies also need to be developed for increasing urban density around public transport nodes.

Expanding car-sharing pilots throughout the city: A move towards accessing shared motor vehicles as a service would achieve significant cost and emissions reductions benefits for the community, compared with the current practice of private ownership. The Draft ARLTP 2021 talks about “providing charging infrastructure for 21 car-share chargers”, and there is clearly an opportunity to expand on this. If most people had access to a rentable EV parked at a public car share charger located within 400m of their residence, this could significantly change vehicle purchasing habits. AT could support this by developing charging station designs and making contestable funding for installation available to suburban communities on an equitable basis.

The Draft ARLTP 2021 has been prepared in the absence of Central Government policies, plans and

funding for effectively tackling the climate change challenges New Zealand and Auckland faces. In addition, Auckland Council “needs a Climate Plan for its transport system which sets out the preferred pathway to meeting the Council’s emissions targets”. Consequently, there is no means of verifying whether the Draft ARLTP 2021 is compatible with achieving the current Central Government Climate Change objectives for 2050, nor is it possible to identify the changes to the Draft RLTP 2021 that may be needed to deliver the required GHG emissions reduction by 2031. Under these circumstances finalising the Draft ARLTP 2021 should be postponed until the CCC Draft Advice is finalised and the Central Government has developed firm climate change policies and actions including interim targets. Once these are in place, Auckland’s RLTP and associated transport plans can be evaluated against the adopted pre-set climate change targets, and appropriate changes can be identified. Only by doing so can there be any certainty that the ARLTP is consistent with and supports a future where climate change objectives and interim targets can be achieved.

A three-year delay should be sufficient provided Central Governments acts quickly and decisively. It is unlikely to have a significant short-term effect as funding is or can be made available for committed transport projects underway or scheduled to commence over that period. During this period, a much higher priority should be given to developing and implementing actions which will contribute to making the major reductions in Auckland’s emissions essential to our future.

Auckland Business Forum

30 April 2021

Submission by the Auckland Business Forum on the Draft Auckland Regional Land Transport Plan 2021-2031

Overview

1. The Auckland Business Forum welcomes the opportunity to provide feedback on the Draft Regional Land Transport Plan 2021-2031 (Draft RLTP). We note the complex and challenging operating environment that the Draft RLTP has been forged in, and we acknowledge and share Auckland Transport's (AT) commitment to a collective "quest to be a liveable, climate-friendly and productive city".
2. We do not believe, however, that the Draft RLTP provides the policy prescription and project mix required to succeed in that quest. The network performance outcomes that document points to represent bad news for the bulk of transport users and for Auckland's economy, and reflect an approach that is too heavily geared towards mode shift.
3. Fundamental changes are required in that approach if Auckland is to shift the dial on transport, and deliver the outcomes that Aucklanders want and need.

About the Auckland Business Forum

4. The Auckland Business Forum is a group of Auckland-based business organisations formed to advocate for greater urgency around the planning and delivery of the Auckland transport programme. The group was formed out of concern for a long-running decline in the standard of Auckland's transport infrastructure, and the subsequent impact on productivity and quality of life. The Auckland Business Forum's membership incorporates broad-based user and industry perspectives on transport issues, and consists of:

- Auckland Business Chamber
- Civil Contractors New Zealand
- Employers and Manufacturers Association (Northern)
- Infrastructure New Zealand
- National Road Carriers
- The NZ Automobile Association (Auckland District Council)
- Ports of Auckland Ltd

Key concerns

i. Congestion

5. The Auckland Business Forum's concerns centre on the network performance outcomes that the Draft RLTP delivers, and in particular its failure to do anything significant to address Auckland's long-standing and pervasive congestion problems. Over the 10-year period, the Draft RLTP signals that congestion will increase by around 10% in the morning peak period, and by significantly more in the interpeak period, in proportional terms. We note the contrast between this congestion forecast and that of the 2018 ATAP report, which predicted that, by the end of the current decade, congestion would be held at 2016 levels.

6. Our fear is that the actual congestion outcome is likely to be quite a lot worse. AT's prediction is that the amount of driving that Aucklanders do (as measured in Vehicle Kilometres Travelled, or VKT) will grow in line with population growth. Yet growth in VKT has outstripped population growth over the last decade, largely due to the distribution of that population growth (the bulk of Auckland's urban development has taken place in outlying suburbs) and rising GDP per capita (greater affluence

fuels more driving). We see no reason not to expect these same facts to remain in play for much of the coming decade.

7. Further, even if growth in VKT per capita were to ease, Auckland’s network operates so close to capacity that even a modest increase would be acutely felt.

8. Meanwhile, AT’s modelling focuses only on AM peak travel patterns, which are more uniform than other parts of the day and therefore more conducive to mode shift. This is likely to inflate the prospects for PT growth, and any subsequent de-congestion benefits it might deliver.

9. For the Auckland Business Forum, this represents an unacceptable outcome, and we have little doubt that the majority of Aucklanders would be of a similar mind. It would impose an intolerable level of service on the bulk of transport users in Auckland, and would seriously undermine goals of increasing productivity, prosperity and liveability.

10. It raises questions about whether taxpayers (road users, in particular) and ratepayers are getting a fair return, and whether AT is delivering on its statutory obligations to operate an effective, efficient transport network.

ii. Balance

11. The congestion outcome reflects a strategy that is too heavily weighted towards public transport (PT). There is no question of the validity and urgency of increased investment in PT and active modes, but it must not come at the expense of adequate investment to support travel by general traffic and freight, which accounts for the vast bulk of travel on the network and will continue to do so well into the future.

Figure 1: Mode share, motorised travel



12. AT justifies this approach on the basis of mode shift – that is to say, it envisages that the bulk of the growth in demand on the network will be absorbed by PT, walking and cycling. Given the structure of the Auckland network, and the very high likelihood that new arrivals to the city in the coming decades will continue to rely on the flexibility and convenience of private vehicles (both for household and business trips), we do not think this approach is realistic.

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13. Further, we note that road users directly contribute over half the cost (\$16.3 billion) of the programme set out in the Draft RLTP, through Fuel Excise Duty (FED) and Road User Charges (RUC). A situation where motorists and freight receive such limited value in return for ever-increasing FED and RUC payments is both unfair and unsustainable – at some point, a public backlash seems inevitable. A re-configured approach

14. In order to deliver meaningful benefits, and to meet the needs and expectations of AT's customers, we believe fundamental changes to AT's approach are required. Key elements would include the following:

i. Greater aspiration on congestion

15. Congestion is the defining transport issue for Auckland households and businesses, and Auckland needs and deserves a far bolder response from AT and its partner agencies.

16. That doesn't mean trying to 'solve' congestion – in any growing, successful city, a degree of congestion is inevitable. Instead, it means doing everything possible to reduce congestion to levels that most Aucklanders would consider tolerable. Auckland's congestion levels are currently on par with cities like Sydney and Melbourne (which have three times as many inhabitants) – the goal must be to bring them down to something approaching the levels of a mid-sized Australian city like Brisbane.

17. Firm congestion targets must be brought to the centre of the transport plan for Auckland, with performance against them regularly measured and reported on. We would like to see AT opt for a more meaningful and user-friendly congestion metric, based on travel time delays (for instance, total customer hours of delay, both on the motorway and local road networks).

ii. Invest for throughput

18. Going harder on congestion needs to be backed up by a much greater focus from AT on projects aimed at increasing efficiency for general traffic. On the supply side, that would include scaling up and bringing forward:

- New road projects (large and small scale) on the outer parts of the network
- Targeted widening on additional sections of the motorway network
- The network optimisation programme, with a clear emphasis on optimisation of trips by general traffic and freight

19. Demand-side interventions would include pushing ahead with plans for congestion charging (discussed in more detail below), encouraging increased working from home, and monitoring international trends and successes when it comes to promoting increased vehicle occupancy.

iii. Greater emphasis on freight

20. There needs to be a far stronger focus on freight than can currently be seen in the Draft RLTP. Rather than treating freight as a sub-set of other network concerns, AT needs to approach it as a strategic priority in its own right, building on the work done through the development of the Auckland Freight Plan. Without a deeper level of engagement with freight issues, AT is missing an important opportunity not just to understand and respond to the needs of the freight sector, but also to develop solutions that can help to advance its own network performance, safety and climate change objectives.

iv. Rethink funding

21. We remain deeply concerned by the decision to bring rail projects into the NLTF without a proportionate increase in new funding. The crowding-out effect this has had on investment to support the rest of the network are manifested in the Draft RLTP itself.

Ultimately, it has created a situation where the funding model is unable to cope with the demands being placed on it, and all parts of the transport system are being short changed.

In the absence of new funding from the Crown (which could entail bringing rail back under the Crown funding umbrella), it is imperative that AT and Council put in place new funding streams (value capture being the most obvious example).

v. Strategic framework

22. The Auckland Business Forum would also like to see a much stronger framework guiding the transport programme in Auckland (significantly stronger than the set of joint objectives that ATAP provides). This framework would begin with a clear and coherent vision for what we want to achieve as a city in a transport sense, flowing into a set of specific transport outcomes. The choice of transport projects – both larger-scale strategic projects and smaller-scale projects – would be based on what could best deliver against those outcomes, and performance would be regularly measured and reported on.

23. Such an approach would build robustness and accountability in transport decision making, and help to maximise the prospects of enduring public buy-in and cross-party support (for programme principles, at least). In the absence of a guiding framework, the Draft RLTP feels less like a plan for the city, and more like a ‘wish list’, with the length of the list determined by the availability of funding.

Climate change

24. The Auckland Business Forum shares the view that the most significant opportunity to reduce transport-related emissions rests with de-carbonisation of the vehicle fleet, rather than through mode shift. However, we also see that massive supply-side constraints mean that it will be a long time before battery electric vehicles (both cars and trucks) can enter the market at anything like the scale envisaged by the Climate Change Commission and Auckland Council.

25. For that reason, we believe that the focus for the short to medium term should be on working within existing frameworks. That should include, as an initial step, exploring options to develop sustainable second- and third-generation biofuels.

26. Meanwhile, for heavy vehicles, we would like to see steps taken to incentivise and facilitate higher emissions standards for new imports (i.e., a shift from Euro IV to Euro VI). Heavy vehicles currently account for about 20% of Auckland’s transport emissions.

Through a combination of stricter emissions standards and electrification of the bus fleet, we believe the proportion could be halved within a relatively short period (i.e., three-five years).

27. Meanwhile, the Draft RLTP has not adequately considered the impact that congestion (and the strategy that AT is pursuing) will have on transport emissions in Auckland and nationally. Put simply, cars and trucks that spend more time stuck in traffic, and that are forced to stop and start more frequently, will consume more fuel, and therefore generate more emissions.

28. In addition, Census data points to an increasing trend of population loss from Auckland to smaller centres (Whangarei and Tauranga, in particular) – and Auckland’s congestion levels are certain to be a significant push factor. As a greater number of Aucklanders opt to relocate, VKT

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nationally will increase (as VKT per capita is typically higher outside the main cities) and that means increased emissions.

29. There is currently a fixation in some quarters with the impact that increased road capacity could have on emissions – we would emphasise that, in many cases, this impact would be a positive one, due to the de-congestion benefits.

Land use

30. We consider there needs to be a stronger focus on land use in the Draft RLTP, given its deep inter-relatedness with transport planning. As touched on above, we would like to see far more attention given to generating and managing value uplift opportunities. Value capture provides a critical lever to help address the funding challenges around this programme, and to create a stronger link between those who pay and those who benefit. A more strategic approach to it is required.

Road safety

31. The road safety agenda remains preoccupied with speed, and in general we see a need for greater emphasis on the other elements of the Safe System (safer roads and roadsides, safer drivers, and safer vehicles) if Auckland is to significantly improve its road safety record.

32. Further to our comments above, requiring heavy vehicle imports to comply with Euro VI standards would not just mean cleaner vehicles being brought into the country, but also safer vehicles. This is because the newer emissions technology is inevitably coupled with the latest safety technology.

33. Separately, we note that local and central government agencies who use trucks as part of their service delivery typically make procurement decisions not on the basis of safety (or emissions, for that matter), but on the basis of lowest cost. In too many cases, this leads to situations where the trucks carrying out the work are not equipped with appropriate safety features.

Road maintenance

34. Road surfaces across the Auckland region are in a critical state of disrepair, following a decade of neglect. The planned investment in the Draft RLTP falls well short when it comes to turning this around, and much of the network will continue to operate past its use-by date.

35. Members of the Auckland Business Forum joined in calls last year for central government to increase investment into road maintenance nationally – to the tune of \$900 million over the following three years – in order to address the backlog caused by under-investment. We estimate that a further \$100-200 million is needed in the Draft RLTP for the 2021-2024 period, to meet Auckland's share of the shortfall.

Congestion charging

36. The bleak outlook for congestion highlights the need for road pricing/congestion charging to be brought to the centre of the transport plan in Auckland – without it, there appears little prospect of the step-change in network performance we are calling for. We are therefore pleased to see congestion charging highlighted in the Draft RLTP, but we urge AT to do more now to move the issue forward (even if the ultimate decision rests with Central Government).

37. Against the back-drop of the recently commenced Select Committee inquiry into congestion charging, there is an important opportunity for AT to advance the process of building awareness of and support for congestion charging among key stakeholders and the wider public. As one of the

most vocal champions of this solution over the last decade, the Auckland Business Forum is perfectly placed to assist with this process, and stands ready to do so.

Specific projects

38. Further to the comments above, we would highlight the importance of the following projects:

i. East West Link

39. This project has been a key priority for the Auckland Business Forum for well over a decade, and we remain bitterly disappointed about the extent to which it has gone backwards in recent years (we note that it was one of three highest-priority projects in the Auckland Plan almost ten years ago).

40. Further information is needed immediately about the Government's current thinking on this project, and the timeframes involved. Meanwhile, congestion in the Neilson Street corridor continues to choke off the potential of one of the country's most important centres of economic activity.

ii. Supporting Growth

41. We are deeply concerned at the lack of funding for delivery of the Supporting Growth programme in the Draft RLTP. The proposed interventions are needed immediately, not 10 or 15 years from now. The areas encompassed by the programme will carry a massive share of the load as Auckland's population continues to increase in the coming decades – from a transport perspective, they must not be allowed to fail.

iii. Network optimisation

42. Network optimisation was one of the pillars of ATAP's recommended strategic approach in 2016, and we are pleased to see a programme finally being brought to the table. But the programme must provide adequate focus on optimising throughput for general traffic and freight, alongside optimisation initiatives focused on PT and active modes. In addition to the types of initiatives signalled in the Draft RLTP (removal of pinch-points and deployment of smart traffic lights), we would highlight the need for improved incident management and greater use of dynamic median barriers (including on the motorway network).

Concluding remarks

43. Again, we appreciate the opportunity to provide feedback on the Draft RLTP and we look forward to engaging further with AT and other partners as the final document takes shape. We are very happy to meet at your convenience to discuss the comments made above in more detail.

Yours sincerely,
Michael Barnett
Chair, Auckland Business Forum

Public Transport Users Association

Submission to the Regional Land Transport Plan
30th April 2021

Introduction

The Public Transport Users Association is committed to seeing that there are equitable, inclusive and environmentally sustainable transport options available in the wider Auckland Region. Although the RLTP is providing some good initiatives in trying to attain these goals, there are some glaring failures which we feel need some immediate rectification

1) Trains to Huapai

The most disappointing omission in this plan is the total failure to deal with the most road congested problem in Auckland currently, which is centred in the Northwest of Auckland around Huapai. The people of this area have been left to suffer from extreme commuting which is a situation associated with considerable stress and distress. There is a simple solution for these people which AT and the government have repeatedly refused to develop. The solution is an, at least, hourly train connection from Huapai to the electrified system at Swanson, using existing track and station infrastructure. This would provide a reasonable alternative to the car based commuting and would save a few carbon emissions as well. AC needs to ask AT why they continually neglect the Northwest and forward the answer to the folk from that area.

2) Roads Over Rail

To the south there are plans to build further lanes on the Papakura to Drury section of SH1 and the development of a new four lane highway along the route of Mill Rd to the east of Papakura from Drury to Flat Bush. However, there is not one penny is to go to a third (or fourth) main rail line to Papakura. The new Te Huia train is rapidly becoming a laughing stock and is unlikely to draw the patronage that is required to make a worthwhile service because the passengers have to alight at Papakura and travel by 'stop all stations' trains for the remainder of their journey. To prioritise these road options over rail need is very disappointing in this time of a Climate Emergency, which, therefore, look more and more like virtue signalling rather than a meaningful call to action by both the government and Auckland Council.

The likely outcome from the road options are;

- Gridlock and congestion on the new road during the peak commuting period
- More congestion on SH1 as well
- More people encouraged to use their car (induced traffic), creating more greenhouse gases and tyre dust to pollute waterways and the oceans
- More inequity as low-income earners will be left to drive petrol driven cars at a time of rising fossil fuel charges with no green option.
- The likely outcome of building a third (and fourth) main railway line would be
- Enabling long distance passenger trains like Te Huia to reach Auckland in good time
- Enable freight to continue to access Westfield yard and the port at all times
- Enable the running of express 'limited stop' suburban trains to offer quicker transit times
- Enable the system to increase to the most effective 5-minute interval schedules
- Enable line maintenance without complete shutdowns regularly on long weekends and occasionally of other weekends and enable the service to be truly 24/7
- Attract more passengers out of their cars to help meet our climate change targets
- Reduce all of the other polluting factors of road transport

- Provide equity to low-income people and accessibility for the disabled in the use of green forms of transport.

The PTUA would support the development of a bus lane on Mill Rd with a view to replacing that with a light rail option in time to come.

3) Light Rail To Mt Roskill/Heavy rail from Onehunga to the Airport

Currently there is a review of the “Light Rail to the Airport” project. Our views are

- The PTUA would urge the development of light rail on any of the main arterial roads on the Auckland Isthmus
- The PTUA would support a rail extension of the current heavy rail line to Onehunga to the airport and beyond to connect with the NIMT at Wiri or Puhinui. We believe that this would provide the best level of connectivity for the people of Mangere to the rest of the city.
- The PTUA also believe that HR from Onehunga to Wiri/Puhinui would, in time, provide great potential to connect Mangere and the remainder of South Auckland with a more direct route to West Auckland.
- The PTUA also believe that this link would provide direct access from West Auckland to the Airport and options for long distance trains from the south to the airport.
- The PTUA consider that the light rail system is unsuitable for connections beyond the Auckland Isthmus and that it should be used for its primary role of providing a viable service to the increasingly densified areas on the Auckland isthmus that it will, hopefully, serve.

The PTUA are concerned that there is not enough development of rail networks throughout Auckland as too much transport infrastructure spending goes on developing expensive land consuming roads to new developments and too little on new and improved rail developments. It is a mentality that has been stuck in the Auckland psyche since 1954 and the PTUA feel that it is time for a new paradigm. New roads to Paerata and Drury should be replaced with high quality public transport systems to lessen the impact of these areas putting more strain on the inner-city roading infrastructure and to provide better levels of equity and accessibility to green travel options from these (and other) areas of Auckland.

Fullers 360

FULLERS360 SUBMISSION ON AUCKLAND COUNCIL'S DRAFT REGIONAL LAND TRANSPORT PLAN (RLTP) 2021 -2031

Overview

Fullers Group Limited (Fullers360) welcome the opportunity to provide feedback on the draft Regional Long-Term Plan (RLTP) for Auckland's transport network.

Fullers360 is an experienced operator of ferry services in the Hauraki Gulf, an essential service provider of public transport and the leading provider by individual visitor dollars spent (as compared to bus and train). Our economic commitment to Auckland has been in the many hundreds of millions of dollars, spanning across vessel infrastructure, employment creation and training, service delivery, destination marketing and community activity.

Fullers360 believes ferry services will play a key role in both supporting AT's vision and overcoming Auckland's transport challenges in the future. NZIER research completed in 2018 demonstrates how ferry services on the Waitematā and Hauraki Gulf bring significant benefits to Auckland, including improved social wellbeing, improved integrated transport solutions, and economic growth. Our waterways get cars off the road and are highly suited to a potentially flourishing ferry commuter community.

We are supportive of the vision and direction Auckland Transport (AT) has set out in the RLTP, particularly in relation to improved transport and the focus on safety, climate change and the environment. We also intricately understand the challenges AT faces in meeting these outcomes. Fullers360 believes it is well placed to continue working with AT to jointly deliver innovative solutions to overcome current economic constraints and speed up development in order to provide significant benefits for Auckland that would not otherwise be realised.

We set out below our comments on the draft RLTP, together with some recommended amendments that we consider better reflect options available to meet the RLTP objectives.

Draft RLTP

Fullers360 wholly supports the focus in the RLTP on investment in emission reduction, decarbonising ferries and expanding services. We strongly agree that decarbonising ferries should be a priority. Introducing electric fast ferries for inner harbour services will not only significantly reduce diesel carbon emissions, but lift patronage and save up to \$200 million in comparable operating costs over 20 years.

We also understand that AT faces significant challenges in achieving these outcomes to the extent progress will be delayed or not occur at all. Specifically, as outlined in the draft RLTP, without additional funding, there will be very little ability to fund the replacement of the existing aging ferry fleet, progress decarbonisation of the network, or expand ferry services. In this respect, we note that an unfortunate consequence of extended public transport contract processes for ferries is that operators have had to extend vessel life at significant cost and impact to the consumer experience, maintenance costs, and significantly to the environment. (approximately nine Fullers360 vessels are at the end-of-life).

Fullers360 believes it is uniquely placed to help AT develop innovative approaches to overcoming these barriers. We have already been engaging with AT on potential solutions in the form of an unsolicited proposal to deliver future ferry services across the Waitematā Harbour, which would

unlock significant investment from the private investor community at a time when public capital budgets and rate-payer appetite for new capital risks are under extreme pressure. Importantly, the proposal includes Fullers360 and AT achieving an emissions-free fleet within a reasonable timeframe through the retirement and replacement of aged vessels with electric / hybrid electric fast ferries. This will also allow AT to consider redeployment of capital budget to other necessary initiatives.

Finally, and separately, we wish to emphasise that the Fullers360 Waiheke Island and Devonport services (exempt services) have been prospering, with 99.6% reliability, high customer satisfaction and significant investment in two newly refurbished vessels (around \$50 million over the last six years from us alone). Fullers360 is constantly working on ways to improve its services, as well as maintaining, upgrading and expanding its fleet. In the last two years, Fullers360 have invested considerably into these two routes, with the purchase of two refurbished ferries at an investment of \$15 million. Importantly, we have scaled up these services, responded dynamically to demand, provided essential free travel during COVID-19 Alert Levels 3 and 4 and implemented integrated fares in conjunction with AT using the AT HOP card (these commenced at the end of July 2020). Importantly, under exemption Fullers360 have been well placed to provide considerable community support to Waiheke Island through a range of initiatives to ensure equitable pricing is available. For example, Fullers360 provides a substantial allotment of free tickets to community service trust groups on Waiheke Island every year. This includes the donation of hundreds of tickets annually to each of the following: Waiheke Island Health Trust, Wish Trust, Piritahi Hau Ora Trust, Jassy Dean Trust and others. We also provide free travel to Total Mobility card holders, and 50% discounted fares for their carers or support people.

Fullers360 continues to work closely with AT to support local initiatives and further improve the service provided.

Recommendations:

- Broadly, the draft RLTP makes relatively limited reference to the role of ferries undertaking a "smaller but still important task" in meeting Auckland's transport needs, and that in the mid to long term further improvements for ferry customers are an important part of Auckland's transport future. We believe ferries have a critical role to play, particularly given they are not currently reaching their full potential as a solution to Auckland's transport needs (as identified in an NZIER report in 2018). We submit that the role could be further emphasised in the draft RLTP.
- We note that the RLTP refers to the development of low emissions ferries being "less mature". However, Fullers360 has invested in 3 years of research and development and is ready to migrate to pure electric and hybrid electric fast ferries, noting that pure electric fast ferries require a pilot before full commercialisation. We submit that the draft RLTP should be amended to reflect that technology for electric and hybrid electric fast ferries is sufficiently advanced to commence deployment subject to funding options.
- The RLTP refers to projects and investment being funded through rates, Central Government (through the National Land Transport Fund and for special projects) and the Regional Fuel Tax. However, there is no reference to exploration of innovative funding opportunities through partnership with the private sector. Express reference to this will signal to the private sector AT's willingness to investigate this option further, which will also lead to greater interest and potential investment from the private sector.
- We submit that the final RLTP should include reference to potential negotiated alternative funding options for ferries that would enable AT to accelerate progress on key projects and result in early delivery of the associated economic benefits earlier. We understand that AT can explore these options without there being a specific reference in the RLTP. But by referring to this option, and the

benefits it could bring, Aucklanders will be better able to understand and support these types of projects in the future.

Waikato Regional Council

Submission from the Waikato Regional Transport Committee on the Draft Auckland Regional Land Transport Plan 2021-2031.

Thank you for the opportunity for the Waikato Regional Transport Committee (Waikato RTC) to submit on the draft Auckland Regional Land Transport Plan 2021-2031 (draft RLTP). We congratulate Auckland Transport and its transport partners for producing a high-quality document.

We appreciate the ongoing collaboration between the councils in the Waikato region, Auckland Transport and Auckland Council to manage a range of inter-regional issues and projects including the recent implementation of the Te Huia 'start-up' passenger rail service.

High level comments

Overall, we support the draft 2021-2031 RLTP, recognising the importance of the 2021 Auckland Transport Alignment Project (ATAP) package of work which forms a vital part of the investment in Auckland's transport system over the next decade. We note a number of these ATAP projects will provide benefits to the whole upper North Island transport system.

We support the process that you have gone through to produce a draft RLTP which is broadly consistent with the Waikato region's draft 2021-2051 RLTP. In particular, we share a priority focus on ensuring the ongoing economic efficiency of our strategic road and rail corridors, looking after our regional transport assets, improving road safety outcomes and addressing Climate Change.

Specific Comments

Section 7 Inter-regional priorities (pg71):

As a neighbouring region and key transport partner in delivering on inter-regional and upper North Island transport outcomes, we support the identification of shared priorities as outlined in the joint statement from the Upper North Island Strategic Alliance which is included in both our draft RLTPs. We support the references in Section 7 of your RLTP in respect to inter-regional priorities including inter-regional connectivity and inter-regional rail services. We support the strategic areas of focus for the Upper North Island especially in respect to:

- Auckland to Tauranga (SH2) - focus on improving safety and maximising use of existing infrastructure.
- Hamilton to Auckland (SH1 and Rail) – focus on supporting delivery of growth initiatives through the Hamilton-Auckland corridor project for both people and freight with multi-modal transport choices along the corridor and within communities and businesses.

Section 7 Activities of Inter-regional Significance((Pg75)

We support the following activities of inter-regional significance outlined in Section 7.0:

- Projects which support inter-regional movement of people and goods to key hubs into and through urban Auckland:
 - o Southern Corridor Improvements (Manukau to Papakura (Debt repayment)
 - o SH 1 Papakura to Drury South
 - o SH 1 Drury South to Bombay (Route protection)
 - o Mill Road Corridor
- Projects which enable an increased role for rail in and through Auckland to support the movement of freight across the Upper North Island and personal travel between Waikato and Auckland
 - o Wiri to Quay Park Third Main
 - o Papakura to Pukekohe rail electrification

o Drury rail stations

These projects are also included as inter-regionally significant projects in the Waikato RLTP.

Inter-regional passenger rail

In Section 7 we note the reference to the Te Huia passenger rail service between Hamilton and Papakura station which is funded by the Waikato Regional Council and its funding partners. We have appreciated the strong support from Auckland Transport and Auckland Council in the planning and recent implementation of the five-year trial service.

Planning for the next phase of Te Huia improvements is currently underway, and this includes the extension of Te Huia service further into the Auckland network. Over the next 12 months, Waikato rail partners will be developing a business case to explore options that could enable the extension of service further into the Auckland rail network (e.g. Puhinui). This could provide improved connectivity for passengers to access key employment centres and a broad range of travel destinations within Auckland. We look forward to AT's involvement and support for this project. The Waikato Regional Transport Committee requests the inclusion of Te Huia Hamilton to Auckland passenger rail service enhancements as an activity of inter-regional significance in Section 7 of the Auckland RLTP.

Section 10 Appendices

Appendix 1 – Auckland Transport Capital Programme

We support the following funded project in Appendix 1:

- EMU Rolling stock to allow electric rail services to be extended to Pukekohe.

We also note that Waikato District Council, in its submission to our draft RLTP, has sought advocating for the extension of the Papakura to Pukekohe rail electrification project through to Tuakau and Pokeno.

These towns are within the functional urban area of Auckland, as such the ability to plan and provide transport services in a way that reflects this reality is becoming increasingly important.

Appendix 2 – Waka Kotahi New Zealand Transport Agency Capital Programme

We support the following funded projects in Appendix 2:

- SH 1 Papakura to Drury South (to widen SH1 to three lanes in each direction)
- Southern Corridor Improvements (Manukau – Papakura Debt repayment)
- SH 1 Drury South to Bombay (Route protection for future Southern Motorway improvements)

Appendix 3 KiwiRail Group – Capital Programme

We support the following funded KiwiRail projects in Appendix 3:

- Papakura to Pukekohe rail track Electrification (to allow up to six electric trains per hour in each direction)
- Wiri to Quay Park (Completion of 3rd main line between Westfield and Wiri to increase rail capacity and reduce congestion for both passenger and freight services).
- Drury Stations (funding for new railway stations around Drury)

The Waikato Regional Transport Committee is seeking Auckland Transport and Auckland Council ongoing support of the Te Huia start up inter-regional passenger rail service between Hamilton and Auckland.

We submit that Auckland Transport bring a new project into your funding tables in the Appendices in regard to enhancements of the Hamilton to Auckland passenger rail service as a project for the

Auckland region. This may include a Business Case for north of Papakura Te Huia extension and capital rail infrastructure. Whilst no funding is sought from Auckland Council or Auckland Transport it is still important that the rail enhancement project is included in your RLTP to ensure funding is able to be obtained through the National Land Transport Fund. We are happy to work with your officers to ensure the specific project details are correctly included in the funding tables.

Conclusion

Once again, we thank you for the opportunity to submit on your draft Auckland Regional Land Transport Plan 2021-2031 and we wish you well with the final stage of your RLTP development process.

Overall, we support your draft RLTP and believe the amendments we are seeking in this submission will strengthen our common policy position and base for combined advocacy on transport matters of inter-regional significance to our two regions and the upper North Island as well as help secure the necessary investment that is of vital importance to inter-regional transport infrastructure and services.

Please note we do not wish to be heard at your hearing.

Takapuna Beach Business Association

SUBMISSION TO THE AUCKLAND REGIONAL LAND TRANSPORT PLAN 2021-2031

The Takapuna Beach Business Association represents 613 different businesses in Takapuna. Our membership is made up of as business services, retail, hospitality, personal services, entertainment and accommodation.

Takapuna is one of two metropolitan Centres on the North Shore and has significant projected growth over the next 30 years. The North Shore region is also one of the fastest growing regions in New Zealand and contributes over 18% of Auckland's GDP. It is home to over 43,430 businesses and 413,000 citizens. Our employment growth was 4.4% in 2017, compared to 3.8% in Auckland and 2.4% nationally. With our current average growth and development across the area, it is anticipated that we will have an 54% more people living in the area by 2043, creating a city of 640,000 people – bigger than the current populations of Christchurch and Wellington combined.

The North Shore region has significant transport challenges, with heavily congested roading, limited connections between Takapuna and the CBD or northern busway, a very vulnerable motorway system with a single harbour crossing, limited rapid transit, no rail network and a limited cycling network. We need significant investment in transport for the North Shore to allow continued growth for business and the community.

We note that there is NO discussion, mention of, or planning for a second harbour crossing to the North Shore in this 10-year plan. As we saw with the damage to the harbour bridge in September 2020, our transport network and link to the rest of Auckland is extremely vulnerable with the existing aged harbour bridge. We urgently need planning and construction of a second harbour crossing within this 10-year transport plan.

We also note there is NO discussion/mention to put in rapid transport rail to the North Shore or Takapuna. The North Shore has the highest uptake and patronage of public transport in Auckland. The data shows that there is a significant need for rapid transport in this area of Auckland and the predicted high use it would receive, yet there is no plan to put this in place. We need Rapid Transit rail to be planned and constructed within this plan.

We want to see significant upgrades to the connection between Takapuna, Auckland CBD and the Northern Busway. Currently these connections are poor, costing businesses time, money and customers. We want to see this dramatically improved over the next 10 years.

We would like to see investment in creating a ferry service direct from the CBD to Takapuna. We believe this would be a vital and highly patronaged link between this significant business areas for workers and customer movements.

We want to encourage general investment in public transport, increasing the availability, frequency of services and reducing user costs to encourage uptake of the services. Takapuna needs more investment in its local services, allowing more workers to commute directly into Takapuna, especially from around the North Shore.

In summary, we believe that we need greater investment in transport around Takapuna and across the North Shore to reduce the current negative impacts we are seeing and support the predicted future growth.

I would be happy to discuss any parts of this submission with you.

Matakana Coast Trail

RLTP SUBMISSION / MATAKANA COAST TRAIL

Please include the Matakana Coast Trail project in the RLTP

There are urgent and critically important reasons to include this project in the RLTP.

- Analysis of fatalities by road type shows that Rodney District and its rural network is the deadliest in Auckland. Rodney is 30% more dangerous than Franklin, the next most lethal in Auckland.
- In 2018, 64% of deaths occurred on rural roads, 36% on urban roads and 2% on motorways.
- In 2018, an average 12 people in Rodney were killed or seriously injured for every 100,000 residents compared to an average of 5 DSI per 100,000 people for Tāmaki Makaurau.
- More than one in four (26%) of people who die or are seriously injured are either walking or cycling.
- Rodney's communities have no safe connectivity between each other or on any of its very dangerous high speed rural road network.

Auckland Transport rhetoric not matched by reality

AT has supposedly adopted Vision Zero, an ethics-based transport safety approach developed in Sweden in the late 1990s. It places responsibility on people who design and operate the transport system to provide a safe system.

Globally, it's recognised that sustainable health and wellbeing goals can't be achieved without people feeling and being safe while travelling.

In Aotearoa, the Ministry of Transport's Outcomes Framework identifies the purpose of the transport system as improving wellbeing and liveability. The framework links five core outcomes: inclusive access, healthy and safe people, environmental sustainability, resilience and security, and economic prosperity.

People are at the heart of Vision Zero for Tāmaki Makaurau. AT say they are also committed to improving Māori safety outcomes across our transport network through AT's flagship programme, Te Ara Haepapa. The overall burden of injury has been estimated to be approximately 50% higher in the Māori population, compared with non-Māori, non-Pacific populations, with road traffic injury the fourth highest cause of disease burden in Māori males.

The current AT approach will not address this issue at all.

- The design and delivery of Te Ara Haepapa, which takes a Treaty of Waitangi and Te Ao Māori approach, is supposed to create the step change required for improved Māori transport safety outcomes and wellbeing.
- In Tāmaki Makaurau, the Auckland Plan 2050 has a transport and access focus area to make walking, cycling, public transport and other personal mobility devices preferred choices for many more Aucklanders.
- The success of the strategy will only be realised if built on strong partnerships and stakeholder relationships across core government agencies, Mana Whenua, road user groups, communities, industry and businesses in the most dangerous areas.

There is a significant opportunity for walking and cycling in the Rodney District to play a more substantial role in improving access and contributing to a more effective transport system in Auckland.

The trail promotes walking and cycling which support efforts to tackle climate change, bring significant public health benefits, stimulate the economy, create jobs and makes the network more productive.

The Matakana Coast Trail will contribute directly to the government's land transport objectives in relation to economic growth and productivity, safety, environmental mitigation and the provision of transport choice. Cycling is a low-carbon emission, healthy and sustainable mode of transport and recreation, ideal for short to medium distance trips which will also increase the resilience of the city's transport network.

The trail will also make a significant contribution to the region's economic performance through significant resident, domestic visitor and international tourist use. The Matakana Coast Trail is a natural and integral fit for our country's transport, health, economic and environmental objectives and sets out a vision to positively contribute in creating the world's most liveable city.

Investment in the proposed cycle network will:

- Provide a high Level of Service for people who bike within an integrated transport network or walk / cycle for recreational purposes;
- Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience;
- Provide a key facility that promotes recreational activity and a 'nursery' for the uptake of active transport modes;
- Reduce carbon emissions by people choosing walking and cycling over vehicle journeys
- Ensure cycling is a viable, safe and attractive transport choice;
- Provide substantial health benefits to the widest section of the community;
- Improve Auckland's sustainability, liveability and attractiveness.

These objectives align with the objectives set out in the draft RLTP as follows.

Emissions:

In the draft RLTP opening paragraph there is focus on climate. "Auckland Climate Plan aims to reduce greenhouse gas emissions by 50% by 2031.encourage transport mode switch to Public Transport and active modes" (walking and cycling).

On Page 28 of the Draft RLTP it states: For active transport to increase across Auckland, further investment is required to:

- Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network
- Deliver of cycleways in areas associated with the Cycling Investment Programme
- Deliver important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport
- Continue to develop and improve the cycling infrastructure on the cycle and micro mobility strategic network
- Increase the comfort and safety of people on bikes across the wider transport system
- Make some historical cycling infrastructure fit-for-purpose and consistent with customer requirements.

Safety:

- Consultation on the draft 2018 RLTP attracted 18,091 submissions and showed that Aucklanders were firmly behind greater investment to make the roading network safer.
- Auckland continues to have one of the highest rates of pedestrian, cyclist and motorcyclist road deaths in the world.

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- Rodney has the most dangerous roads in the Auckland region.
- It is a high speed, open road rural network with no footpaths, cycleways or off road facilities connecting the communities.
- Most road fatalities in Auckland occur on rural open roads and 26% of them are cyclists or pedestrians.
- There is no current provision for safe cycling or walking between the communities of Rodney.
- New safe cycleway infrastructure and shared paths have been built and many more are planned but they are restricted to the urban area of Auckland and not in the most dangerous rural areas of Rodney and Franklin.
- Current AT activity is in significant conflict with the stated goals of the recently adopted 'Vision Zero' strategy.

Alignment of RLTP with Government Objectives and Auckland Plan (long-term plan to 2050):

- Make walking, cycling and public transport preferred choices for many more Aucklanders
- Move to a safe transport network, free from death and serious injury

Health:

- With insufficient physical activity being a key risk factor for conditions such as cardiovascular disease, cancer and diabetes, removing barriers to walking and cycling provides a genuine opportunity to support Aucklanders to live longer and healthier lives

Congestion:

- Auckland's transport strategy to avoid congestion increasing is to absorb future growth in travel demand by improving the public transport and active mode networks to encourage more Aucklanders to change the way they travel.

The Matakana Coast Trail initiative is a low cost, low risk, highly deliverable opportunity that provides many beneficial outcomes not least of which will be the trail's contribution to our critical visitor economy, and an abiding, healthy legacy for our current and future generations.

<<<Further feedback>>>

Thank you for the opportunity to speak to your transport committee today regarding the RLTP.

I realise from our conversation the other day that to put a project in to the RLTP there needs to be a corresponding budget line. I want to impress upon you that we have alternative means of funding the trail. We have raised \$5M so far but in going out to funding organisations and the community we will be asked (as we have been) whether we in the ATAP or RLTP. A negative response can affect our credibility and therefore the opportunity to create this legacy trail for all Aucklanders.

We are a charitable trust and yes we have lots of volunteers. We are also putting together a charitable company to separate governance from operations. We have a paid manager working inside Auckland council, funded by the NZ Walking Access Commission. We have a part time funding and strategy person who is making great headway. WSP OPUS have completed detailed planning of the trail for us and one or two outstanding access matters (one as a result of kauri dieback) are being ticked off. We will be delivering our business case to government ministers on 14 May. It's a huge opportunity for us and we need your tick of approval, so there are no road blocks!

In this difficult financial time in the wake of Covid we understand that budgets are tight and that not everything can be funded. We feel that our project should be a priority given the under investment in cycling and walking in the area and the tragic loss of life on our rural roads, the gridlock on existing tributaries, getting worse by the day and this is THE opportunity for AT to work closely with us to get cycle/walkways connecting the small towns and villages from Puhoi to Mangawhai. As I mentioned today AT has already agreed to maintain the pieces of the trail that interact with the road, which is a fraction of the length of the trail.

I trust that your committee will favourably consider our request.

First Union

1.1 FIRST Union (hereinafter 'FIRST' or 'the union') is a private sector trade union representing more than thirty thousand workers across the retail, finance, commercial, transport, logistics and manufacturing sectors. This includes more than 3,000 workers in the transport sector, including 500 members in Auckland's bus sector.

1.2 We are concerned that the Regional Land Transport Plan 2021 – 2031 is not fit for purpose. Issues around wages and working conditions for bus drivers are hardly mentioned, and the Plan doesn't support the necessary decarbonization outlined in the Auckland Climate Plan – remarkably increasing road transport emission by 6 percent over the 2021 – 2031 period.

1.3 This submission builds on the arguments laid out in our submission to Auckland Council for the Long-Term Plan. There we supported the idea of the "recovery budget" but noted that Council needed to be much bolder in its vision. We argued that Council should put decent work (1) and universal public services at the heart of a recovery budget, and noted that these decisions were being made within the context of an acute housing crisis and a self-declared climate emergency (2). With Auckland's transport sector already accounting for 5.5 percent of national emissions, the need for reducing emissions and decarbonising transport is apparent.

1.4 We believe that public transport must play a catalysing role in advancing progress on these current and coming crises. In this submission we advocate for the progressive removal of fares, increasing regularity on key routes, alongside proposed congestion charges for private vehicles. Additionally, we advocate for the progressive replacement our existing bus fleet with a mix of green hydrogen and electric vehicles will not only reduce emissions but could also create jobs in our national manufacturing sector.

1.5 It is difficult for us to see how this ambitious agenda would be possible under the current PTOM outsourcing model, that encourages cut-throat wage competition between operators. NZ Bus, which has a 36% share of public bus routes across Aotearoa, is owned by Australian-based private equity fund Next Capital, Go Bus is owned by Canadian pension fund OPTrust, while family-owned Ritchies has recent engaged advisory firm Cameron Partners to find a buyer. It is our position that the changes outlined in this submission can only be achieved through public control and ownership of our bus sector, vesting ownership either at the national or regional level. We recognise that this will require changes in legislation and increasing engagement with Waka Kotahi. We look forward to working collectively with Auckland Transport and Auckland Council to progress these issues.

(1) The ILO decent work agenda includes employment opportunities, living wages, decent working times, job security, freedom from discrimination and the right to freedom of association. As one of the largest employers and procurers of labour in the Auckland region, the Council has a key role in implementing that agenda, and ought to continue to push those obligations as far down the labour supply chain as possible.

(2) <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/topic-based-plans-strategies/environmental-plans-strategies/aucklands-climate-plan/response/Pages/climate-emergency.aspx>

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2. INCREASED INVESTMENT IN PUBLIC TRANSPORT

2.1 Auckland Transport's budget for the ten-year period of \$7.4 billion, not including user- pays fees such as public transport fares. We note that AT has estimated that around \$7.9 billion is required to implement planned a suite of proposed train, bus and ferry services, which are costed at around \$500 million. We believe that even this larger figure needs to be substantially revised upwards, and that these increases should be funded through a mix of rates rises and congestion charges.

2.2 The Draft RLTP notes that bus patronage has grown 68 percent between 2008 and 2019. Under the proposed budget public transport boarding's are expected to reach 142 million per annum by 2031 (a 35 percent increase on February 2020 figures), whereas with an additional \$500 million investment in public transport annual boarding's would be estimated to reach 175 million by 2031 (a 68 percent increase on Feb 2020 figures).⁷ The decarbonising effect of these additional investments is clear, and we believe there is a need for a massive additional investment to shift more commuters from private fossil fuel-based transport to public electric transport.

2.3 We would like to see further analyses on the combined economic, environmental and health co-benefits of further investment in the bus network. The investments that we think are required include securing decent work in the bus sector (see [3]), progressively removing fares (see [4]), increasing public transport in line with commitments made in the Auckland Climate Plan and the congestion-free network (see [5]) and public ownership of the bus network. There is ample research demonstrating how investment in public transport links raises house prices, justifying additional spending and rates rises.

(3) See page 20 of the RLTP.

(4) This includes the new Rosedale Bus Station, Whangaparoa via Penlink, and the new Drury rail stations; new services from Manukau to Botany as a precursor to a full new RTN service; new services to greenfields areas such as Milldale, Albany Heights, Millwater, and the northwest.

(5) Current proposed rates increases of a few hundred dollars do have a regressive impact on home owners, but it is important to put these into perspective. The average Auckland property rose in value by \$154,000 in 2020, which for most homeowners manifests as an untaxed capital gain. We believe Auckland's rates increases are excessively moderate. For example in Canterbury, where the average asking price for a house rose by \$24,564 in 2020 to \$544,718, the Regional Council is proposing a 24.5 percent increase. Amber Allott "Canterbury's proposed rates hike – a move in the right direction, or anti-farmer?" (24 February 2020) stuff.co.nz. Available at: <https://www.stuff.co.nz/environment/124347122/canterburys-proposed-rates-hike--a-move-in-the-right-direction-or-antifarmer>

(6) This percentage is based on figures in the RLTP (see page 6).

(7) These percentages are based on figures in the RLTP (see page 70).

(8) See e.g. Auckland Council Chief Economist "How rapid transit access adds to property values" (October 2018) https://gallery.mailchimp.com/b43f285355c582c3f958c1c0c/files/0934b5eb-1764-46a8-a600-b8ca2378f72e/How_rapid_transit_access_adds_to_property_values.pdf.

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3. DECENT WORK IN THE BUS SECTOR

3.1 As outlined above, we advocate for a massive additional investment in expanding the bus network, however we are mindful that this increased investment is taking place in the context of an existing decent work deficit. Providing a quality public service will require attracting new workers. Even in 2019 bus companies were desperate to find new drivers, looking offshore rather than addressing the decent work deficit to attract new drivers. With borders now closed operators will be unable to recruit offshore and must confront the decent work deficit. This will require increasing investment in three areas: living wages, decent hours and driver safety. 9

3.2 Living wages for Auckland bus drivers Our expectation for Auckland Council is a living wage floor, as well as pay scale based on skills/service to the company, plus decent annual wage increases to reflect the rising cost of living.

3.2.1 At the present time FIRST Union collective agreements with four of the bus companies that provide bus services to Auckland Council – NZ Bus, Birkenhead Transport, Ritchie Murphy and the Waiheke Bus Company 10 – contain printed rates that are below the living wage. While some of these companies have collective bargaining coming up soon that may rectify that, it is further possible that the increase in the living wage projected in September 2021 may surpass those rates.

3.2.2 We have been part of ongoing discussions and negotiation involving central and local government on this matter. In September 2020 the Minister of Transport announced that all bus drivers nationwide will progressively move towards being paid at least the living wage. 11 Discussions are continuing to facilitate this, and we know that Council is committed in principle to addressing the issue, however it has not yet been resolved. The majority of funding is to be provided by central government to councils to lift wages, however some public transport operators have taken issue with additional costs relating to corresponding increases to other benefits like holiday pay, as well as highlighting possible discrepancies with non-Council routes (such as school bus routes, which are part-funded by the Ministry of Education). While these debates continue, we think the most prudent approach Council can take in the short term is to allocate funding to ensure that this implemented for drivers in a long-term basis. Once these costs are factored into operators' business models then this funding can be reallocated to funding other public transport projects.

(9) On page 8 of the RLTP it is noted that “real effort has been made to ensure workers, such as bus drivers, enjoy wages and conditions which make the industry attractive to work in.” As the foregoing

(10) The **NZ Bus** Operator 1 & 2 rates are all still below the living wage, by 1% and 14.5% respectively. The scheduled increase on 1 April 2021 will likely push Operator 2 rates up above the living wage but will probably fall below again when the living wage is increased in September. Operator 1 rates are set at the minimum wage level i.e. will remain below the living wage level regardless. **Birkenhead Transport's** rates for new employees and 1-2 years' service are currently below the living wage, as well as the new employees rate from July this year. While the printed rates step up at July, the living wage increase in September would likely mean that workers with 1-2 years will again fall out of living wage coverage. **Ritchie Murphy** rates are 1.5% below the living wage for the first two years (21.75 per hour), in July they will rise slightly above the living wage but this will likely change back when the living wage rises. At **Waiheke Bus Company** the level one (induction training) rates are currently below the living wage by 8.5% and even after the July 2021 rates will stay below the living wage level by 4%.

(11) Council of Trade Unions (12 September 2020) “Living Wage Coming For Bus Drivers”. Available at: <https://www.scoop.co.nz/stories/PO2009/S00159/living-wage-coming-for-bus-drivers.htm>

3.3 Decent hours for bus drivers

3.3.1 Bus drivers are regularly subject to unsociable hours, including workings nights and weekends. We note that the recent bus driver living wage settlement that was negotiated at Wellington included additional penal rates for bus drivers that have to work during these times.

3.3.2 Additionally, bus drivers in Auckland have 'book off' times built into their shifts, these are large unpaid periods in the middle of the shift, spanning between three and five hours. This caters to the metropolitan transport needs of the city. In Auckland, drivers do not by and large, live near where they work due to housing costs. It is not realistic to expect drivers to battle Auckland congestion to return home during this daily book off period. As such the book off time is entirely unproductive; drivers cannot rest nor engage in other work. Ultimately this behoves the city to ensure that the wage rate in Auckland reflect all hours in service to the city including the book off period, living wages, supplemented enough to cover the book of rate. We would refer to this rate as a 'metropolitan wage'.

3.4 Driver safety

Drivers have recounted growing concerns to driver safety, with a spate of at least four assaults on drivers in the first three months on 2021. The number of safety officers on dangerous routes had been dropped from the proposed 200 to 56, as a result of budget shortfalls. These shortfalls are putting driver safety at risk.

4. UNIVERSAL FREE PUBLIC TRANSPORT

4.1 We support the provision of universal free public transport across the Auckland Council, both to offset rising living costs (particularly housing) and to respond to the Council's climate emergency declaration and Climate Action Plan. We want to work collectively with Council and other stakeholders to track a pathway towards that.

Public transport patronage is reaching record levels in Auckland, and we think bringing down barriers to use will further push that expansion. We see free public transport as the carrot that accompanies the stick of the congestion charges that are currently being mulled over by Council.

(12) Harry Lock "Wellington bus drivers hail proposed living wage deal" (10 March 2021) Radio New Zealand. Available at: <https://www.rnz.co.nz/news/national/438070/wellington-bus-drivers-hail-proposed-living-wage-deal>

4.2 We understand that fares cover less than half of the cost of public transport services (~47 percent). In 2019 Auckland Transport estimated the loss of fare revenue from making public transport free would be ~\$176 million, while the increased demand from free services to meet the increased patronage at \$60 million; (13) a \$236 million barrier. In this regard, we would suggest progressively increasing fare subsidisation over a five-year period until they are phased out altogether. (14) This cost would be partially offset by reducing congestion (which currently costs Auckland between \$900 million and \$1.3 billion), lower the likelihood of road deaths and injuries, and lower Auckland's transport-related emissions, which currently account for 38 percent of Auckland's total carbon footprint.

4.3 While we see measures like Child Fare Free Weekends and discounted off-peak fares and daily caps as positive steps towards increasing universal access, we note that Auckland Transport is in fact moving in the opposite direction, opting to increase fares by an average of 4% at the latest annual public transport fare review.

5. RLTP IN CONFLICT WITH THE AUCKLAND CLIMATE PLAN

5.1 Te Tāruke-ā-Tāwhiri (The Auckland Climate Plan) notes that in 2016 transport-related emissions accounted for 43.6 percent of Auckland's total emissions, with cars and light commercial vehicles accounting for 68.8 percent of that, while buses accounted for 1.8 percent. (15) Te Tāruke-ā-Tāwhiri targets a 50 percent reduction in greenhouse gas emissions by 2030 and the achievement of net zero emissions by 2050. Its 2030 target is to more-than triple of the public transport mode share by 2030 – from 7.8 percent to 24.5 percent – and more-than quadruple public transport mode share by 2050 – from 7.8 percent to 35 percent. This is further strengthened by the commitment to only procuring electric buses from 2025, making Auckland's bus fleet zero emissions by 2030. (16)

5.2 The Draft RLTP does not undertake a tally of emissions related to its proposals, however the scale of increased public transport patronage does not appear to come close. Rather than tripling public transport mode share, the increases in public transport annual boarding's under the proposed budget only increase by 35 percent, while the expanded budget increase by 68 percent (based on February 2020) figures.

Assuming static population and transport usage, this would only increase mode share to 10.5 percent under the existing budget or 13.1 percent under the expanded budget. Factoring in population growth would further push down these figures.

5.3 We see this as a disappointingly low level of ambition that fails to take into account the gravity of the climate emergency declared by Auckland Council in 2019. We have seen analysis that suggests the proposals in the Draft RLTP will in fact increase transport emissions by 6 percent by 2031.

(13) Todd Niall "Councillor asks Auckland Transport to look at extending free public transport" (14 January 2019 *Stuff.co.nz*. Available at: <https://www.stuff.co.nz/auckland/109912828/auckland-transport-looks-at-extending-free-public-transport>

(14) Within this time period we will see the completion of the City Rail Link and a number of other key service improvements, increasing the incentive towards public transport usage.

(15) Auckland Climate Plan, 81- 82. Available at: <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/topic-based-plans-strategies/environmental-plans-strategies/aucklands-climate-plan/Pages/default.aspx>

(16) Auckland Climate Plan, 47.

5.4 Transport-related air pollution presents an additional concern, with increasing levels of nitrogen oxide and particulate matter (including black carbon) consistently breaching targets each year from 2007 to 2019. (17) These pollutants are known to cause and exacerbate breathing problems, including asthma. Air pollution is responsible for more than 970 premature deaths each year in people over the age of 30, 400 of which are from vehicle emissions. (18)

5.5 The Draft RLTP is in clear conflict with the Auckland Climate Plan and is therefore not fit for purpose. We would like to see a major increase in funding in public transport to increase the frequency of services, ensure coverage of a larger part of the city and faster trips are possible, to remove fares to encourage public transport usage. Additionally, given most of the existing bus fleet is ageing, we think there is a strong case for the immediate transition of the existing bus fleet to zero emissions (either green hydrogen or electric), with this transition coming to an end by 2025.

6. PUBLIC OWNERSHIP OF PUBLIC TRANSPORT

6.1 For many years now FIRST Union has been outspoken in its opposition to the Public Transport Operating Model (PTOM), which we believe incentivises competition on labour costs and provides poor outcomes for both drivers and passengers.

6.2 These issues have been compounded by a history of disruption under the outsourcing model, most recently highlighted by the indefinite lockout of NZ Bus drivers in Wellington. While the lockout was brought to an end by a Court-ordered injunction, the issue has not yet been resolved and similar disruption could be unearthed by the private equity fund that owns NZ Bus, who would benefit financially by being able to sell NZ Bus to another buyer without a union. The outsourcing model incentivises this behaviour. Passengers and drivers bear the brunt of the impact of this disruption, while the offshore private equity firms that operate the services hardly bat an eyelid.

6.3 Given the amount of spending required to address the existing labour issues and update the current fleet to zero emission technologies, as well as the benefits that will result from the progressive reduction of fares to encourage greater usage, expanding the network, we don't think it makes sense to continue with the current private operating model. In this regard, we would like to see a full calculation of the costs of bringing our public transport system back into public ownership. We would love to work closely with Auckland Transport and Auckland Council on bringing this to reality.

(17) 2020 Auckland State of the Environment Report

<https://www.knowledgeauckland.org.nz/media/2009/the-health-of-t%C4%81maki-makaurau-auckland-s-natural-environment-in-2020.pdf>

(18) Air pollution and air quality in New Zealand <https://www.cph.co.nz/your-health/air-quality/#:~:text=Air%20pollution%20and%20air%20quality,which%20are%20from%20vehicle%20emissions.>

Transdev Australasia

Thank you for the opportunity to share our feedback on the draft Auckland Regional Land Transport Plan. As proud operators of Auckland metro rail services, and bus services in the East Auckland area, we are committed to delivering world-class public transport services to Auckland, in partnership with Auckland Transport. Transdev is at the heart of keeping communities moving, providing public transport services in six locations in Australia and New Zealand as well as 17 countries globally. Within the Australasia region, we specialise in the operation and maintenance of a number of transport modes, including passenger trains, light rail, ferries, buses, coaches, on demand transport and autonomous shuttles.

Auckland Transport should be congratulated both for the consultation process, and for producing an extremely high-quality long-term plan. The strong partnership between Transdev and Auckland Transport suggests exciting opportunities to work collaboratively to deliver the plan and the related benefits to Auckland.

Transdev's following response has been developed based on the online submission questions and addresses particular opportunities or concerns warranting further discussion and consideration.

Identification of key transport challenges

Transdev applauds the increased focus, as compared with the 2018 plan, on maintaining transport assets, safety and addressing the causes of climate change in Auckland's transport system. Transdev acknowledges the key challenges faced by Auckland as outlined in the plan and supports the current and proposed initiatives to address these.

Please see below our response to relevant aspects of the draft plan:

- Transdev recognises how critical the reduction of carbon emissions, as set out in the draft plan, is to the future of Auckland. In our current state of Climate Emergency, Transdev is also concerned by the potential impacts of climate change on our Auckland operations, because of sea level rise, extreme weather, and heat-related buckling of tracks on the network.
- There are several shovel-ready builds in Auckland. These projects should also have shovel-ready services planned to facilitate public transport growth, increased connectivity of the region and a reduction in emissions.

Climate change and the environment

Transdev fully supports the initiatives outlined in the plan to address carbon emissions with the aim of slowing climate change, including:

- The electrification of the track between Pukekohe and Papakura, completing the electrification of the entire Auckland metro rail network. As well as resulting in the reduction of carbon emissions, we know this project will improve the customer experience by removing the need for to customers to transfer to a diesel train at Papakura.
- Transdev is already aligned and committed to supporting Auckland Transport in achieving its bus fleet decarbonisation goals. We have through our local bus business operated an electric bus as part of an ongoing trial since November 2020 and recently introduced Auckland's first hydrogen bus trial on 19 April 2021. We see, however, an opportunity to increase our collaboration to leverage Transdev's leading global expertise to further assist Auckland Transport in the journey towards net-zero emissions.
- The removal of the Fringe Benefit Tax on public transport subsidies, to support patronage growth, and to reduce congestion.
- The work to find a mechanism to implement congestion charging, because of the overall benefits to the City's economy, and to the health and wellbeing of the community, and because a charge

would logically be used to fund improvements to public transport services that are needed to meet forecast demand.

Travel choices

Transdev is committed to returning to and surpassing pre-COVID patronage levels. Transdev recognises and supports projects and initiatives that provide Aucklanders with better public transport travel options, aimed at increasing customer patronage. Transdev supports these projects not only to ensure Auckland becomes a more liveable city as our population grows, but also because of the anticipated flow of effect on reduced carbon emissions.

This supports projects outlined in the plan including:

- The construction of the Third Main between Westfield and Quay Park, which will see separation of freight from passenger services as this will undoubtedly bring journey time improvements to the rail network. Transdev would like to suggest that ambitions are further scaled to include a Fourth Main line, which would provide both the capacity and infrastructure resilience to future proof growth on the metro network.
- Discounts to Community Services Cardholders, and to inter-peak travellers, which could be expected to spread passenger loadings across the day, freeing up peak-hour capacity levels.
- The on-going allowance for 'Child Fare Free Weekends' to encourage new users to travel on trains during the weekends.
- The planned establishment of stations in high-growth areas of Drury and Paerata, to extend the network and enable more passengers to utilise services.

Managing transport assets

Transdev is pleased to see an increased focus on maintaining transport assets and supports the on-going investment in the maintenance and improvement of the Auckland rail network. Transdev supports the catch-up renewal programmes to improve the resilience and reliability of the rail network. Although crucial for the maintenance of the rail network, Transdev also acknowledges the disruption to passengers due to the significant track replacement programme, carried out by KiwiRail between August 2020 and February 2021.

- Page 6: Transdev clearly supports significant investment in rail to reverse what is highlighted as 'managed decline', however we would like to see the investment, not just going into renewals, but also into future proofing the network to provide the platform to improve both increased capacity and journey time. Transdev suggests that this is an area that would benefit from a holistic approach from all parties, taking learnings from other cities that have embarked on such initiatives.
- Page 9: The issues we have seen with the rail infrastructure in Auckland cannot be repeated if we are to grow rail and confidence in rail transport. Transdev would like to see and be part of the discussion around how a modern metro network should be maintained. Transdev has concerns over closing the network for maintenance as this does not grow consumer confidence and generate patronage growth. Transdev would like to be part of the discussion to ensure that we have the correct levels of Plant Machinery, People, and Processes to provide regular network access for KiwiRail that is clearly communicated to the customer.
- Page 11: Improvements in the facilities of stations across the network will push patronage growth. Improved retail opportunities at stations provide additional experience for customers that is taken for granted elsewhere in the world. Revenue generated from such facilities can be further reinvested across the network.
- Page 27: Whilst Transdev clearly supports continuous improvement to the resilience of the rail network through catch up renewal programs, we would like to ensure that this does not just stop at renewals. Investments in line speed improvements, modern methods of signalling and continuous optimisation of the timetable to meet urban growth forecasts, are critical to ensuring the network meets the predicted population growth of Auckland.

- Page 39: Transdev would like to suggest initiatives that provide business spaces for customers to work at stations are explored. Such initiatives have proven to have been successful elsewhere in the world.
- Page 39: Transdev would like to see specific investment for stations, such as Kingsland, which connect customers to large sporting and concert events. Improvements at these specific locations will provide for a better customer experience and provide a safer environment.
- Page 85: Whilst level crossings are mentioned in the document, Transdev would strongly suggest that the priority of grade separation of rail and road be given an extremely high priority as this is seen as a key initiative to improve journey times and ensure that both road and rail networks operate in a safer and more reliable fashion.

Better public transport connections

Transdev supports the ongoing investment on meeting the extra customer demand that is expected on Day One of CRL operations and believes this must remain a priority for all concerned.

Transdev, as both a local and global business, sees additional opportunities to provide support and advice to Auckland Transport, regarding future projects and initiatives on the metro rail network.

Transdev operates multiple modes of transport across the globe, including heavy rail, light rail, bus, ferries and more. We believe that the expertise within the Transdev Auckland, and Transdev global business, would be a valuable contribution to future planning of projects and initiatives. Transdev would gladly lend its regional and global expertise for this purpose.

Transdev believes that investment in connectivity to support growth and remove barriers for growth is key.

To this end Transdev would like to specifically acknowledge wider infrastructure initiatives that we believe we be beneficial to the public transport network of Auckland.

- Connectivity to the North Shore is a must. The Harbour Bridge is at capacity and with the continual growth in housing on the North Shore opportunities around light rail must be accelerated, with connections made within the conurbation to connect in with the CRL network across the city region.
- The co-location of a rail, bus and ferry Control Centre within Auckland would lend itself to a more 'joined up' approach across all forms of public transport within the city region.
- The provision for additional parking at transport hubs such as Albany would increase bus / light rail patronage and reduce carbon emissions on the road.
- Continual improvements for customers around ticketing schemes on all modes of transport, irrespective of the operator, will be a key initiative to improve customer experience and ease of use of multi modal transport networks.

Transdev acknowledges Auckland Transport's categorisation of projects regarding priorities if funding is lower than planned for in the 2021 – 2024 period. Transdev would like to restate the importance of category two and three rail projects, including the Accessibility Improvement Project (category two) and work on corridor fencing and level crossing grade separations, which are considered level three projects, but have significant implications for safety of the network.

Transdev wish to highlight several initiatives that we believe would provide improved connectivity across the bus and wider transport network, whilst also improving the experience for cyclists around the city region.

- Provision of bus priorities around the network as opposed to the current 'stop / start' environment. A continuous priority from terminus to terminus would benefit customers.
- Extended lead in and lead out for bus stops. The current 3m distance is inadequate for the XLB and DD buses, that are now contractually required on many regional metro routes, noting that many high congestion areas often do not have the lead in and out zones on bus stops.
- Improved connectivity between infrastructure and public transport. Often infrastructure changes do not consider the physicality of bus movements.
- An increase in clearways would be of benefit. T2 and T3 bus lanes and traffic signal phasing would improve speed and frequency of service.

- The removal of cycles from bus lanes would improve speed of service and safety of cyclists through increasing the availability of off-road cycleways.
- Improved and increased bus parking opportunities around interchanges and terminus stations would lead to increased capacity and frequency.
- Improved facilities at interchanges and terminus stations would naturally improve the overall customer experience.

In addition, Transdev would make the following comments specific to the contents of the plan, to ensure that awareness of the issues that we feel are critical to support the renewal of the rail network to support future growth and to provide the capacity to service the city as the population continues to grow. Comments specific to the document are as follows:

- Page 5: Post Covid 19 we need an ongoing focus on cleanliness to ensure our customers feel safe using the public transport network.
- Page 7: Transdev strongly supports cycling initiatives and would welcome more investment in cycle hubs around stations across the network.
- Papakura to Pukekohe electrification will bring huge benefits in terms of timetable efficiencies, customer benefits and carbon reductions. Whilst this work is being carried out Transdev would strongly suggest that the opportunity to modernise the signalling and railbed infrastructure is taken at the same time. We recognise the short-term pain this will cause customers; however, the longer-term benefits outweigh the shorter-term challenge.
- Page 40: Trespass events are a major issue on the Auckland metro network and Transdev would welcome investment in much improved fencing around the network to restrict access. Transdev would also suggest that technologies on stations are researched to minimise suicide attempts from some of the 'hotspot' stations that exist on the network.
- Page 60: The Auckland Network Access Agreement (ANAA) is mentioned as the contractual mechanism from which AT and KiwiRail will agree funding for maintenance and operational performance of the network. Transdev strongly suggests that the ANAA be reviewed to provide far more robust KPI's to ensure that maintenance is provided with transparency and is clearly understood by all parties.

Summary:

Transdev believes the draft Auckland Regional Land Transport Plan acknowledges the issues faced in Auckland's transport system and has provided initiatives and policy recommendations that will effectively address these issues for the future of the city.

Transdev looks forward to working in support of Auckland Transport in the ongoing implementation of this plan and hopes to further contribute our expertise on initiatives and projects, current and future.

Greater Auckland

Greater Auckland Inc was established in 2015, and originated from the Greater Auckland website which began in 2008 as the “Auckland Transport Blog”, later simply “Transport Blog”.

We provide commentary and encourage informed and intelligent debate about transport and urban form issues, with a particular focus on Auckland. We want to make our city a better place for everyone. We advocate for solutions: better transport options, housing choice, urban design.

Summary

The draft RLTP, as written, is not a climate-responsible plan for Auckland’s transport investments over the next decade. Nor is it a plan that will lead to the safety and liveability transformation Aucklanders need. It needs to be rewritten, which will require renegotiation with Government and Council. Even without their agreement, there are many changes that can be made immediately. We have also suggested a number of ways to improve how the narrative of needed change is communication to the public.

Auckland is in need of Transformation

Auckland’s transport system is in need of transformation. Our streets and systems need to be brought up to international best practice to enable Aucklanders to live more active, healthy, socially-connected lives and to move about our city in a way that doesn’t impose a burden of environmental and climate damage on the planet and future generations. The current system is not safe and it is not working, particularly for children and for anyone who attempts to use the streets outside a car. The draft RLTP has some good investments within it but, in ways both obvious and subtle, much of the budget continues to funnel investment towards driving - whether as infrastructure, systems or driving priority. It is a plan that builds on past decisions and past plans, trying to make improvements by tinkering at details. It proposes to use up all the available transport funding for the coming decade without delivering the transformation we need.

From an emissions perspective, the draft RLTP fails to deliver, to an astonishing degree. It proposes a set of investments that lead to an increase in emissions of 6% over the decade.

A reduction of 12% is then estimated - but only if government agrees to policy changes to influence the vehicle fleet. Some of these policy suggestions are not equitable nor advisable from the perspective of good transport planning.

Neither scenario sets Auckland up to reduce emissions in line with our obligations, viz:

- the Auckland Climate Plan (which requires an emissions reduction of 64% by 2030, on 2016 levels),
- our ethical responsibilities to lift the burden from future generations,
- Auckland’s per capita share of NDC’s,
- our commitments to C40 - which include not just a reduction in emissions of 64% by 2030 but to be on track in 2024 to meet the emissions reductions pathway laid out in the Auckland Climate Plan.
- the GPS, which lays out decarbonising transport as a strategic priority:

Developing a low carbon transport system that supports emissions reductions, while improving safety and inclusive access...

Investment decisions will support the rapid transition to a low carbon transport system, and contribute to a resilient transport sector that reduces harmful emissions, giving effect to the emissions reduction target the Climate Change Commission recommended to Cabinet until emissions budgets are released in 2021.

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A resilient transport sector is not achieved by only improving the vehicle fleet, e.g. with electric vehicles. Nor would this improve “safety and inclusive access.” Instead, this would require Aucklanders to spend an exorbitant and unprecedented amount of money on new vehicles. We fundamentally disagree with the RLTP’s statement:

Because the adoption of EVs cannot happen quickly enough to deliver the required reductions by 2031, meeting the Council’s target would require very strong interventions to reduce demand for private vehicle travel. Potential examples include road pricing schemes that would dramatically increase the cost of driving. While such an approach would achieve climate outcomes, perverse social, cultural and economic outcomes would also be expected under settings this strong.

This statement is a serious misrepresentation of the decarbonisation options available to Auckland, and does not take into account the social, cultural and economic outcomes of leaning on swapping energy sources while requiring households to still own and maintain cars at the current, unsustainable rate.

Many experts - specialising in public health, safety, social wellbeing and equity - have made clear this year that trying to reduce emissions by relying heavily on electrification and pricing will be too expensive, inequitable, and above all, an enormous lost opportunity to fix the many overdue problems in our transport system.

Other interventions are available that do not create “perverse” outcomes; they are the systems changes that have long been needed to reduce our reliance on cars, and deliver better “social, cultural and economic outcomes” including far better safety and public health.

Reducing transport emissions is a welcome co-benefit of these overdue holistic improvements. Any plan for the coming decade that does not proceed from this understanding is failing to provide for our people, current and future.

The plan must be rewritten

We believe the draft RLTP, as proposed, fails Aucklanders and needs to be rewritten to create a different programme of investment; one that achieves the “rapid transition to a low carbon transport system” called for by the GPS while still investing heavily in the other strategic priorities such as Safety and Better Travel Options.

We note that the draft RLTP says that additional steps have been taken to reflect the CCO Review’s recommendations that AT and Council jointly prepare the RLTP. These additional steps are not apparent in the draft document.

Did Council not resource enough time into co-writing the document. Or, did AT not cede sufficient decision-making to Council? Or, is Council’s contribution actually the Auckland Climate Plan? In which case, we should expect Auckland Transport to use the mode share and VKT reductions targets for 2030 set out in the Auckland Climate Plan, and to provide detail on the plans to achieve them. These targets are entirely achievable, but the RLTP ignores them completely. We believe there hasn’t even been a reasonable attempt to incorporate or address them, as the RLTP does not even harness the three obvious levers below, which are entirely within Auckland Transport’s control:

- Using the renewals budget to shift priority on streets away from traffic flow and driver amenity to making vulnerable road users safe, including as they walk or cycle to public transport. Auckland Transport staff have actually claimed, “Renewals are for renewals, not for cycling!” It is this limited mindset that leads AT to assume that the Climate Plan’s mode shift targets can’t be met. Re-working the renewals programme can and must happen, to meet the Auckland Climate Plan’s mode share targets.

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- Overhauling the road network optimisation programme to optimise the right variables: VKT reduction, healthy streets indicators and mode shift to active and public transport. Currently, the RNO programme is focused on “increasing productivity.” This prioritises the flow of traffic at given points or along short segments of road, which leads to increased traffic, emissions, congestion and danger throughout the network. Re-working the road network optimisation programme can and must happen, to meet the Auckland Climate Plan’s mode share targets.
- Combining the Connected Communities programme with a Low Traffic Neighbourhood programme for the full city. These two programmes are complementary, harnessing traffic circulation improvements to increase options on the main roads and preventing rat-running consequences on residential streets.

Together, they’ll deliver safe, quiet, low-traffic local streets, and protected cycling and smoother flowing buses on the main roads, without expensive road corridor widening. Combining the Connected Communities programme with a citywide LTN programme can and must happen, to meet the Auckland Climate Plan’s mode share targets.

The public have paid for Council to create the Auckland Plan, the Auckland Climate Plan Te Tāruke-ā-Tāwhiri and other relevant plans, and we have also paid for the CCO Review. To bring each of these policies into effect, we have also been burdened with consultation, giving our time to engage in the process. Where is the return on this investment?

We demand the RLTP be rewritten, starting from first principles, to align with the Council plans, to follow the recommendations of the CCO Review, and to meet Auckland Transport and Council’s commitments and obligations on both road safety and climate action.

What the Councillors negotiated

After the release of ATAP, Councillors laid out some conditions for endorsement, which included urban growth management, and assessing Council’s growth management approach and programmes against the delivery of climate compatible outcomes and emissions reduction analysis.

The Auckland Climate Plan had already called for a review of the Auckland Development Strategy for these reasons, and the need for a change in urban development was clearly apparent when the Council declared a climate emergency. Regardless of Auckland Council’s level of involvement in writing the RLTP, did Auckland Transport not request clear guidance in the RLTP about what these changes will be? For RLTP purposes, no lengthy piece of work is required to give some broad-brush direction; the compact city strategy is straightforward.

Accordingly, the RLTP must be radically changed to focus on brownfields, not green fields development, so our children don’t have to pay the price for bureaucratic delay to changes to our Development Strategy.

Most of the points negotiated by Councillors would reduce transport emissions via the mechanism of reducing vehicle km travelled (VKT). The Councillors’ conditions are meaningless if not converted into figures for VKT reduction.

These figures should be overtly provided and committed to in the RLTP, with as many changes of policy and practice as is required to meet them. This will require the RLTP to state an annual VKT reduction value, which should be adjusted as we see the level of success happening from both EV uptake and VKT reduction plans. A 7% annual reduction, for example, will roughly halve VKT in a decade. Annual reduction should start there, but may need to be raised once the Government has better articulated its response to the decarbonisation challenge.

If changing the RLTP plan now seems difficult, Auckland Transport should reflect on why it has ignored the Auckland Climate Plan's mode share and VKT targets, which should be considered as Council's contribution to the RLTP.

To comply with Council's requirements, the RLTP needs these changes:

- Targets for VKT reduction and mode share in line with the Auckland Climate Plan.
- The removal of transport projects that support green fields development. The transport plans for recently developed areas need to be shifted away from transport plans that "support growth", towards developing a functioning public transport network and walk-bike routes for the existing population.
- Changes to how the renewals, road network optimisation and connected communities programmes are implemented, as laid out above.
- A complete low traffic neighbourhood plan throughout the entire city, including industrial and big box retail areas, within the decade.
- 30 km/hr speed limits or lower by default, except where evidence exists that higher speed limits are safe – such as on motorways - in line with The Stockholm Declaration.
- The rail network needs significantly more investment.
- Much more opex for bus services.
- Every project to be built according to Vision Zero principles.
- At least 20% of the budget should be spent on projects directly intended to improve walking and cycling projects, as laid out by the UN in "UNEP - Global outlook on Walking and Cycling: Policies & realities from around the world" October, 2016, and all projects in other budgets should ensure walking and cycling are also accommodated safely, even if the project's main purpose is something else.
- The full Auckland Cycle Network should be completed by 2025 as originally approved by Council in 2012.
- Parking reform to facilitate the needed mode shift and reduction of VKT. Council land vested in parking needs to be reduced and the land put to better uses. All remaining parking needs to be properly priced (public) or levied (private) to encourage mode shift and provide an equitable revenue stream. This would free up \$50 million capex from the park n ride programme, plus ongoing revenue that could be put to bus opex, for example.
- Major road reallocation. The arterial roads need lane reallocation (rather than expensive property purchase) to create space for safe cycling, buses, wider footpaths and trees. This will naturally include on-street parking.
- Completion of the Congestion Free Network 2 and improvements to every bus route, using bus priority, reducing traffic volumes and adding frequent services throughout the day, across the whole urban area.
- More rolling stock for trains, and more electric buses.
- Route Protection, Property Purchases and Designations for any road capacity expansion projects should be halted, as these projects should not be pursued.
- A programme for healing severance. Work with Waka Kotahi to provide cycling and walking bridges over rail lines and motorways, in conjunction with a level crossings removal programme that closes road crossings as part of a low traffic neighbourhood (which involves little budget) or, as needed, grade-separates the rail and road.
- Facilities programme. Consider the needs of residents at every step of their "easier journeys." This means drinking fountains, toilet facilities, bike storage, shelter and seating, HOP vending and top-up machines and other facilities along all arterial roads, bus routes and at train stations.

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- Intersection repair programme. To remove slip lanes and retrofit intersections with safe cycling infrastructure, safely and easily accessed bus stops, wider footpaths and better crossings.
- Implement Access for Everyone and all of the City Centre Master Plan.
- Major and Minor Capex and Local Board Initiatives - all budget should be focused on radical mode shift through bold change. Many Local Boards are sitting on overdue and well-informed plans (including greenways plans) that will help decrease emissions by improving local active and public transport links.
- The operations centre's focus needs to change from minimising impacts on the traffic network, to a Vision Zero focus on vulnerable road users and safety.
- Parking Enforcement - we need a proactive enforcement team, in which all vehicles in an area are ticketed at once, to provide far better value for money, leading to more effective enforcement and public safety.
- Scale down Drury West, Drury Central, Paerata train stations. With the sprawl halted, any of these rail stations required for the smaller existing population needn't be as elaborate.

Specifically, the RLTP should not provide funding for these items:

- The proposed actions on electric vehicles. Any money spent on encouraging EV uptake is better spent on mode shift away from driving. We do not agree with spending \$34 million on these actions. Why? Electric vehicles will be part of the decarbonisation solution, but the RLTP suggestions for encouraging EV uptake don't support good transport planning, will reduce positive mode shift, and are inequitable. Specifically, we oppose giving EVs access to bus lanes at SH on-ramps. This has already been researched, and found to have no effect on EV uptake.

We also oppose giving parking benefits to EVs - the public supply of parking needs to be trimmed down to just mobility parks and carparks priced to capture the costs of driving and of parking provision, and to deter driving. Moreover, the people needing to pay for carparks from time to time could easily be those who cannot afford electric vehicles. Giving parking advantages to EVs doubles down on this inequity.

- Mill Rd and Penlink and the other road capacity expansion projects. Their business cases are based on flawed planning, modelling and evaluation methods.
- Unsafe practices, including intersection widening, building intersections with missing pedestrian legs or with slip lanes, and any arterial road streetscape designs without safe cycling and good walking infrastructure.
- New park-and-ride facilities. These offer poor value for money, encourage car-dependent mindsets, and waste prime land at transport hubs that should be used for high density mixed-used development.

Proposed/ suggested additional changes that are entirely consistent with ATAP:

Some of the above changes can be made easily. Some might be challenging for the RTC to make until the Council and Government agree on a change to ATAP. Therefore, pending this further work, we have suggested the following interim changes which are entirely consistent with ATAP.

Proposed RLTP Changes – Greater Auckland
Projects (totalling \$232 million) to push back to later years of RLTP (i.e. after 2024)

| Project | Suggested Change | Suggested Level of Investment (2021-24) (\$m) | Amount Saved compared to Draft RLTP (\$m) |
|---|--|---|---|
| Lincoln Road Corridor Improvements | Focus on making critical safety & walking/cycling improvements | 6 | 15 |
| Glenvar Road/East Coast Road intersection and corridor improvements | Focus on making critical safety & walking/cycling improvements | 6 | 32 |
| Hill Street Intersection improvements | Focus on making critical safety & walking/cycling improvements | 6 | 11 |
| AT Supporting Growth - Post Lodgement and Property | Lower investment to bare minimum required to support land acquisition for projects that support mode shift | 10 | 18 |
| AT Supporting Growth - Investigation for Growth Projects | Lower investment to bare minimum required to support land acquisition for projects that support mode shift | 10 | 18 |
| Waka Kotahi Supporting Growth Route Protection Programme | Lower investment to bare minimum required to support land acquisition for projects that support mode shift | 10 | 31 |
| SH18 Squadron Drive interchange upgrade | Defer project | 0 | 42 |
| East West Link Property | Defer project | 0 | 26 |
| Drury South to Bombay | Defer project | 0 | 18 |

| | | | |
|--|-------------------------------|---|---|
| Property | | | |
| Warkworth to Wellsford Property | Defer project | 0 | 21 |
| NZUP projects: <ul style="list-style-type: none"> • Mill Road • Drury South • Penlink | Defer projects beyond 2021-24 | 0 | Unknown (draft RLTP does not sequence investment) Reallocate funding to allow faster completion of Northern Pathway |

Projects (totalling \$232 million) to bring forward or increase investment in 2021-24

| Project | Suggested Change | Suggested Level of Investment (2021-24) (\$m) | Amount extra investment compared to draft RLTP (\$m) |
|--|---|---|--|
| AT Ongoing Cycling Programme | Bring forward future investment to support consistent \$50m annual investment 2021-24 | 150 | 139 |
| Minor Cycling and Micromobility (Pop-up cycleways) | Complete entire \$30m programme in first three years | 30 | 13 |
| Midtown Bus Improvements | Accelerate implementation so project is complete when CRL opens in 2024 | 132 | 73 |
| Accessibility Improvement Project | Accelerate implementation of this important programme | 10 | 7 |

Further problems with the RLTP that should be ironed out in the rewrite

Safety advantages of EV's

The RLTP overstates the safety improvements possible through electrification:

It should be noted that policy changes such as the speeding up of EV transition are likely to bring road safety benefits, as an increased number of these vehicles on our roads would have a higher safety (ANCAP) rating in the case of a crash the likelihood of DSI would reduce.

The ANCAP rating is not holistic; it is still biased towards the safety of vehicle occupants and

away from the safety of vulnerable (sustainable, active) road users.

Electric vehicles, while offering superior ANCAP ratings, have the benefit of being quieter - yet this poses a heightened crash risk to vulnerable road users. They also have the benefit of lower operating costs - and we can expect this will lead to increased driving, which in turn increases the safety risks to other road users.

Referencing the ANCAP rating as an indication of the safety outcomes from decarbonisation via electrification is not a complete picture of the safety situation. It ignores the safety achieved via mode shift to active modes that is possible if regulations were to favour and encourage the uptake of smaller vehicles - which may not necessarily score well on the ANCAP rating - over new (but large and powerful) vehicles.

In short, systems change to prioritise safety for active modes and mode shift is a decarbonisation pathway that delivers far better safety improvements than is possible through electrifying the fleet.

Also, “safer vehicles” is only one strand of the Vision Zero approach, which has been poorly summarised in the draft RLTP as:

In short, the programme aims to provide safe roads, safe drivers, safe speeds and safe vehicles

This summary does not mention the core tenet of Vision Zero - the “primary emphasis on system designers” - which requires AT to give more attention to

- Encouraging mode shift away from driving, which is the mode that causes the most deaths and injuries, towards public and active transport, which are the modes that are the safest for all road users,
- Moving responsibility upwards. For example, away from a sole focus on bus, truck or taxi/rideshare drivers themselves, to the regulatory environment that directs the companies they work for - until safe compliance is achieved,
- Safe systems, such as temporary traffic management that is focused on the safety and amenity of the most vulnerable road users,
- Safe operations, such as enforcement and responses to network failures by prioritising the safety of vulnerable road users (instead of leaving them stranded as happens at present),
- Safe road rules rewritten with the needs of a vulnerable road user at their core,
- Safe regulations, design manuals and monitoring systems,
- Planning methods that prioritise short-distance active trips over long distance trips requiring motorised vehicles of some kind.

Improving ‘productivity’ is not an improvement

Increasing road capacity, which evidence shows doesn’t deliver the economic benefits promised, is discussed in the draft RLTP discusses as if it’s an improvement:

Over the past three years there has been significant capacity improvements on our state highways to the northwest and south of Auckland. Similar improvements are underway between Puhoi and Warkworth.

Similarly, “coordination of traffic signals to improve throughput and reduce delays, using dynamic traffic lanes to improve peak traffic flows” is not an improvement. These increased peak traffic flows create downstream traffic increases, congestion, emissions and danger.

Holding VKT steady is not the goal

Nor is only trying to accommodate future growth in travel demand in the sustainable modes. Auckland Transport has been directed to reduce vehicle travel, which means reducing VKT.

Less money should be pre-committed**The RLTP says:**

After operations, maintenance, renewals, committed and essential capital works, \$2.1 billion is available for new investments to deliver the transport outcomes Aucklanders want. Any new investment can only be progressed late in the decade when the funding demands of big transformational projects (such as CRL and the Eastern Busway) ease off, or if additional funding above and beyond that signalled in ATAP becomes available.

No generation should be restricted to such a small percentage of budget available for decision-making. Any steady ongoing programmes that tie up budgets need to be firmly focused on serving future needs. This draft RLTP is not focused on serving future needs, given that it:

- Increases emissions
- Leaves Aucklanders still largely dependent on cars in ten years' time
- Leaves Aucklanders with less and less discretionary funding, because the renewals budget to maintain the growing asset base of roads will be enormous and steadily growing and
- Leaves the street network similar to how it is now, which is to say, deficient. With committed funds not providing for the future until very late in the decade, what, then, are these commitments that are restricting our decision-making right now?

1. Payments? If there are any ongoing payments for expensive, completed roading projects, AT should learn from this, and make sure new expensive roading projects cannot chew up the budgets for future generations.

2. NZUP Roads? These commitments were made without reference to the GPS or to our climate obligations, and should be reversed. We can't afford the driving they will induce, nor the emissions and DSI this driving, in turn, will cause. What Auckland Transport can do to prevent poor government decision-making in future is to remove all road capacity expansion projects from their plans so such projects cannot be "brought forward" under ill-conceived investment plans again.

3. Contracts? Contracts for road projects that increase emissions shouldn't have been signed - so should be renegotiated in the light of the Climate Plan.

4. Maintenance and Renewals? The size of this budget is too large, and can be reduced by reallocating road space to lighter modes like cycling. The remaining maintenance and renewals budget needs to be harnessed for transforming the network to a low carbon system.

5. Operations? This needs to be repurposed to operations that focus on creating mode shift - e.g. through implementing LTN's and cycleways - and on improving safety.

A workstream should be initiated now to ensure future RLTPs never again include the burden of backwards-looking spending. Future generations are already being unfairly burdened with the cost of climate response. This means current road user charges, parking prices, rates and taxes should all be raised to ensure we are paying for the work we need to do to leave a better legacy, not leaving our children to pick up our bill as well as theirs.

We expect fair consultation

Aucklanders deserve responsible transport planning, and shouldn't need to be constantly engaged in complex consultation, fighting to overturn bad plans. The time and level of knowledge required to critique the plan favours the well-resourced and is inequitable.

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This consultation has been particularly unfair. Greater Auckland has chosen not to answer the questions as posed in the online feedback form, because it's impossible to accurately state a level of support for programmes that incorporate both progressive and regressive projects, such as:

- Better public transport connections and roading
- Transport connections (type unspecified) for both green fields and brownfields development types

Lumping these conflicting topics together is misleading, and will create inaccurate results. Whether deliberate or accidental, phrasing the questions in this way leads to confusion at best, a dangerous lack of nuance in any case, and at worst, a false impression of what submitters actually support in the way of specific actions on important topics.

And there are other issues, too. Auckland Transport has included a section on the results of an online survey they conducted in December about the draft RLTP. Why? The survey may have helped them to shape the draft RLTP or the consultation documents, but including their interpretation of the results into the consultation documents offers nothing productive to residents; it simply runs the risk of influencing submissions by groupthink.

The referenced survey itself muddled issues together. For example, support for Public Transport was phrased in terms of whether it is key to managing traffic congestion, instead of on its own merits as a service for easier journeys:

AT believe providing a faster and more efficient PT system is key to managing traffic congestion in Auckland

And people were asked whether they agreed with this:

AT believe that the most cost-effective way to reduce congestion is by using existing roads more effectively

“Using existing roads more effectively” could be interpreted as “converting them entirely to footpaths, bus lanes and cycle lanes” or “with as many traffic lanes squeezed in as possible, including removing footpaths”, so without further specifics this question is ambiguous and the answers are without meaning.

Worse, some of the proposed interpretations of the data are not correct. This interpretation, for example, is absurd:

“They want the focus to be on solutions that benefit all Aucklanders, not just small groups of people.”

This stems from an Auckland Transport bias against cycling that wasn't reflected in the data. It's useful to see this in print as it highlights a concerning misunderstanding in Auckland Transport's planning approach. As a delivery organisation, Auckland Transport has a duty to plan for all Aucklanders, and trying to get out of this duty by claiming Aucklanders only want to plan for an undefined 'majority' is irresponsible and manipulative. The data in fact showed that 65% of Aucklanders agree that a connected network of cycleways and shared paths is important for any world class city. This encouraging result would be considered outstanding support for cycling investment in any city like Auckland, where a dangerous lack of infrastructure means few people cycle regularly for transport.

Shamefully, it was this skewed misinterpretation that was then used in the consultation documentation for the draft RLTP. When the RLTP is rewritten, please remove all reference to this survey.

The Regional Fuel Tax Variation

Reducing the amount of RFT paid towards the projects that are now funded in other ways opens up the opportunity to progress decarbonisation and safety improvements, but the current proposal makes insufficient use of this opportunity. On no grounds should the RFT changes be providing \$40 million less RFT funding to walking and cycling improvements, given these are already seriously underfunded compared to the UN guidelines.

The RFT is currently funding projects such as Dannemora - a road widening project that (inexplicably, given AT's Vision Zero commitment) makes active modes less safe, and which also fails to take the opportunity of implementing a key local piece of the Auckland Cycle Network. These perverse outcomes are a result of Auckland Transport's programmes being focused on easing local congestion - which means the proposed 'solutions' actually induce and increase traffic, thus making congestion worse in the long run, along with emissions, access and safety.

Given Auckland Transport has been constrained by the NZUP programme, every other source of funding - such as the Regional Fuel Tax - should be ring-fenced for projects that assist mode shift to active and public transport.

Laingholm and District Citizens Association (LDCA).

The Laingholm and District Citizen's Association (LDCA), was formed in the 1930s to represent the Laingholm community to local government and through its activity benefit the community at large. Incorporated in its current form in 1998, the purposes of the Association are to act as a non-profit body to support and promote the economic, social, cultural and environmental wellbeing and long term benefit of the residents and ratepayers (and any other persons having community of interest) of Laingholm and District.

Before commenting on the draft itself, we would like to make the following notes.

- As you must be aware, most submitters read consultation documents digitally, not on paper, yet you are still presenting these in a PDFs which are unworkable on a screen. We do not understand why you are using these. A five-page PDF is fine; a large one almost impossible to review effectively. This actively deters submitters, makes a proper review very hard to achieve, and invalidates your stated intention about supporting the public to 'have our say'.
- The main document is 88 pages, over 25,000 words, and lavishly formatted with numerous large photos, decorative items and graphics. Because only small chunks of information can be read at once, despite laborious scrolling, it is not possible to get a sense of the whole and what is in it. In the Appendices none of the tables can be seen in one view on the screen, one has to scroll across each line laterally. Shrinking it to include the table makes the type too small to read. This makes it impossible to review your proposed expenditure properly
- Worse, for those who rely on text to speech equipment, PDFs do not work. You should always offer an alternative (e.g. Word, html), so a screen reader can read out text without glitches. Council may think accessibility is hard work, but actually it is not, and there is a moral duty to make the necessary adaptations. We ask you please to take this seriously.
- None of the maps in the main document is legible because the images are too low-definition.

We assume nobody checked these from a submitter point of view before presenting them.

o The map on page 34 appears as a lot of squiggles on a hazy grey background.

o In the p44 map of the Rapid Transport Network, even the heading is illegible. The map legend is a blur, and it is not possible to identify what the map aims to portray

o The image on p72 shows large numbers placed on a map, but as the text is illegible, one cannot guess what these are for.

o In the Existing and Emerging Significant Service Deficiencies map on P73, the legend and descriptor are illegible and the image too indistinct to reveal its purpose.

o The very important, detailed map on P16 of the Appendices document cannot be read at all because it is set sideways on the page. This is an outright insult. What are we supposed to do, turn the computer screen on its end?

☒ We also ask you please to set a standard for simple English in these documents. This one is full of jargon that is probably specific to transport engineers. Simple English words like 'may' or 'could', instead of 'appears to present a possibility of being able to', etc, would reduce the size of these documents a lot and make them much easier to read.

Key Points on the Draft

1. Cycleways:

- We strongly support the decision to invest in cycleways.
- You state that we have currently 7,638km of arterial and local roads and 348km of cycleways, i.e. we have cycleways on about 4.5% of the roadways.
- Yet the Netherlands has around 35,000 km of cycleways – 25% of the 140,000km road network. Across a range of European cities, from 20 to over 50% of trips are taken by bike. We urge AT to encourage the take up of cycling by creating enough cycleways.
- Safety for urban and rural cyclists is of great importance and the growth of cycling depends on this. Again, in the Netherlands, only on roads and streets with a low speed
- limit do bikes and cars share the same road-space. Cycleways are a priority wherever possible, particularly on rural roads.
- The advantages of increasing cycling can't be disputed, particularly to connect with Auckland's urban areas where population and traffic density is an issue. Bikes emit no air pollutants and don't congest roads; far more bikes than cars can fit on a km of road space, and parked bikes (assuming bike stands) take up a fraction of the space of cars.
- This issue is not a choice but an imperative. Council is legally obliged to meet emissions targets. The recent Climate Change Commission report states that the average distance per person travelled by walking, cycling and public transport can be increased by 25%, 95% and 120% respectively by 2030. We cannot see this being achieved in this plan.
- AT's own 2018 research clearly shows the increase in public acceptance and take-up of cycling for regular trips and significant majority support for more cycling in Auckland.
- AT needs a dedicated unit to develop walking and cycling strategy. We understand that the Walking, Cycling and Road Safety Unit was recently axed: this must be reinstated.
- In the draft plan you state that cycleways are complex and expensive to create, yet Council is not financially supporting many low-cost Greenways plans. This is particularly felt by us: to complete the excellent Waitakere Ranges Local Board Greenways Plan would greatly support people to adopt active mode transport, but the money available for this was withdrawn in the Emergency Budget. The entire project is costed at only \$50 million over ten years and provides a whole infrastructure of walking and cycling tracks.
- You are planning only an extra 200km of cycleways for the ten year period, only 20km a year, which overall will mean that still only 7% of our roads will have them. We can see only \$475 million being spent on this (Appendices). We are not happy with this low level of investment and believe it needs to be much higher, and also more strategic. It is not about putting a cycleway on a new four lane highway, but enabling everyone to cycle to work in New Lynn, Henderson or other centres. Active mode transport growth could make a bigger dent in our emissions than even public transport can: at such a level of investment, Auckland will struggle to come anywhere near its targets.

2. Public Transport

- Overall in the draft plan we strongly support the increases proposed to road and rail transport, although over a ten year period would like to see more investment, and even a strategic 'de-prioritisation' of new roading projects.
- The Climate Change Commission envisages an Aotearoa where cities and towns are created around people and supported by low emissions transport that is accessible to everyone equally. We have a long way to go in Auckland to achieve this.
- People are taking up public transport as fast as AT can provide it. They want a proper, integrated public transport network, and this is still quite a way away. In the draft plan, although we see investment in public transport, there is still significant investment in upgrading and increasing our main roading networks to serve private cars. AT cannot serve two goals at once. We read about 'new transit and dynamic lanes', projects like the Mill Road corridor in the south, Penlink on the Whangaparāoa Peninsula and more.

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- By continually upgrading roading amenities, the incentive for people to use (and demand) public transport is suppressed. Roads are costly in every way, and we ask AT instead to take a truly strategic approach; we are concerned that you still see roads as the priority, and public transport as the ‘nice to have’.
- We believe too that much more emphasis on electric rail is needed. Per km, many more passengers can be carried at a lower infrastructure cost than by road. Also, given that it is very hard to build an electric heavy vehicle, we need to get freight off the roads and onto trains, as has been said for many, many years.
- There is still a significant issue around public transport for much of our area. None of our more remote communities is properly served. The map in the Appendices (p16) cannot actually be read, but one glance shows an huge concentration of projects in a defined central corridor, and absolutely nothing west of Glen Eden.
- In the draft plan, we read: “Outside the central area ... public transport attracts a lower share of commuting trips, even after an extensive reorganisation of the bus network to improve frequency, reliability and coverage (the New Bus Network)”. Please note carefully that locally, no improvements have been seen at all. People want public transport, yet before the roll out of the ‘New Bus Network’, we heard of not one consultation by AT to actually find out what communities need.
- Had you consulted, you would know, for example, that communities urgently need a review of the 171 bus service through Laingholm, Woodlands Park and Waima. They need an hourly service on that side of Titirangi, including weekends and evenings (like the South Titirangi service). The service needs to run both ways through Laingholm (as it did before AT’s involvement). We need more bus stops, and all should be accessible. The bus timetable needs to accommodate the schools’ timetables and incentives are needed to encourage children to use the bus to go to and from school, which would get cars off the road, reduce carbon emissions and improve safety outside our schools. An express service is very much needed between New Lynn and the City.
- We are dismayed that \$353 million can be spent on “A combined programme facilitating technology change to support the design, operation, and use of the public transport system, better customer experience, plus maintaining IT equipment and business applications. This also includes allowance for Integrated Ticketing costs”, but AT still cannot afford to put more bus stops in our villages.
- Following AT’s consultation in 2016 about transport in the ranges there were clear indications that the other communities accessible along the Huia Road (Huia, Cornwallis and Parau) wanted public transport. It was reported then that the idea of smaller vehicles, or shuttles, might serve this purpose, and even to consider public-private partnerships. We ask Council please to progress this. It is not acceptable to have large areas within Auckland without access to public transport in 2021 and beyond.
- We must stress to AT that consultation with the communities you serve is the way to find out what is needed. Also to please note that if you are going to consult, maildrops are probably the least effective way to get a response. Contacting the Local Board must be your first approach, followed by the R&Rs in the area, using Facebook, and offering public meetings in our local halls, and so forth. However, Local Boards would know, and be able to advise you.
- We ask AT to please take a deeper look at public transport in our area, including the possibility of running smaller buses in our area in line with user data. As well as the paragraphs above, we make the following points:
 - Our Laingholm roads are in some places unstable, and in others not in good repair. It is very costly to AT to maintain this asset. It is known that the main damage to roads is done by heavier vehicles. The constant passage of full single decker buses through the day will do considerably more damage than a 12-20 seater. The logic of running this larger bus to

Laingholm continuously through the day is damaging the roads when at times there are very few passengers on board as it travels through Laingholm.

- We do not believe it is impossible to use large vehicles on peak runs when they are required and smaller vehicles for trips that typically have a handful of passengers.
- Collection shuttles could operate all day, covering adjacent areas, not just Laingholm, and tie into a main run to e.g. New Lynn or Glen Eden from Titirangi or New Lynn. This would provide more frequent transport for Laingholm, as desired, and transport for the other villages. For much of the day, the larger Laingholm bus would be available for other runs in the wider area.
- Fuel savings for the bus operator company would be considerable, and the use of smaller vehicles would reduce emissions.
- The bus company can do nothing to respond to this situation, unless AT specifies that it is required. We ask AT please to look at the logic of this situation and endeavour, by consulting with us and using data from user habits, , to provide a really workable transport solution and also to cater for the other villages in this area.
- We must generally comment regarding AT's obligations around lowering emissions, that there needs to be a major push in this plan for public transport and active modes. We would like to see a public commitment by AT to spend a given (stated) proportion of its budget on public transport and active mode transport. The draft plan Appendices are very unclear on how expenditure is balanced between these three areas, and give the impression of very large expenditure still on facilitating the transit of cars. The community needs to know that AT is taking public transport and active modes seriously enough: our traffic congestion is at crisis point, as is our climate, and despite AT's claims about progress, public transport across the region is still way short of what is needed.

3. Speed and safety

- We are concerned that while \$650 million is being spent on "improvements targeted towards speed management, high risk intersections, high risk corridors and vulnerable road users", a lot of expense may be incurred without increasing safety.
- We want to see more speed reductions applied, and feel this is the most effective way to
- improve safety. We see other approaches taken that cost a lot, but are not that effective, and some actually encourage increased speeds. In our area we have small villages and stretches of rural-type connecting roads : hard white kerbs, reflective road signs and white barriers create an urban environment and visual pollution that we don't want, and they make drivers feel safer to travel at high speed. Brilliant hi-reflective corner chevrons on dark roads continue to dazzle us with headlight reflection, and other reflective signs create a confusing visual field. We strongly request that AT apply a different approach to the Waitakere Ranges Heritage Area from what is applied in urban environments. What is a safety measure in one area can actually be a hazard here.
- We are also very concerned about the snail-like progress on roading repairs, addressing slips, as well as evident cracks and subsidence in roads and pavements. This is a major safety issue and needs to be prioritised. The inability of residents to get a response from AT about this has been continual since AT was first set up, whereas Waitakere City Council's response was always almost immediate, and in fact until very recently the only major work done to address degraded roads in the Waitakere Ranges Heritage Area dates from the legacy period. We are concerned that our local safety is continually deprioritised behind large roading developments.

4. Environment

- The road corridor in the Waitakere Ranges needs care and attention and cannot be addressed in the same way as the suburban road corridor.

JC1-0904

- Weeds are a continued serious problem, and wherever AT still has responsibility, it is very important that these are managed properly. Right now in many places there is rampant convolvulus, large infestations of ginger, elephant grass and agapanthus taking over large areas and other climbing and ground smothering weeds rampant, to the point where eradication is likely to be an enormous challenge. Weed eradication also has to be carried out properly: some approaches simply encourage more proliferation. This is very important and we urge AT to pay proper attention to it wherever it has a stewardship role.
 - We also oppose the blanket replacement of the softer sodium street lighting with very highly radiant LEDs. There are two reasons for this:
 - In our village streets at night, the new LEDs are genuinely dazzling, and drivers need to squint their eyes to be able to pick out the details of the road properly, particularly when suddenly meeting bright illumination around a dark corner. This is hazardous and we really advocate against simply installing them everywhere.
 - Maybe less powerful LEDs could be used in such environments, and we ask AT to look at this carefully.
 - Their use affects pollinators, and the loss of moths is a serious issue. This country is highly dependent on pollinators economically, but also so is the entire ecosystem for survival. This is not a minor consideration and we ask AT to trawl the current research on this: there is plenty available and it is compelling.
 - Regarding any lowering of the power of LEDs, we ask that this is NOT done using PWM (rapid strobing) as this contributes to eye fatigue and has unknown effects on insect and wildlife whose vision works differently to human vision. Again, there is research information available on this.
 - Finally, we are concerned to read of a blanket initiative: “Improving unsealed roads to reduce sediment run-off and improve stormwater quality”. Unsealed roads should not be seen as roads that require sealing. We draw AT’s attention to this simple 20-year old manual from the USA on how to keep an unsealed road in good repair, at low cost, to protect against erosion and material being carried away by stormwater using Best Practice Maintenance. The unsealed roads in Auckland need to remain unsealed. Not everything needs to be urbanised, and indeed, doing so can in many cases detract significantly from natural amenity values. The unsealed roads in the Waitakere Ranges Heritage Area are part of the heritage features of the area and must not be sealed.
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Road Transport Association

1. INTRODUCTION

The Road Transport Association New Zealand Inc (RTANZ) represents the interests of road transport operators both at national and local levels. RTANZ welcomes the opportunity to offer feedback and submissions on the Auckland Regional Land Transport Plan 2021-31.

Our membership services all sectors of the economy and covers all sizes of operation from single vehicle owner operators to large fleet operators, often over multiple locations. Many members offer multi-faceted operations including road transport services, contracting, warehousing, import and export services, customs clearing, freight forwarding, earthworks and construction, road building and maintenance, container handling and storage. There is also a sizable workforce that requires transport to undertake these tasks.

Consequently, the Road Transport Industry is a highly significant provider of services to the Auckland and national economy both regionally and inter-regionally. It was part of the Covid 19 lockdown essential service providers throughout the Country.

2. BACKGROUND

The purpose of this submission is to request that the Auckland Council take into consideration the requirements of Transport Industry, and its operators, who service the various primary product, construction, road building, business and retail sectors contained within the Auckland economy. These requirements would ensure operators are able to provide a safe, efficient, and cost-effective service to their customers and continue their sizable contribution to regional growth within the greater Auckland Region.

This submission generally supports the draft Regional Land Transport Programme 2021-31, but we would like to comment regarding initiatives and policies that the Association and industry considers require greater consideration.

3. SUBMISSION

The Road Transport Association of New Zealand (RTANZ) believe that it is our responsibility to support the Councils, the general public, and other transport users in ensuring that all public transport, roading infrastructure and road safety features are fit for purpose. We also consider it our responsibility to ensure that Commercial Heavy Vehicle road users' health and safety requirements are given adequate consideration, as this is often overlooked.

Making changes for one sector of the community, does not necessarily mean it is okay for others. Those who make their living utilising this infrastructure can be faced with having to change their cost structure and operational methodology to meet these changes, even when these changes are outside of their control.

The RTANZ acknowledges the Auckland draft RLTP that has been prepared and approved by the Auckland Council for public consultation. We have also considered the evidence and discussion on the key problems and issues, the strategic response, and the activities that respond to the identified problems.

You have asked for our views on the following:

Do you think we have correctly identified the most important transport challenges facing Auckland?

Generally, the RTANZ supports the priorities outlined in the RLTP.

To help us understand whether we have correctly allocated funding, please indicate how important the following focus areas are to you.

Climate change & the environment:

We support the electrification of the rail line to Pukekohe, increasing the number of electric/hydrogen buses, starting decarbonisation of the ferry fleet and funding to support the uptake of electric cars.

Many industry players are now looking at how they can be leaders in the low/zero emission field.

Safety:

- We generally support safety engineering improvements, such as red-light cameras.
- We support the appropriate use and careful placement of safety barriers but remind the council of the need to ensure emergency vehicles can safely negotiate these sections when traffic may be slowed or stopped. Careful location selection and sufficient turning, passing or pull off areas would greatly enhance operator perceptions of these proven safety systems.
- We support speed limits that are safe and appropriate, if these limits are sensible, in safety hotspots such as schools and part of the greater Safer System Program. We don't believe instituting them on an ad hoc basis should be the only means of trying to provide safer outcomes. Done in isolation, these limit reviews do not represent the needs of a "reasonable" driver which make acceptance and adherence an ongoing challenge.
- We support road safety education.

Travel choices

We support the greater use of travel choices, as any reduction in traffic and congestion translates into better outcomes for our members through improved efficiency and productivity. This includes all forms of public transport, walking and cycling and improved urban design to minimise the need for single occupant and school run journeys. Careful mode choice is very important. All modes of transport need to be considered equally from an overall perspective, as there is no "one size fits all solution".

Managing transport assets

Not only do we support but would encourage increased amounts of funding to support maintaining and fixing footpaths, local roads and state highways. We also support works to address climate change risk.

Other

We have no issue with funding for community projects which is shared amongst the 21 local boards, or for funding long-term planning for the future. Technological improvement to the customer experience which encourage mode shift are also positive. Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included. The membership would like to see improved access such as the now stalled East West Link. They would also like to see other improvements such as reduced congestion, or better access to the current roading network with priority access, access to bus lanes, and a solid freight network which allows for greater efficiency and productivity. Freight remains the lifeblood of the city and strangling this only increases costs to rate payers and challenges the whole logistics network.

Congestion charging

The membership fully supports the introduction of demand-based road pricing to tackle congestion. Any measure which enhances freight access will greatly assist Auckland productivity.

Do you support the proposal to vary the Regional Fuel Tax Scheme?

Our membership has been opposed to the RFT since its inception as we believe it fails to deliver the results that a demand-based road pricing mechanism would through better access and improved productivity with the associated cost benefits to all rate payers.

Do you have any other feedback on the draft RLTP?

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We have looked at the RLTP and overall feel that although much work has been put into this from a regional, public, and local body perspective, both the light and heavy transport sector has been overlooked. There is always an assumption that we can just fit in where cars go, this is just not the case.

Without consultation with heavy truck operators, and understanding what their issues are, the plan could come across some important problems that may need to be addressed in the future.

Infrastructure installations which damage our members' vehicles continues to be an issue, and we feel sure the council does not want its infrastructure damaged by our vehicles. Closer cooperation before the final design phase could alleviate many of these issues before they arise.

Operators need the ability to carry out their business while also supporting road safety and other benefits for all other uses.

Summary

The summary of this submission the Road Transport Association, supported by our members, is as follows:

1. Overall, we can support the RLTP, but can identify issues of concern from a heavy transport point of view.
2. We see the purpose of the projects and support them in principle.
3. We support the completion of many of the very positive roading projects under construction and slated for construction in the near future.
4. The Road Transport Association would support a review to looking at other options where Heavy Transport Vehicles could support communities without causing problems.

This submission is to support all our Transport Operators in their quest to retain the right to carry out their business efficiently and continue to keep their rights to use the roads to and from their business safely. With freight growth expected to continue at high rates for years to come, ensuring its smooth and safe passage is a priority for everyone.

Mahurangi Action

The Regional Land Transport Plan should state that the implementation of public transport to Wenderholm Regional Park will be prioritised.

The Regional Land Transport Plan should also prioritise the implementation of public transport to other low-hanging-fruit regional parks. However, because this is a climate emergency, the 10-year Regional Land Transport Plan should prioritise the implementation of public transport to all regional parks. This could well be achieved with volunteer-operated, fourth-tier targeted services. Popular regional parks, including the Wenderholm, struggle to deploy the many who volunteer.

Public transport once served Wenderholm Regional Park, the first of Auckland's wonderful coastal regional parks. That notwithstanding, over their 56-year history, Auckland Regional Parks have been highly private-vehicle-centric. This was never socially equitable, nor environmentally sustainable, but now it is patently incompatible with salvaging a survivable climate.

Thank you for your attention,

Northland District Council of NZ Automobile Association Inc

1. EXECUTIVE SUMMARY

In this submission, we will advocate for increased funding to be provided within the draft RLTP for the upgrade of the Warkworth to Wellsford (Te Hana) section of SH1 to enable progress beyond the “designation” stage over the next 10 years. Provision should at least be made for land acquisition and detailed design.

In reaching at this position, we will:-

- Note that SH1 from Warkworth to Wellsford is part of a Road of National Significance first identified as far back as 2010.

- Note that SH1 from Warkworth to Wellsford is classified by NZTA under the One Network Road Classification as a National (High volume) state highway.

- Note that the only other sections of SH1 rated as National (high volume) state highways are Auckland to Taupo, and Wellington to Levin.

- Refer to sections of the draft RLTP (section 4) and NZTA policy documents (section 5) that stress the importance of a safe, reliable and resilient transport corridor on SH1 as a key to Northland’s economic development.

- Highlight the social cost of the current dangerous state of SH 1 between Warkworth to Wellsford, calculated at about \$292 million over 10 years (section 5.3).

- Note the adverse impacts on Northland’s economy of the current route between Warkworth and Wellsford (section 6).

2. INTRODUCTION

The Northland District Council of the NZAA welcomes this opportunity to submit on the draft Auckland RLTP for 2021-2031.

The NZAA is a motoring organisation with a membership base of more than 1.7 million nationally. It represents the interests of road users who collectively pay over \$3 billion in taxes each year through fuel excise, road user charges, registration fees, ACC levies, and GST. The NZAA’s advocacy work mainly focuses on pushing for policy outcomes that reflect the needs and preferences of AA Members, enhancing the safety of all road users, and keeping the cost of motoring fair and reasonable. It is regarded as the leading advocate for NZ motorists.

The Northland District Council of the NZ Automobile Association represents over 48,000 AA members who live in Northland. Its goal is to help represent the mobility interests of AA members in the wider Northland area. Northland residents can only exit their province by land via SH1.

3. SOURCES OF INFORMATION

In this submission, we have had regard not only to statements made in the draft Auckland RLTP (‘the draft Plan’) but in addition, we have had regard to information, policies, objectives and statements contained within the following NZTA policy documents:

1. NZTA’s Arataki version 2 – National Summary; Upper North Island pan-regional summary; Auckland and Northland regional summaries (See Appendix II).
2. NZTA’s Mega Maps (See Appendix III).
3. NZTA’s publications on Ara Tuhono.

4. DRAFT AUCKLAND RLTP and IMPORTANCE of the WARKWORTH TO WELLSFORD MOTORWAY EXTENSION.

The draft Auckland RLTP emphasises the importance of the Auckland to Whangarei transport connection as seen in the following extracts from the draft Plan. (Note that more detailed references are given in Appendix 1). The Warkworth to Wellsford extension of the motorway is a key part of this connection.

(p.63) Why the Upper North Island is important.

The Upper North Island (UNI) is critical to the social and economic success of New Zealand. The Auckland, Northland, Waikato and Bay of Plenty regions are responsible for generating more than half of New Zealand's GDP,

Growth in the UNI has increased more rapidly than for the rest of the country and that is predicted to continue. This growth has many benefits for the country, ...

(p.63 cont d) The role of transport.

Transport is an important enabler of social, economic and environmental outcomes. The UNI contains vital transport networks and acts as New Zealand's gateway to the world, with the Ports of Auckland, Tauranga and Northport exporting and importing the majority of New Zealand's goods. These ports are served by a developing network of inter-modal inland ports and freight hubs, which support the efficient transfer of goods between producers and consumers.

(p.64) Ensuring a, safe, efficient and sustainable transport network is critical for the Upper North Island to achieve the desired social and economic outcomes, and for New Zealand to continue to compete internationally.

(p.66) Strategic areas of focus for the Upper North Island 2021-2031. (includes)
Whangarei to Auckland (SH1 and Rail) Strategic road and rail corridors to deliver safe and reliable journeys between Auckland and Whangārei.

(p.67) Activities of Inter-regional significance.
Ensuring a safe and reliable corridor on State Highway 1 between Auckland and Whangarei •

(p.54) In terms of new or improved corridors, significant investments within this RLTP include:
...Property and investigation for several Waka Kotahi projects, such as Additional Waitemata Harbour Connections, the East West Link, Warkworth to Wellsford designation, SH1 Drury South to Bombay, and Grafton Gully.

(p.55) Proposed Funding Allocation for Warkworth to Wellsford
Project name: Warkworth to Wellsford Designation. Responsible agency: Waka Kotahi. Capex: \$21 million over 10-year period.

Existing or Emerging significant levels of service deficiencies
Maps originally produced by NZTA and reproduced shown in the draft RLTP show that SH1 north of Auckland has the following Existing or Emerging significant levels of service deficiencies:
Auckland to Puhoi: SAFETY
Puhoi to Warkworth: SAFETY, JOURNEY RELIABILITY.
Warkworth to Wellsford: SAFETY, JOURNEY RELIABILITY, RESILIENCE.

Comments

There are clearly issues with the nationally important Warkworth to Wellsford section of SH1 that need to be addressed with greater urgency than set out in the draft Plan.

Public consultation has been held and the preferred route between Warkworth and Wellsford (Te Hana) has been selected.

Despite the significance expressed within the draft Plan of the Warkworth to Wellsford route, the projected allocation of funding for the proposed Warkworth to Wellsford extension of the motorway amounts to only \$21 million over 10-year period, and does no more than move to the designation phase. Over the next 10 years, we could expect to only see designation of the route. No provision is made for land acquisition, detailed design or construction.

5. NZTA POLICY DOCUMENTS

5.1 Waka Kotahi Nzta's Arataki Version 2 (see attached key extracts in Appendix II)

Importance of Roading Infrastructure Waka Kotahi NZTA's Arataki Version 2 –Northland emphasises ... "the region's reliance on good connections south to Auckland for its social and economic development." Consequently, Arataki Version 2 commits to "help create a safer, more resilient transport system that supports economic growth, stronger community connections and provides better access to employment opportunities."

This can only be achieved by providing safer and more resilient journeys on Northland's state highways, in particular on the key arterial route SH 1 from Whangarei to Auckland, including Warkworth to Wellsford (near Te Hana).

5.2 NZTA's Ara Tūhono

In 2010, NZTA noted: "Ara Tūhono – Pūhoi to Wellsford road has a strategic role looking at connecting Auckland and Northland and looking to future regional growth, as well as improving the safety of the route and making journey times more reliable."

A recent media release by NZTA included:

"Auckland Council has formally accepted the Notice of Requirement and resource consents application for the Warkworth to Wellsford project, officially starting a consenting process that is expected to take 12-24 months to complete.

Currently construction remains at least 10 years away and, if delivered in a single stage, will take five to seven years to complete."

On that basis, Northlanders may not expect to be driving on the Warkworth to Wellsford motorway extension until some 27 years after it was first proposed as a Road of National Significance.

5.3 Social Cost of Current Unsafe Roads Data from NZTA's Mega Maps indicates that the annual social cost of deaths and serious injuries on three sections of SH 1 between Whangarei and Auckland (see calculations in Appendix II) amount to approximately:

Te Hana to Warkworth: \$29.2 million p.a.

TOTAL over 10 years 2021-2031: \$292 million.

4-laning from Warkworth to Wellsford could potentially save almost all of this social cost.

6. ADVERSE IMPACTS ON NORTHLAND'S ECONOMY OF CURRENT ROUTE BETWEEN WARKWORTH AND WELLSFORD

It is acknowledged that the current safety upgrade programme through the Dome Valley will reduce some of the social cost of DSIs between Warkworth and Wellsford. However, with the removal of

passing lanes, the installation of centreline WRBs, and lowered speed limits, travel times will generally be longer and any accident will result in rapid gridlock. Access by emergency vehicles will be severely restricted.

The safety upgrades will do nothing to provide the economic benefits of greater resilience and faster travel times for freight. Neither will it reduce the existing weekend and holiday bottleneck at Wellsford which to a large extent affects Aucklanders. Pedestrians on pedestrian crossings and vehicles reversing into parking spaces on the main road substantially reduce the carrying capacity of SH 1 through the town. Backlogs of hundreds of slow-moving or stationary vehicles extending over many kilometres (Friday p.m. & Saturday a.m. northbound; Sunday p.m. southbound) that delay travel times by up to an hour, are a common sight for those motorists fortunate enough to be travelling in the opposite directions. Such travel delays can only adversely impact on Northland's important tourism industry as well as freight and PT movement, motorists' frustration, increased GHG emissions, etc.

NZTA frequently recommends travel along SH16 to or from Wellsford as an alternative to SH1 but this in itself creates major traffic problems at Wellsford with merging traffic northbound and right-turning traffic southbound which holds up the through-flow of traffic travelling south on SH1.

NZTA's current indicative programme concludes that this situation will remain for at least a further 15-20 years, with Northland's economic growth being consequently constrained over that period.

7. CONCLUSIONS AND RECOMMENDATION

As acknowledged in various planning documents and reports referred to in this submission, it is vitally important for Northland's economic prosperity and growth that a safe, reliable and resilient road transport connection be established between Whangarei and Auckland. This can only be achieved by progressing the Ara Tuhono proposal first developed in 2010.

Significantly more funding that is currently proposed needs to be budgeted for to enable the project to progress at a faster rate than currently allowed for. Designation and consenting is expected to be completed with 2 years. Funding needs to be allocated to enable the next steps such as land acquisition, and detailed design work to be undertaken within the current 10-year RLTP.

Once again, we thank you for the opportunity to submit. We would willing to meet at any time with the team overseeing the development of the RLTP to discuss the content of this submission.

Automobile Association (AA)

The NZ Automobile Association (AA) appreciates the opportunity to comment on the Draft Auckland Regional Land Transport Plan 2021-2031 (Draft RLTP).

Compared to previous RLTPs, this document provides a clear window into what Auckland Transport (AT) is trying to achieve and why. It also provides a refreshingly candid and honest reflection on the challenges AT faces as it responds to an extremely complex transport environment in Auckland, and ever-increasing expectations and requirements from local and central government partners and from the public.

While we empathise with the challenges AT is facing, we do not believe the response it has offered through this draft RLTP is an adequate one. We do not believe the strategy underpinning AT's approach is logical or feasible, given the structure of the Auckland transport network (and its heavy orientation towards private vehicles). Further, we believe the results will fall well short of the needs of the transport system, the expectations of the public, and the aspiration of a liveable, climate-friendly and productive city that AT seeks to help realise.

This submission has been shaped by the findings of a February 2021 survey of Auckland AA Members, which explored sentiment on a broad range of transport issues, and garnered just under 600 complete responses.

Survey results

AA surveys consistently show that, above all else, Auckland AA Members want to see interventions that will improve the efficiency of the network, and take the delay and stress out of the trips they make.

In the February 2021 survey, respondents were asked to rate the importance of a set of different transport policy objectives. In response, 85% of respondents described the efficient movement of people and goods as very important or extremely important. Road safety was described in the same way by 79% of respondents, supporting the supply of housing by 76%, and providing a range of transport options by 67%. Environmental friendliness and better public health (59% and 58% respectively), and place-making (48%), were significantly less important in the minds of respondents. When asked what would be needed to make Auckland's transport system more efficient, the response is the same in every survey we run – more investment to address general traffic congestion and, alongside that, better quality public transport.

Congestion is Aucklanders' ultimate bugbear and they are desperate to see improvements in this area. In response to our February survey, a third of respondents reported experiencing stress-inducing congestion delays on most trips they make, and a further 20% on about half of their trips.

Three quarters of respondents reported delays of 10-20 minutes or more.

And when it comes to the 'how', Auckland AA Members indicate they want to see a balance between roading improvements, and upgrades and extensions to the public transport network – not solely a focus on one or the other.

We note that the AA survey results resonate closely with the feedback AT has received through its own channels, as referenced on page 83 of the document.

AT strategy – in principle

It has been apparent for several years that AT's strategy for managing the network is based on striving to absorb an ever-increasing proportion of the marginal growth in transport users on public transport (PT), walking and cycling. It is useful to see this clearly articulated on page 33: Auckland's transport strategy to avoid congestion increasing is to absorb future growth in travel demand by improving the public transport and active mode networks and encouraging

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more Aucklanders to change the way they travel. Targeted improvements to the road network to address key small-scale choke points also need to be delivered.

At a conceptual level, the AA does not believe this is the right strategy for the Auckland transport network. Simply put, we don't think it's practical or feasible, given the nature of demand patterns in Auckland, which continue to tell a story of the cornerstone role that private vehicles play.

New households and new businesses entering Auckland over the coming decade will have diverse travel needs, and will continue to rely predominantly on the flexibility and efficiency of private vehicles to meet those needs. Consequently, our view has always been that realising AT's strategy would involve a degree of mode shift that is simply unrealistic, and that the ultimate result would be a transport programme that severely degrades levels of service in for the transport mode that the vast majority of Aucklanders depend on.

To be clear: this is not to question the validity of developing the public transport network – modal shift towards public transport is important and should be both encouraged and facilitated. Rather, this is a call for an appropriate level of balance between encouraging public transport use and the need to adequately support private vehicles; the dominant mode of travel.

AT strategy – in practice

What we see in the Draft RLTP does little to assuage those concerns.

In order for its strategy to be brought to life, AT is forecasting mode shift on a monumental scale, with a number equivalent to 64% of Auckland's population growth being absorbed by PT and active modes over the coming decade. Yet no information is given about the anticipated changes in land use patterns (i.e., massive densification of origins and destinations) that would make it possible. Questions about mode shift aside, the outcomes section of the document doesn't suggest that the strategy will achieve its aims or deliver an outcome that will come close to meeting the expectations of most Aucklanders. Rather than being kept at bay, congestion is forecast to deteriorate markedly, with an increase in AM peak congestion levels of around 10%, and significantly more (in proportional terms) in the interpeak.

Moreover, we're concerned that that the actual congestion impact is likely to be significantly greater than AT's forecast. We note that:

- AT's regional model focuses exclusively on travel patterns in the AM peak, which are far less diverse than travel patterns at other times of the day, and are therefore offer much more scope for substitution by PT (i.e. many people travel directly from home to work, but make stops on the way home from work which make PT a less attractive option for their commute). The model is therefore likely to over-estimate the scale of mode shift, and any congestion relief that this might bring
- The document concedes that the amount of driving that Aucklanders do (Vehicle Kilometres Travelled, or VKT) will increase, but contests that it will increase at a significantly slower rate than it has over the last decade (i.e., in line with population growth, rather than outstripping it). No explanation is given for this slower rate, and we see no reason not to expect the factors that have fuelled the surge in VKT – development on the outer areas of the city and growth in GDP per capita – to remain present in the years ahead (even if economic growth is slow to return)
- Auckland's network operates so close to capacity that the impacts of any increase in VKT,
- even at a slower growth rate than that seen in recent years, would have a deep and lasting impact. The network performance curve is exponential, not linear, and small increases can quickly lead to flow breakdown
- AT's predictions run counter to what Aucklanders are experiencing on the network around them, and what the AA's own data shows. According to AA congestion monitoring, region-wide morning peak congestion increased by 6% between November 2017 and November 2020. AT's forecasts need to factor this in to any increases that are expected in the coming decade

AT's strategy manifests itself in a project mix that does not do enough to address the needs of general traffic. Alongside increased investment in PT, and demand-side interventions like working from home and (potentially, at least) congestion charging, we believe far more must be done to provide road capacity on the periphery of the network (both large- and small-scale interventions), the optimisation programme scaled up and geared more heavily towards private vehicles, and small-scale widening on targeted sections of the central motorway network.

The current approach appears to set Auckland on a path towards intolerably poor levels of service for the bulk of transport users in order to improve conditions for a much smaller sub-group. This outcome would be unacceptable to the AA, and would lead us to seriously question whether AT was delivering on its statutory purpose of delivering an effective and efficient transport system. To be clear, the AA is not proposing that AT seek to eradicate congestion (that would be impossible), but rather to bring its impacts back to levels that are more acceptable and appropriate for a city of 1.7 million. Currently, Auckland's congestion levels are comparable with cities like Melbourne and Sydney, which are close to three times its size – we believe the goal should be to bring Auckland into line with a similar-sized (but better performing) Australian city, like Brisbane.

Misalignment with customers

AT's approach does not align with what AA Members want or expect in terms of management of the transport network, and we believe it would represent a severe let-down for most Aucklanders. Far from a bold and assertive effort to improve conditions for general traffic, AT appears to be throwing in the towel.

Meanwhile, throughout the draft RLTP, car use is lamented, and described as if it is something that has been imposed on Auckland by some outside agent, rather than being the result of rational choices by the vast bulk of AT's customers – customers who choose to drive not out of an emotional attachment to their cars or a lack of civic-mindedness, but out of necessity.

None of this speaks to an organisation that is in touch with its customers, or tuned in to the real-world decisions being made by transport users. To our mind, AT isn't taking a realistic perspective on the role that private vehicles play (and will continue to play) in the transport network, and the cultural and economic forces at play behind that role. As a result, it will continue to struggle to win the trust and confidence of Aucklanders, and struggle to provide meaningful solutions to the transport challenges the city faces.

Climate change

The AA believes that waiting for Aucklanders to be able to afford and access sufficient numbers of battery electric vehicles to affect carbon emissions is not an adequate response to the pressing need for the city to reduce its transport emissions. The evidence suggests that the existing fleet technology will remain on Auckland's roads for some decades and that this existing fleet needs to be better managed in order for New Zealand to meet its obligations under international Climate treaties.

At a national level AA believes that Finland offers a useful model in terms of substituting fossil fuels with sustainable second- or third-generation biofuels which can make significant differences to emission levels with the existing fleet.

This must go hand in hand with interventions aimed at improving network efficiency (along the lines of those mentioned above), given the link between congestion and emissions. Cars in heavily congested networks spend more time with their engines running, and are required to accelerate from stationary positions more frequently, both of which mean increased emissions. To that end, we would argue that AT's approach to managing the network could end up doing more harm than good for its climate change goals.

The expected increase in congestion could also exacerbate a recent trend of population loss from Auckland to neighbouring centres (Whangarei and Tauranga, in particular). Auckland continues to grow, but Census data suggests that its recent growth rate hasn't been as high as expected, while Northland and Bay of Plenty have exceeded growth forecasts. If more Aucklanders choose to relocate due to factors like poor levels of transport service, the result could be increased amounts of driving – and therefore increased emissions – for New Zealand as a whole, as VKT per capita is typically higher in more car-centric regions.

Road safety

We are pleased to see AT's continued focus on road safety, and are generally supportive of the interventions that are proposed. AA Members tend to support road safety initiatives when they agree there is a safety problem and can understand the safety benefits of the interventions that are being proposed. We strongly encourage AT to be clear and transparent with the public when consulting on proposed road safety initiatives – both about why they are proposed and what they will deliver.

We question, however, the metric AT has used to describe Auckland's road safety performance (DSI per kilometre of road). DSI per 100,000 of population is a more common and, in our view, significantly more meaningful measure. We note that, when viewed in terms of DSI per 100,000 of population, Auckland's road safety performance stacks up quite differently in national terms (Auckland ranks second-best, behind Wellington).

Road maintenance

Under-investment in road maintenance around the country over the last decade has led to a marked decline in the condition of road surfaces, and this is a key concern for the AA nationally. We are therefore disappointed by the sub-optimal outcome expected as a result of the Draft RLTP, as reflected in delivery against the key road maintenance indicators. This points to a network that is being used beyond its expiry date, and has implications for safety, efficiency, customer experience, and longer-term budgets (given the additional costs of maintenance work once it's been deferred). We estimate that an additional sum in the order of \$100-200 million for the 2021-2024 period is required to address Auckland's share of the national maintenance backlog.

Congestion charging

We are pleased to see congestion charging referenced in the document, even if it is only to identify it as one of a number of policy areas that needs to be further explored. While any decisions around congestion charging are ultimately a central government responsibility, there is work that AT can do now to help advance the debate. Alongside the Select Committee review that the Minister of Transport has set in motion, we would like to see AT move quickly to progress the all-important process of engaging with the public, to build awareness and to help policy-makers understand whether this is something that Aucklanders are ready to accept. The AA would be very happy to contribute resources (i.e., our survey system and communications channels) to help make this happen.

Funding uncertainty

Question marks around the availability of central government funding (through Waka Kotahi) cast an unwelcome shadow of uncertainty over the Draft RLTP. Any reductions to assistance rates (below what is assumed) would have a disastrous impact on the quality of the eventual programme, and from a stakeholder perspective it is frustrating that inter-agency discussions around funding are not resolved before the Draft RLTP is brought to the public realm.

Specific projects

A number of projects in the proposed programme have been the focus of AA advocacy in the past, and warrant specific feedback:

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- Lake Road – the solution proposed for Lake Road will not, in our view, do enough to address the transport challenges faced on that corridor. Nor will it meet the needs and expectations of the local community. AA surveys show far greater local support for a scaled-up approach, which would result in four-laning on long stretches of Lake Road, as well as separated cycle ways. If it proves impossible to fund a larger-scale approach (which we understand would cost in the realm of \$100mn) through existing channels, we would like to see AT and Council explore with locals the possibility of a targeted rate to help meet the shortfall (as per the Rodney Transport Targeted Rate, referenced on page 62). Such a rate would pose challenges from a public acceptability perspective, but our survey work suggests that locals might be willing to consider it, if it was the only way of achieving a more satisfactory result
- Connected Communities – the AA acknowledges and supports the logic behind AT’s vision for whole-of-route bus lanes on strategic corridors across the isthmus, but it must be delivered in a way that achieves genuine benefits in terms of corridor productivity. Too many existing bus lanes are not carrying a sufficient proportion of the total person trips on the corridor, meaning that the majority of transport users (in this case, motorists) are being forced to suffer significant delays in order to enable faster trips for a relatively small number of bus users. We agree that it can make sense to deliver bus lanes slightly before they are justified by existing demand, to determine whether there is latent demand for travel by bus. However, if, after a reasonable period of time, a bus lane continues not to be justified by demand (in terms of lane throughput) AT must be prepared to amend its approach.
- Supporting Growth – access to the high-growth areas on Auckland’s periphery is an urgent and immediate priority, and funding needs to be made available to bring the Supporting Growth programme forward. Delaying delivery to the extent envisaged will have major consequences for the quality of life of current and future residents of these parts of the city – in its current form, the Draft RLTP gives them little to feel optimistic about.
- Optimisation – we strongly support the focus on network optimisation, and the principle of getting the most out of the existing network before investing in new infrastructure. In keeping with our comments about AT’s strategic approach above, however, it is our strong view that the optimisation programme must give an appropriate level of prioritisation to general traffic vis-à-vis PT and active modes, if it is to fulfil its potential
- East-West Link – we note our frustration with the delays and uncertainty around this project. Any reference to it in planning documents begs the question: when are stakeholders going to be given more information about what is planned, under what time-frames? How are the very real transport issues that gave rise to this project going to be addressed in the interim?
- Park and ride – the AA welcomes further investment in park and ride facilities in Auckland, but the \$50 million sum allocated (which would deliver an extra 2000 parking spaces, assuming a capital cost of \$25,000 per bay) is only a fraction of what is required. Park and ride represents an excellent opportunity to win a greater number of Aucklanders over to PT, but to perform its proper role in the transport system, we believe 10,000 additional spaces are required over the 2021-2031 RLTP period

Concluding remarks

In summary:

- Aucklanders are crying out for a more efficient transport system, and they see this as being one with less congestion and better public transport.
- AT’s strategy manifests itself in a project mix that does not do enough to address the needs of general traffic – the mode that will provide for the bulk of growth in motorised person-kilometres travelled on the network and will remain the dominant form of travel in Auckland through the period of the Draft RLTP.

- The current approach appears to set Auckland on a path towards intolerably poor levels of service for the bulk of transport users in order to improve conditions for a much smaller sub-group.
- We believe the results will fall well short of the needs of the transport system, the expectations of the public, and the aspiration of a liveable, climate-friendly and productive city that AT seeks to help realise.

Again, thank you for the opportunity to provide feedback on the Draft RLTP. We would be delighted to meet with the team responsible for putting together the final document to discuss our comments, and findings of the recent AA Member survey, in more detail.

Titirangi Residents & Ratepayers Association

Thank you for the opportunity to present the Titirangi Residents & Ratepayers Association (TRRA)'s submission on the DRAFT Auckland Regional Land Transport Plan 2021–2031

This submission is made by The Titirangi Residents and Ratepayers Association, a non-profit incorporated society formed in 1987 to promote and represent the interests of ratepayers and residents in the Titirangi area. The Association can be traced back to the 1920s when an unincorporated society is recorded as lobbying Council regarding roads.

Before commenting on the draft itself, we would like to make the following notes.

- You must be aware that nearly all submitters read consultation documents on a computer screen, not on paper, yet you are still presenting these in a way that is unworkable on a screen. We cannot understand why you are still giving us PDFs. A five-page PDF is fine; a large one is almost impossible to review effectively. This actively deters submitters, makes a proper review very hard to achieve, and invalidates all your statements of intention about supporting the public to 'have our say'.
- The main document is 88 pages, over 25,000 words, and lavishly formatted with numerous large photos, decorative items and graphics. Because only small chunks of information can be read at once, despite laborious scrolling, it is not possible to get a sense of the whole and what is in it. In the Appendices none of the tables can be seen in one view on the screen, one has to scroll across each line laterally. Shrinking it to include the table makes the type too small to read. This makes it impossible to review your proposed expenditure properly
- Worse, for those who rely on text to speech equipment, PDFs do not work. There should always be an alternative offered (e.g. Word, html or ePub format), so that a screen reader can read out text without glitches. Council may think accessibility is hard work, but actually it is not, and there is a moral duty to make the necessary adaptations. We ask you please to take this seriously.
- None of the maps in the main document is legible because the images are too low-definition. We assume nobody checked these from a submitter point of view before presenting them.
 - The map on page 34 appears as a lot of squiggles on a hazy grey background.
 - In the p44 map of the Rapid Transport Network, even the heading is illegible. The map legend is a blur, and it is not possible to identify what the map aims to portray
 - The image on p72 shows large numbers placed on a map, but as the text is illegible, one cannot guess what these are for.
 - In the Existing and Emerging Significant Service Deficiencies map on P73, the legend and descriptor are illegible and the image too indistinct to reveal its purpose.
 - The very important, detailed map on P16 of the Appendices document cannot be read at all because it is set sideways on the page. This is an outright insult. What are we supposed to do, turn the computer screen on its end?
- We also ask please that you set a standard for simple English in these documents. This one is full of jargon that is probably specific to transport engineers. Using simple English words such as 'could' or 'may', instead of 'appears to present an increased likelihood of', would also reduce the size of these documents a lot.

Thank you for your attention to these important points.

Key Points on the Draft

1. Cycleways:

- We strongly support the decision to invest in cycleways.
- You state that we have currently 7,638km of arterial and local roads and 348km of cycleways, i.e. we have cycleways on about 4.5% of the roadways.
- By contrast, in the Netherlands, there are around 35,000 km of cycleways – 25% of the 140,000 km road network. Across a range of European cities, between 20 and over 50% of trips are taken by bike. We urge AT to encourage a far greater take up of cycling by creating enough cycleways.
- Safety for urban and rural cyclists is of great importance and the growth of cycling

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depends on this. Again, in the Netherlands, only on roads and streets with a low speed limit do bikes and cars share the same road-space. Cycleways are a priority wherever possible, particularly on rural roads.

- The advantages of increasing cycling can't be disputed, particularly to connect with Auckland's urban areas where population and traffic density is an issue. Bikes emit no air pollutants and don't congest roads; far more bikes than cars can fit on a km of road space, and parked bikes (assuming bike stands) take up a fraction of the space of cars.
- This issue is now less a choice, more an imperative. Council has a legal obligation to meet emissions targets. The recent Climate Change Commission report states that the average distance per person that is travelled by walking, cycling and public transport can be increased by 25%, 95% and 120% respectively by 2030. We cannot see this being achieved in this plan.
- In AT's own 2018 research, data clearly show the major increase in public acceptance and take-up of cycling for regular trips and significant majority support for more cycling in Auckland.
- AT needs a dedicated unit to develop walking and cycling strategy. We understand that the Walking, Cycling and Road Safety Unit was recently axed: this must be reinstated.
- The draft plan contains a comment that cycleways are complex and expensive to create, yet Council is not financially supporting many quite low-cost Greenways plans. This is particularly felt by us: to complete the excellent Waitakere Ranges Local Board Greenways Plan would greatly support people to take up active mode transport, but the money that had been available for this was withdrawn in the Emergency Budget. The entire project is costed at only \$50 million over ten years and provides a whole infrastructure of walking and cycling tracks.
- You are planning only an extra 200km of cycleways for the ten year period, only 20km a year, which overall will mean that still only 7% of our roads will have them. We can see only \$475 million being spent on this (Appendices). We are not happy with this low level of investment and believe it needs to be much higher, and also more strategic. It is not about putting a cycleway on a new four lane highway, but enabling everyone to cycle to work in New Lynn, Henderson or other centres. Active mode transport growth could make a bigger dent in our emissions than even public transport can: at such a level of investment, Auckland will struggle to come anywhere near its targets.

2. Public Transport

- Overall in the draft plan we strongly support the increases proposed to road and rail transport, although over a ten year period would like to see more investment, and even a strategic 'de-prioritisation' of new roading projects.
- The Climate Change Commission envisages an Aotearoa where cities and towns are created around people and supported by low emissions transport that is accessible to everyone equally. We have a long way to go in Auckland to achieve this.
- People are taking up public transport as fast as AT can provide it. They want a proper, integrated public transport network, and this is still quite a way away. In the draft plan, although we see investment in public transport, there is still significant investment in upgrading and increasing our main roading networks to serve private cars. AT cannot serve two goals at once. We read about 'new transit and dynamic lanes', projects like the Mill Road corridor in the south, Penlink on the Whangaparāoa Peninsula and more.
- By continually upgrading roading amenities, the incentive for people to use (and demand) public transport is suppressed. Roads are costly in every way, and we ask AT instead to take a truly strategic approach; we are concerned that you still see roads as the priority, and public transport as the 'nice to have'.
- We believe too that much more emphasis on electric rail is needed. Per km, many more passengers can be carried at a lower infrastructure cost than by road. Also, given that it is very hard to build an electric heavy vehicle, we need to get freight off the roads and onto trains, as has been said for many, many years.
- There is still a significant issue around public transport for much of our area. None of our more remote communities is properly served. The map in the Appendices (p16) cannot actually be read, but one glance shows a huge concentration of projects in a defined central corridor, and absolutely nothing west of Glen Eden.

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- In the draft plan, we read: “Outside the central area ... public transport attracts a lower share of commuting trips, even after an extensive reorganisation of the bus network to improve frequency, reliability and coverage (the New Bus Network)”. Please note carefully that locally, no improvements have been seen at all. People want public transport, yet before the roll out of the ‘New Bus Network’, we heard of not one consultation by AT to actually find out what communities need.
- Had you consulted, you would know, for example, that communities urgently need a review of the 171 bus service through Laingholm, Woodlands Park and Waima. They need an hourly service on that side of Titirangi, including weekends and evenings (like the South Titirangi service). The service needs to run both ways through Laingholm (as it did before AT’s involvement). We need more bus stops, and all should be accessible. The bus timetable needs to accommodate the schools’ timetables and incentives are needed to encourage children to use the bus to go to and from school, which would get cars off the road, reduce carbon emissions and improve safety outside our schools. An express service is very much needed between New Lynn and the City.
- We are dismayed that \$353 million can be spent on “A combined programme facilitating technology change to support the design, operation, and use of the public transport system, better customer experience, plus maintaining IT equipment and business applications. This also includes allowance for Integrated Ticketing costs”, but AT still cannot afford to put more bus stops in our villages.

3. Speed and safety

- We are concerned that while \$650 million is being spent on “improvements targeted towards speed management, high risk intersections, high risk corridors and vulnerable road users”, a lot of expense may be incurred without increasing safety.
- We want to see more speed reductions applied, and feel this is the most effective way to improve safety. We see other approaches taken that cost a lot, but are not that effective, and some actually encourage increased speeds. In our area we have small villages and stretches of rural-type connecting roads : hard white kerbs, reflective road signs and white barriers create an urban environment and visual pollution that we don’t want, and they make drivers feel safer to travel at high speed. Brilliant hi-reflective corner chevrons on dark roads continue to dazzle us with headlight reflection, and other reflective signs create a confusing visual field. We strongly request that AT apply a different approach to the Waitakere Ranges Heritage Area from what is applied in urban environments. What is a safety measure in one area can actually be a hazard here.
- We are also very concerned about the snail-like progress on roading repairs, addressing slips, as well as evident cracks and subsidence in roads and pavements. This is a major safety issue and needs to be prioritised. The inability of residents to get a response from AT about this has been continual since AT was first set up, whereas Waitakere City Council’s response was always almost immediate, and in fact until very recently the only major work done to address degraded roads in the Waitakere Ranges Heritage Area dates from the legacy period. We are concerned that our local safety is continually deprioritised behind developments like those listed above.

4. Environment

- The road corridor in the Waitakere Ranges needs care and attention and cannot be addressed in the same way as the suburban road corridor.
- Weeds are a continued serious problem, and wherever AT still has responsibility, it is very important that these are managed properly. Right now in many places there is rampant convolvulus, large infestations of ginger, elephant grass and agapanthus taking over large areas and other climbing and ground smothering weeds rampant, to the point where eradication is likely to be an enormous challenge. Weed eradication also has to be carried out properly: some approaches simply encourage more proliferation. This is very important and we urge AT to pay proper attention to it wherever it has a stewardship role.
- We also oppose the blanket replacement of the softer sodium street lighting with very highly radiant LEDs. There are two reasons for this:
 - In our village streets at night, the new LEDs are genuinely dazzling, and drivers need to squint their eyes to be able to pick out the details of the road properly, particularly when suddenly meeting

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bright illumination around a dark corner. This is hazardous and we really advocate against simply installing them everywhere. Maybe less powerful LEDs could be used in such environments, and we ask AT to look at this carefully.

o Their use affects pollinators, and the loss of moths is a serious issue. This country is highly dependent on pollinators economically, but also so is the entire ecosystem. This is not a minor consideration and we ask AT to trawl the current research on this: there is plenty available and it is compelling.

- Finally, we are concerned to read of a blanket initiative: “Improving unsealed roads to reduce sediment run-off and improve stormwater quality”. Unsealed roads should not be seen as roads that require sealing. We draw AT’s attention to this simple 20-year old manual from the USA on how to keep an unsealed road in good repair, at low cost, to protect against erosion and material being carried away by stormwater using Best Practice Maintenance. All the unsealed roads in Auckland need to remain unsealed. Not everything needs to be urbanised, and indeed, doing so can in many cases detract significantly from natural amenity values. The unsealed roads in the Waitakere Ranges Heritage Area are part of the heritage features of the area and must not be sealed.

- Concern about “reducing sediment runoff” needs to be extended to the type of surface used on sealed roads. Tar and chip creates a tsunami of excess chip being washed off the roads into our waterways. It blocks them, causes flooding & damages the ecology, not to mention the total and utter waste of money. It is less hard wearing than tarmac and is a totally false economy. We would far rather you repaired less km of seal per year properly with tarmac than doing it badly with tar and chip.

Thank you for the opportunity to submit our response to the Draft RLTP.

Retirement and Policy Research Centre

The Retirement Policy and Research Centre (RPRC) is based in the Department of Economics at the University of Auckland Business School. Information on the people and their research is found on the website at <http://www.rprc.auckland.ac.nz>. This feedback is focussed primarily on safety issues for seniors, children, and people with impaired mobility.

The Draft Auckland Regional Transport Plan (RLTP) states:

In 2019, Tāmaki Makaurau achieved a milestone with more than 100 million public transport boarding's made – the first time that number had been achieved since the early 1950s..... More than a third of Aucklanders live within 500 metres of a frequent public transport service, yet the majority.... still choose to use a private motor vehicle for most trips. ... many more Aucklanders need to access (public & active) transport choices to reduce congestion, Greenhouse Gas (GHG) emissions and deaths and serious injuries (DSI) on our roads. (page 3) Since the Britomart Train Station opened,... annual train patronage has increased 755% between 2003 to 2019 (2.5 million to 21.4 million). Since the Northern Busway opened in 2008, annual bus patronage has only increased by 60% from 43.6 million in 2008 to 73.1 million in 2019. Over \$7.5 billion of new rapid transit projects are now either in construction or are in detailed design. (page 6)

Comment: This is clear evidence that public transport has not been meeting the needs of the public when it has taken 70 years and an 500% increase in the greater Auckland population (from 319,000 in 1950 to 1,630,000 in 2020) (See

<https://www.macrotrends.net/cities/21957/auckland/population>) to once again reach 100 million annual public transport boarding's.

Outer suburbs and lower-income suburbs of Tāmaki Makaurau are poorly served by irregular and expensive public transport. In particular, public bus transport is failing to deliver a desirable alternative to private vehicles.

Recommendation 1: To produce better outcomes for Auckland, use public consultation to explore the reasons why public bus transport is failing to deliver a desirable alternative to private vehicles.

RLTP states:

In July 2020 the council unanimously passed the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, which boldly aims to halve Auckland's greenhouse gas emissions (GHGs) by 2030. The plan's main transport actions are to encourage mode switch to public transport and active modes, decarbonise AT-contracted buses, and advocate to Central Government for policies to support lower and zero-emission vehicles.

In 2019, an additional 16,600 cars (330 per week) were registered in Auckland, adding to congestion, contributing to increased emissions, clogging freight movements and costing time and money. The road transport system contributes to 38.5% of Auckland's emissions and the final advice and Central Government's response to it is critical to tackling climate change. (page 4)

Comment: From 2018 to 2019, on average, the population of Auckland was increasing by 480 each week, so the corresponding increase in car numbers is not surprising. People struggled to rent or buy a house, but they could buy a car so they could get to work. An unreliable public transport system gives people little choice.

RLTP states: Covid-19 has impacted some parts of our community harder raising social equity issues. Covid-19 has also changed the way we work. The rise of office meeting software such as 'Zoom' and 'Teams', has significantly impacted transport in Auckland, with major structural shifts in the need to travel for work purposes. People travel on buses, trains and ferries less frequently, with some have returned to the perceived 'safety' of private motor vehicles. As a result,.. Auckland Transport (AT) has had to rely on greater funding support from Auckland Council, and the Covid-19 Response and

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Recovery Fund to maintain services and top-up reduced capital expenditure through the Government 'shovel-ready' programme. (page 5)

Comment: Covid-19 impacted those on lower incomes in lower-skilled occupations more severely than other groups in the community who were able to continue to work and earn from home. Occupations in hospitality and retail were hit particularly hard, and many have lost their employment permanently. Access to public or private transport matters less when you have no money and nowhere to go.

RLTP states: In 2017, 813 people died or were seriously injured (DSI) on Auckland roads. Provisional numbers for 2020 show a continued decline since then, with 539 DSI for the year ending 31 December 2020. ... Auckland continues to have one of the highest rates of pedestrian, cyclist and motorcyclist road deaths in the world.... Eleven people died in the last two months of 2020 and 7 people died on Auckland's road network in February 2021 alone. (page 5)

Comment: A recent positive change to Auckland City roads is the lower speed limit, reducing the fear and risk for pedestrians. Unfortunately AT has introduced frequent variations in the speed limit, from 30kph to 40kph and back again on the same street. The random variation appears to encourage motorists to ignore the speed limits. Police issued more than 400,000 infringement notices for using a phone while driving in 2020, and between 2015 and 2019 there were 22 deaths and 73 serious injuries from crashes in which drivers were distracted by a phone. (See <https://www.nzherald.co.nz/nz/fine-for-using-cellphone-while-driving-jumps-to-150-a-heartbroken-sons-warning/GAKSZA5WP2RUTH2AHGLFADIUDM>)

Yet the fine for drivers caught using their phones behind the wheel has recently increased from only \$80 to only \$150. Senior Road Users are more likely to be injured or die following a crash than younger people. In Auckland between 2015 to 2019, Senior Road User crashes resulted in 58 deaths and 398 serious injuries.(4)

| Age group | 2017 | 2018 | 2019 | 2020 |
|-----------|------|------|------|------|
| 16-19 | 10 | 14 | 5 | 7 |
| 20-24 | 19 | 18 | 14 | 10 |
| 25-39 | 30 | 30 | 25 | 21 |
| 40-59 | 33 | 28 | 42 | 27 |
| 60+ | 25 | 34 | 32 | 24 |

Recommendation 2: Standardise 'safety' speed limit at 30kph in main pedestrian areas and around schools.

Recommendation 3: Increase the penalty for drivers using phones behind the wheel to \$1,000.

RLTP states: New safe cycleway infrastructure and shared paths have been built and progress is being made on the remaining elements of the Urban Cycleway Programme such as Te Ara Ki Uta Ki Tai (Glen Innes to Tāmaki Shared Path)...

There has been a 16% increase in trips on bikes since 2016 and this will accelerate once the Urban Cycleways Programme... is completed. (page 7)

... Covid-19 highlighted the value of previous investments in AT HOP and the AT Mobile app and we are increasingly seeing the role technology can play in making our roads safer through the likes of red light cameras and more productive dynamic laning. E-scooters and e-bikes for hire and car-sharing schemes are further evidence of how technology is enabling changes in the way we travel. Ongoing investment in technology with a focus on transport customers is an important piece of the puzzle when it comes to delivering a better transport system. (page 9)

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Comment: All users of shared paths are required by law to use them fairly and safely. When bike-riding on a shared path you are required to: Keep left; When approaching pedestrians from behind, let them know you are there by politely calling out or ringing a bell; Pass on the right when possible, or pass in the safest way; Ride at a speed that does not put others at risk; and e-bikes should be at their lowest power setting.(6)

Cycling is excellent for fitness, a great way to get around, and an active mode of transport, as is walking, not to be confused with e-scooters or e-skateboards. The Auckland Council decision to restrict e-scooters to footpaths has destroyed the enjoyment of walking in the city and suburbs. Auckland surgeons are operating on more e-scooter injuries than motorbike injuries,(7) and e-scooter crash victims are arriving at hospital with the sort of traumatic, multiple injuries usually only seen after car crashes.

In January 2020, Auckland's e-scooter-related injuries cost taxpayers over \$40,000 per week. (8)

Recommendation 4: Improve safety for pedestrians, and restore Auckland City as a desirable destination by adapting the 2019 Proposed e-scooter regulations in France, promoting both user and pedestrian safety, including:

- Riding on the pavement is prohibited unless at walking speed.
- Only one rider is allowed per device.
- No mobile phone use or headphones are allowed while on the e-scooter.
- Users must use cycle paths where available.
- E-scooters' top speed is capped at 25km/h.
- Users riding on permitted faster roads must wear a helmet and high-visibility clothing.

Any infringement of these regulations is punished by a fine of NZD \$232, and up to NZD \$2,581 for exceeding the speed limit.

(4) See <https://at.govt.nz/driving-parking/road-safety/senior-road-users/>.

(5) See <https://www.transport.govt.nz/statistics-and-insights/safety-road-deaths/>.

(6) See <https://at.govt.nz/driving-parking/road-safety/senior-road-users/>.

(7) See <https://www.nzherald.co.nz/nz/auckland-surgeons-operating-on-more-e-scooter-injuries-than-motorbike-injuries-with-total-costs-passing-400k/LD3YERKQA32LIR5G54QUN56C2Q/>.

(8) See <https://www.stuff.co.nz/business/111121216/acc-pays-out-740000-for-escooterrelated-injuries-in-five-months>

RLTP states: Road pricing (or congestion pricing) is another important area of regulatory change. The current way Aucklanders pay for using their roads (primarily the Regional Fuel Tax) does not incentivise them to be used in the most productive way, or support climate change outcomes. (page 10)

Comment: A recent NZHerald OpEd noted that “People living in poorer suburbs bear the brunt of the RFT. They tend to live in areas without easy access to public transport so are more likely to drive more and in cheaper, fuel-inefficient vehicles.. resulting in the purchase of more fuel”.(9) While the recommended solution was punitive tolls for single- occupancy vehicles, there are other ways in which congestion charging can be applied, without penalising inner-city dwellers.

Recommendation 5: Investigate the design and application of congestion charges in London, and user charges in other jurisdictions, while ensuring adequate protections for city dwellers.

Other Comments: RPRC endorses the Total Mobility scheme supporting people who cannot use public transport to travel, all or some of the time.

Contracted taxis: In Auckland, those who are eligible get a subsidised rate (a 50% discount, up to a maximum subsidy of \$40 per trip) on contracted taxis for door to door transport, and an accessible concession loaded on a Total Mobility AT HOP card used to pay for discounted travel on public transport.(10)

Mobility Parking Permits: allows parking near the destination in accessible reserved parking spaces, or parking longer than the stated time in certain car parks and metered spaces. Eligibility criteria include:

- Inability to walk and always require the use of a wheelchair.
- Ability to walk distances is severely restricted by a medical condition or disability..
- A medical condition or disability requires physical contact or close supervision to safely get around and cannot be left unattended. For example, if you experience disorientation, confusion, or severe anxiety. (11)

AT HOP card: The reusable pre-pay smart card for travel on trains, ferries and buses around Auckland saves at least 25% discount off single trip cash bus, train and ferry fares, excluding SkyBus bus services and Waiheke ferry services.

Gold AT HOP(12) cards cost \$10 and must be loaded with at least \$1 HOP Money at the time of purchase. The \$10 card purchase price is non-refundable.

Recommendation 6. The RLTP requires urgent attention and adequate solutions to address Auckland’s immediate and long-term transport-related problems, and improve passenger safety on public transport, before, during and after the journey; pedestrian safety on footpaths and roads; and public health generally.

(9) See <https://www.nzherald.co.nz/nz/ranjana-gupta-mitigating-aucklands-traffic-woes-through-tax/ZFLMV3DFJSFG5OU56DHBQIHMMI/>.

(10) See <https://at.govt.nz/driving-parking/road-safety/senior-road-users/>.

(11) See <https://at.govt.nz/driving-parking/road-safety/senior-road-users/>.

(12) See <https://at.govt.nz/bus-train-ferry/at-hop-card/card-concessions-discount-fares/senior-supergold-concession/buy-a-gold-at-hop-card/>.

Auckland City Centre Resident's Group

CCRG Submission on the Draft Regional Land Transport Plan (RLTP)

Every infrastructure decision is inevitably a climate decision – this is entirely applicable to Transportation.

What we spend our money on, is what we value.

This RLTP with its 10-year time frame, is the most important transport spending plan for climate for Auckland.

While there are some good projects in the plan, it fails to deliver cycling infrastructure at anything like the rate required, and it fails to reduce emissions in line with our commitments.

The overarching aim must be to decarbonise our transport system.

Our view on this draft RLTP is that these proposals will not achieve this, and therefore do not recognise the urgency of our climate change situation.

This plan won't reduce emissions by 2030 despite the city committing to halving its carbon footprint.

In fact, it is expected that transport emissions may increase by 6 per cent by 2031.

For some years now, Auckland Council's aim has been to reduce transport emissions – yet the business-as-usual transport plans the Councillors are regularly asked to approve do the exact opposite.

This one is little different as it may actually lead to an increase in emissions.

Transport is Auckland's biggest source of emissions, at around 40%, it's the fastest rising source of emissions, and it also has an outsize impact on our daily lives – this is utterly clear in the city centre where we live, which regularly has the worst air quality, especially black carbon, in NZ.

The Government Policy Statement on Land Transport (GPS) lays out four strategic priorities, one of which is climate change:

Developing a low carbon transport system that supports emissions reductions, while improving safety and inclusive access.

To meet the GPS requirements, the draft RLTP must lay out a plan for a low carbon transport system and not just be an "electrified" version of what we currently have. Reducing emissions needs to involve systems change, which also fundamentally would address safety and inclusive access outcomes.

The draft RLTP also minimises the improved travel options and access possible from other decarbonisation pathways:

Because the adoption of EVs cannot happen quickly enough to deliver the required reductions by 2031, meeting the Council's target would require very strong interventions to reduce demand for private vehicle travel. Potential examples include road pricing schemes that would dramatically increase the cost of driving. While such an approach would achieve climate outcomes, perverse social, cultural and economic outcomes would also be expected under settings this strong.

The statement is incorrect. We understand how it will appeal to those fearful of faster and more fundamental change, but it is a serious misrepresentation of the decarbonisation options available to Auckland. Road pricing is not the "very strong intervention" that is required; it can be part of the solution if it accompanies other much more major tools within an equitable framework of systems change. The above statement about "perverse" outcomes ignores the more fundamental systems changes that have long been needed to deliver better social, cultural and economic outcomes.

Reducing transport emissions is a co-benefit of these holistic systems changes. Indeed, reducing demand for private vehicle travel is best achieved in a way that is primarily designed to deliver better social, cultural and economic outcomes.

What we must do is reduce traffic volumes by putting vehicle kilometres travelled (VKT) reduction at the core of travel demand management, by using every lever available.

This draft RLTP does not attempt to reduce traffic volumes, but instead show it continuing to rise. Sprawl must be discouraged, and if not then public transport and active modes must be installed to service those greenfield developments first. More roads only create more traffic, and new roading for housing development comes at a direct cost to sustainable transport and the environment. Achieving a “quality compact urban form” was an underlying principle of the Auckland Plan, and the Unitary Plan, key strategic plans out by the council in its first two terms, with public backing. This focus must be maintained.

It seems so much easier to find money for capital improvements (if it supports sprawl) than to find money for operating expenses (such as for a better bus network to support the existing population). This needs to change.

Reduce PT costs

In a climate emergency all levers must be applied to shift transport modes from single occupancy vehicles. When AT’s own modelling shows that rising PT costs decrease PT use, then costs must come down, not go up as is currently occurring every year by up to 10%.

The Auckland Climate Plan requires 64% transport emissions reduction by 2030. Applied today this would require 2/3 petrol stations closed. 2 out of 3 of the existing cars no longer being driven. How does the RLTP plan to achieve this? Answer – it doesn’t as it doesn’t provide the most meaningful practical policies.

The RLTP doesn't even mention cycling as a solution to climate change, and claims "perverse social, cultural and economic outcomes" if we actually pull the levers on climate action, whereas in reality those things will be the result of failing to act on Climate Change in meaningful ways right now. EV’s do provide some air quality benefits but these are undermined by factors relating to their production, the plastic discharge to the environment of their tyres and brakes like any other ICE vehicle, disposal and the obvious kickers – they take up as much space as any other vehicle, and will continue to kill and maim 100’s every year.

Transitioning our vehicle fleet to EVs over the next 8 years is estimated to cost about 25 billion dollars, that's the cost to electrify half of domestic vehicles (public transport and heavy vehicle cost not included), and won't even achieve our emissions aims. It's simply not a solution.. Nor is the cost of supporting infrastructure. It won't solve congestion, either - in fact, it will probably make things worse.

A safety programme.

This should no longer be a “programme” but instead the overarching principle that shapes strategy and decides whether projects and programmes are even included. Safety is the backbone of both mode shift, and of creating liveable places to complement intensification.

The draft RLTP overstates the safety improvements possible through electrification. Yes, EVs, may provide better ANCAP ratings, and may be quieter – but this also brings a heightened crash risk to vulnerable road users. EVs also have the benefit of lower operating costs, so we might expect this will lead to increased driving, which in turn increases the safety risks to other road users. So ANCAP are not a complete picture of the safety situation - it ignores the safety achieved via mode shift to active modes.

Also, “safer vehicles” is only one strand of the Vision Zero approach, which has been poorly summarised in the draft RLTP and does not mention the core tenet of Vision Zero - the “primary emphasis on system designers” - which requires more attention to:

- move mode shift away from driving, which is the mode that causes the most DSIs, to PT & and active transport, the safest modes for all road users
- Moving responsibility away from bus, truck or taxi/rideshare drivers to the companies employing them to be safe and compliant
- Safe systems such as temporary traffic management that is focused on the safety and amenity of the most vulnerable road users
- Safe operations such as enforcement and responses to network failures by prioritising the safety of vulnerable road users
- Safe road rules rewritten with the needs of a vulnerable road user at their core
- Safe regulations, design manuals and monitoring systems
- Planning methods that prioritise short distance, active trips over long distance trips requiring motorised vehicles

Reducing Vehicle Kilometres Travelled (VKT)

Reducing VKT must be an immediate goal and therefore must be a key metric of the RLTP. However, the draft RLTP opposes this and states that we can only try to accommodate future growth in travel demand via sustainable modes, not to reduce VKT – this attitude needs to change. Council's own, agreed Climate Plan sets a specific target of vehicle kilometres travelled being reduced by 12%, therefore this the bare minimum that should be in the draft RLTP.

The GPS also lays out how this can be achieved:

“Mode shift in urban areas from private vehicles to public transport, walking, and cycling will support efforts to reduce emissions”. And the GPS's requirement: “Investment decisions will support the rapid transition to a low carbon transport system”.

Both Council and the Government have directed Auckland Transport to reduce vehicle km travelled (VKT) and not just attempt to hold it steady, clearly contradicting Auckland Transport simply declaring that we need to “hold VKT steady” so that electric vehicles can then reduce emissions. However, underlying that is the question of what drives transport emissions and the answer is poor planning and investment decisions.

A major component of traffic volumes is road capacity. Yet the draft RLTP discusses projects that increase road capacity as if they are improvements.

Capacity increases are not improvements, they are methods for increasing traffic.

Walking Priority

The yearly figures on the appendix A are most alarming pushing out essential cycling and walking expenditure out a further year – These need to be brought forward to Year 1.

Only \$49 million for new footpaths for all of Auckland over 10 years, is not nearly sufficient.

Allocate 10% of the total transport capital budget for pedestrian infrastructure, (and a further separate 10% for cycling projects).

Much more attention must be paid to both the environmental and health and well-being benefits walking brings. Sitting in an electric car is still sitting in a car. By encouraging walking and cycling, we can not only reduce emissions, but improve public and personal health and the ‘liveability’ of our city.

Walking works well when combined with public transport. Please prioritise create better, safer walking connections between where people live, work, shop and go to school, and public transport routes.

Our cities can and should be places where nature flourishes. Let's make as many footpaths as possible greenways, not concrete jungles.

Short walking trips replace long car trips to work once people get sick of the long commute. Short

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walking trips replace medium length shopping trips once people start shopping locally. Short walking trips replace being chauffeured. Short walking trips replace short driving trips.

These shifts happen when Low Traffic Neighbourhoods are provided. Or when walkability is improved. It requires safety, which is a fundamental right. And something we're not currently providing.

A complete low traffic neighbourhood (LTN) plan

Low Traffic neighbourhoods that encourage walking and other active modes for those 2-3 km trips are required throughout the entire city, including industrial areas, within the decade.

LTNs are good transport planning where we divide the city into blocks where the streets are quiet and for access only, with no through-traffic. This is a cheap way to re-create a healthy road system, lower traffic volumes and enable mode shift and reduction in car use if not ownership.

Right now, our streets are dominated by cars, and that means everything else tends to end up on the footpath, making life difficult for many pedestrians and people with disabilities. More people will choose to walk if we make footpaths safer and less cluttered. We need much more investment in safe footpaths for people on foot and users of low-speed mobility devices, and investment in safe, separated cycle lanes for bikes, e-bikes and e-scooters.

LTN's reduce traffic, improve air quality, drastically cut injury crashes, and they are the single most effective method of increasing active travel.

This is a system that can deliver on our safety, health and climate.

Access for Everyone (A4E) – for the city centre this is a core part of the City Centre Masterplan.

<https://www.aucklandccmp.co.nz/access-for-everyone-a4e/vision-for-a4e>

A4E was specifically developed to address the future disruption from the CC2M light rail project and enable Auckland Council's city centre priorities.

It is on the main driver of the City Centre Master Plan refresh which was adopted by the Planning Committee on 5 March 2020 – and the RLTP also needs to focus some energy and budget on delivering what is in the CCMP, and A4E can be rolled out across the city metro and village areas.

Safe cycling networks

An Auckland Cycling Network was approved by Auckland Council in 2012.

A full 70% of this network was supposed to have been delivered by 2020, with the remaining 30% delivered by 2026. Clearly this has not been achieved. An AT Board report late last year stated Auckland achieved ZERO percent Mode Shift towards cycling and transit between 2013-2018.

This full Auckland Cycle Network should be completed in the first half of the decade, so its completion date is as originally intended. Auckland Transport's claim that this would be too expensive is based on their misconceptions about the value of cycling infrastructure as a way to reduce emissions. We simply cannot ignore the enormous climate, health, community, and amenity positive outcomes that cycling provides.

The yearly figures on the appendix A are most alarming pushing out essential cycling and walking expenditure out a further year – These need to be brought forward to Year 1

Allocate 10% of the total transport capital budget for cycling projects.

This is needed throughout the entire city, including industrial areas, within the decade.

Tactical methods should be used to enable quick progress.

Public Transport Improvements

The rapid transit and public transport programmes are really pretty good and positive. Some of them are expensive because instead of using road reallocation to provide the corridors for the buses or

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light rail - as they have been instructed to do – there is an insistence in this draft RTP on widening corridors. The expense, therefore, is a result of retaining driving capacity, whereas Auckland Transport can and should be reducing vehicle km travelled. This would make public transport projects much cheaper.

A world class public transport network within the decade

All the public transport in RLTP should be brought forward to the first half of the decade, and other projects to provide bus priority at scale, involving road reallocation to prevent road widening costs, but also circulation plans that reduce traffic - should begin planning work now, for implementation in the second half of the decade.

Bus Network

It needs frequent all day service now, and priority for the buses across the network along main routes and arterials.

Bus networks must feed into high quality prioritised rapid transit hubs. This means both the Congestion Free Network and improvements to every bus route, by making best use of the infrastructure we already have. This does not mean more traffic lane-saturated projects like Ameti, but it does mean bus priority, reducing traffic volumes and a rapid increase in frequent services throughout the day, across the whole urban area. No more spreadsheet-driven decisions about minor changes.

The move to all electric must be sped up.

Improving non peak bus frequencies to enhance the network reduces the need for car ownership and reduces VKT.

Rail network improvements.

Auckland's rail network needs significantly more investment, with improved railway networks providing hubs for local bus networks to feed into. We cannot continue to cram bus routes into the city centre, and have wall to wall buses there – electric or otherwise – this is not the vision of the city centre masterplan.

Removal of “level crossings” – where roads cross railways at the same level.

Parking strategy

Rather than reduce parking supply, the draft RLTP proposes to increase supply and proposes: Over \$50 million to deliver new and extended park and ride facilities across the region, including in locations that support Auckland's growth.

This issue needs tackling head on, with consistent, evidence-backed action and communications. Council land vested in parking is a significant public asset, and there's too much of it. To achieve Council's goals of mode shift, equity and a liveable city, parking needs to be reduced and the land put to better uses. All remaining parking needs to be properly priced (public) or levied (private) to encourage mode shift and provide an equitable revenue stream. Much of the good stuff in the existing Parking Strategy has been ignored – by both Council and Auckland Transport.

Collecting revenue by pricing parking lots AT control and using it to prevent PT fares from having to rise, and even lowering them a bit, reduces VKT.

Parking Enforcement

This needs a complete makeover – the current abrogation of duty regarding berm and footpath enforcement is destroying our parks, footpaths and safety. The city needs AT to modify bylaws to meet community and policy expectations and then to use proactive enforcement, in which all vehicles in an area are ticketed at once. The technology is clearly available with roving cars and

cameras. This would safely tackle the explosion of illegal parking in a way that provides far better value for money, allowing far more enforcement and public safety to be provided per dollar.

Road Safety

It's no exaggeration to say that Safe streets have the potential to drastically cut visits to emergency departments and save ACC and health services billions of dollars, every year.

Speed limit enforcement, red light running. These are endemic and increasing in the city centre with almost no attempt to tackle this. This requires a major investment in technology. Eventually GPS linked speed and access geo-fencing and speed reduction tech must be introduced as we have done for scooters.

Major road reallocation

The arterial roads need lane reallocation (rather than expensive property purchase) to create space for safe cycling, buses, wider footpaths and trees. Widening road corridors to create lengths of extra lane before or after intersections is a way to increase vehicle throughput. And in each project, making changes without adding cycle lanes or missing pedestrian legs is also wasting the opportunity to make real improvements.

The draft RLTP speaks of 'Optimisation programmes'

...improving the efficiency and coordination of traffic signals to improve throughput and reduce delays, using dynamic traffic lanes to improve peak traffic flows...

Yet the increases in traffic that the optimisation programme create would undermine improvements intended for walking and other active modes.

Reallocating street space from parking and extra turning lanes and flush medians to cycling lanes, wider footpaths and trees for walkability reduces VKT.

Facilities programme

Drinking fountains, toilet facilities, lockers, bike storage, seating, HOP vending and top up machines and other facilities along all arterial roads, bus routes and at train stations.

Intersection repair programme

To remove slip lanes and retrofit intersections with safe cycling infrastructure, easily accessed bus stops, wider footpaths and better crossings.

Default Safer Speeds

Auckland needs 30 km/hr speed limits or lower by default, except where evidence exists that higher speed limits are safe – such as on motorways. The government has signed an international commitment to do this. Instead of continuing to dismiss this concept, it is time for the Councillors to get their heads around the rapid and wonderful mode shift, freedom and liveability this default speed change will bring. And around the economic stimulus it will give to businesses with sustainable business models – instead of to those who expect us to sacrifice safety for their profits.

Maintenance and Renewals

The draft RLTP renewals budget is bloated, and will absorb a large portion of the budget, because our road building programmes and sprawl is the business-as-usual approach since forever.

We are shown attractive images, and roading described as "starting off environmentally friendly and beautifully planted". This is greenwashing, with no indication that this is what will be delivered. No more vehicle-centric 'like for like. Like for like is a choice – the wrong choice for today and tomorrow.

All road renewals should be focused on adding safe space for cycling, on making walking safer and easier, and on giving buses priority over general traffic. The citywide and ongoing maintenance and

renewals plans offer a massive untapped opportunity for radical mode shift through bold and steady change.

Also, separated cycling and walking don't damage road surfaces the way motor vehicles do thus reducing the renewals budget too.

Specifically, the "Level Of Service" concept needs to be replaced with clear goals for traffic reduction and improved Healthy Streets indicators.

In the city centre and other metropolitan centre, pedestrian priority at most intersections needs to be the norm.

Major and Minor Capex and Local Board Initiatives.

The focus should be on radical mode shift through bold change. Many Local Boards are sitting on overdue and well-informed plans that will help decrease emissions by improving active and public transport locally (including greenways plans).

The operations centre.

SCATS is totally focused on minimising impacts on the flow of the traffic network, this system needs a Vision Zero overhaul.

Leaving people on foot stranded, including children and elderly people, at malfunctioning traffic signals.

SCATS tell us they could easily pivot to providing pedestrian priority (such as automatically providing crossing phases without the need for pressing a beg button), especially outside of peak hours – but are resolutely opposed to doing this. A fundamental culture change is required.

Here are the items that need to be eliminated:

Motorway widening, such as the Northern and Southern Corridor "Improvements". The extra capacity these projects provide will induce traffic and emissions. If possible, the new lanes would be converted to bus priority lanes, but lane alignments might make that tricky. A complete ban on future motorway widening is required.

The solution to people driving from South Auckland to the North Shore to visit a friend is to put the infrastructure in place so that all the short journeys that are clogging up the road are done with other modes.

This applies whether the cars are electric or petrol.

The average car trip in Auckland is 5.5km, so half of all trips are less than this.

Capture a decent portion of these with alternative modes, and there are suddenly a lot less cars on the road.

Road Capacity Expansion

An immediate halt should be called on all projects that add road capacity, regardless of their stage, followed by a full re-assessment about whether the projects can be part of the programme required to deliver the Auckland Climate Plan. Even projects underway may need to be converted to cycle lanes or bus lane projects. Allowing contracts to continue that we know will increase emissions is unacceptable.

Few of these projects will be compatible with the Auckland Climate Plan.

Mill Rd and Penlink - Their business cases are based on flawed planning, modelling and evaluation methods. These are traffic and VKT-inducing, and anti-climate change projects. Invest the billions in projects mentioned above instead.

Hatched Medians

This was a 1980's traffic flow engineering solution along with slip lanes that prioritised vehicle flow and amenity, safety and priority over other modes.

The painted median is space stolen from cyclists and prioritised PY in the 1980s for the convenience of cars. The introduction of the flush median was a factor in the decline of cycling from the mid-80s.

Unsafe practices

These include intersection widening. Building intersections with missing pedestrian legs or with slip lanes. Any arterial road streetscape designs without safe cycling and good walking infrastructure.

New Park and Ride Facilities

The evidence shows that these offer poor value for money, confirm and encourage car-dependent mindsets, and waste prime land at transport hubs that should be used for high density mixed-used development. New park and ride facilities are being built due to business-as-usual thinking at both Council and AT.

An Additional Waitemata Harbour Bridge (or tunnel) that does not focus on PT and active modes. Any project that means the city has more traffic lanes across the harbour than we do currently should be dropped. Demand for traffic lanes across the harbour will drop remarkably if radical mode shift and the halt of sprawl are both achieved. Any modelling should wait until we've progressed these concepts.

We refuse to accept additional lanes of traffic and increase VKTs into and around the city centre. Any additional crossing must absolutely prioritise public transport, walking and other active modes, and de-prioritise if not actively seek mode shift.

The city centre is at the pointy end of many of our transportation woes, the canary in the mine perhaps, though we do also have by far the best public transport options in all of Auckland. Emissions are not the only reason to reduce car use, car dominance, severance, lack of physical activity, road injuries, noise, inefficient use of space that is needed for community growing in high-density apartment environments.

Yes, we all want alternatives to cars. Yes, emissions are only one of the reasons. Which, EVs by the way will not fix in time either.

We expect fair consultation

Aucklanders deserve responsible transport planning without having to constantly be engaged in consultation and having to fight to overturn bad plans.

This particular plan has involved some disingenuous consultation in the online submission form where support for roading and public transport are lumped together in the same question. And the same for support of urban sprawl and urban density.

Finally Auckland has failed at reducing emissions. We must boldly launch forward with low traffic neighbourhoods, cycling superhighways, road reallocation and a reduction in driving. We must innovate.

We must turn our statistics around.

There is no negotiation between climate and the status quo, it's not a negotiation.

Any transportation plan that does not reduce Auckland's emissions 64% by 2030 is a failure.

Essentially the challenges we face today have all been created by the causal and circular process of building roads for movement and immediately reducing movement with free parking.

The costs of these decisions is immeasurable given how long it has been going on but it has to stop.

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Equity is an essential requirement for the coming decade and beyond, and we currently have a far from equitable transport system. But we can't fix it by further entrenching the need to own and run a car, especially when also pushing people further and further from everyday amenities in pursuit of affordable (or any) housing. Once again, all those levers need to be pulled, at once.

Our transport organisations style themselves as delivery organisations and this is what is being required tight now to deliver something different. So, let's go.

It's definitely time – in fact we think it's already way past time. for bold vision, meaningful change, and systematic reorganisation. Tinkering around the edges won't do it.

We have to change things radically now. We did it briefly for Covid. We can certainly do it to save life as we know it on this planet.

Aggregate and Quarry Association

Submission
from the AQA on the Draft Auckland
Regional Land Transport Plan 2021
May
2021

Introduction

The Aggregate and Quarry Association (AQA) is the industry body representing construction material companies which produce 45 million tonnes of aggregate and quarried materials consumed in New Zealand each year.

Funded by its members, the AQA has a mandate to increase understanding of the need for aggregates to New Zealanders, improve our industry and users' technical knowledge of aggregates and assist in developing a highly skilled workforce within a safe and sustainable work environment. Aggregate (crushed rock, gravel and sand) is an essential resource for the building of roading projects and other transport infrastructure and due to the unprecedented levels of construction and infrastructure development activity generally, aggregate is increasingly in short supply in many parts of New Zealand including the Auckland region.

We are writing this submission to the Auckland Council on the draft Regional Land Transport Plan (the Draft Plan) to ensure that availability and supply of aggregate is top of mind as the councils' planning processes progresses.

Aggregate and the Transport System

Road construction and maintenance uses aggregate in large quantities. Different grades of aggregate and sand are used for the road's base layer, the pavement and the seal on top. To build 1km of a two-lane motorway, you need around 14,000 tonnes of construction aggregates (400 truckloads). Aggregate is also used for general construction - in concrete, asphalt, mortar and other building products. (For example, the building of an average house, requires about 250 tonnes of aggregate.) Aggregate is also used to increase resilience of the transport network to natural hazards and climate change. Aggregates, for example, are needed for flood protection and to adapt to sea level rise and coastal erosion through strengthening of sea walls etc. They will be needed to repair damage to coastal infrastructure such as roads and to make infrastructure more resilient generally to greater intensity storms and extreme weather events.

Planning for Aggregate

It is important to note, aggregates and other quarry materials are a site-specific resource. They are not universally available and can only be sourced from where they are located. Without planning to provide for adequate access to resources at workable locations there is the real risk of losing access to the resource. It is critical that planning is streamlined, and quarry resources are protected so they can supply vital construction materials including those which will be needed for the projects in the Regional Land Transport Plan.

A lot of land comprising suitable aggregate resource in Auckland has already been built on or has been sterilised as a result of inadequate planning in years gone by. With a proliferation of competing land uses it is important that land with suitable aggregate resource is first identified and then protected for future use.

Just as aggregate is an essential and underappreciated component in the transport infrastructure supply chain, the transportation of aggregate from quarry to destination is an issue given the heavy costs of shifting it (an additional 30 km travel cost typically doubles the cost of aggregate). This

means potential aggregate resource must be able to be accessed as close to roading projects as possible to reduce the cost of construction.

There are several examples of roading projects around the country where aggregate has had to be transported large distances due to a lack of local product. Some of the delays at Transmission Gully in Wellington are a well-documented example of this.

Failure to adequately plan for future aggregate extraction would lead to a substantial increase in cost of development and maintaining of transport infrastructure, delays as aggregate is sourced from outside the region and congestion as truckload after truckload is transported to the site. It should also be noted that quarries have a limited lifespan and aggregate extraction is a temporary land-use. Once all the aggregate material has been extracted, quarry land is returned to the community to a former use, or an alternative use.

Conclusion

In summary, to ensure the projects identified in the Regional Land Transport Plan are able to be undertaken as cost effectively as possible, sound planning is required so that future access to aggregate resources is sufficiently recognised, protected and provided for.

It is important that there is good coordination between all parts of the planning process and that planning for land use and quarries is linked to the transport plan.

Greater East Tamaki Business Association Inc (GETBA)

SUBMISSION TO THE DRAFT REGIONAL LAND TRANSPORT PLAN 2021-2031 AND REGIONAL FUEL TAX

The Greater East Tamaki Business Association ('Association') welcomes the opportunity to make this submission to the draft Regional Land Transport Plan ('RLTP').

Greater East Tamaki Business Association Inc (GETBA)

GETBA is the Business Improvement District business association for the greater East Tamaki business precinct. GETBA advocates for business and property owners in the economic development of East Tamaki; provides a conduit to business support, education, resources and networking; enhances the safety and security of East Tamaki; and promotes the area as a great place to do business and to work.

East Tamaki is situated in a key strategic location with links to the airport, port, CBD and other business areas within the region. The precinct has developed from greenfield origins and the availability and relative cost of land has, in the past, made the precinct attractive to businesses. As such, the area has a number of nationally and internationally significant companies, some of which are involved in developing innovative technologies. It is a dynamic and highly successful production and export zone, contributing \$3 billion to the New Zealand economy and 19 million in rates each year. It is predominantly a manufacturing and distribution hub and includes the world class Highbrook Business Park.

Of critical importance to the Association and its members is transport through our business precinct, with the efficiency and effectiveness of the arterial roads (and their connections to motorways) being of paramount importance. Also of importance is that the Precinct be well served by public transport.

Our feedback will cover:

- (1) Ongoing concerns regarding the impact of COVID-19
- (2) Summary of our Feedback
- (3) Feedback on the Regional Land Transport Plan
- (4) Feedback on the Regional Fuel Tax
- (5) Climate Change
- (6) Our Priorities

(1) Ongoing concerns regarding the impact of the COVID-19

We have ongoing serious concerns expressed from our local business members that COVID-19 is having a significant impact on their businesses.

The impacts include direct financial impacts on businesses (especially hospitality businesses), supply chain and market disruption as well as effects on production. More particularly, COVID-19 has had major impacts on exporters to China and those relying on international visitors and students. For hospitality and event organisers, the ongoing lockdowns have been devastating. Many firms relying on imported intermediate or final inputs from China are also being affected, particularly in manufacturing. Small and medium-sized businesses have had their business models turned upside down. Businesses tied to travel, tourism and hospitality have experienced losses that will not be recoverable. We still do not know how long this will continue. We have lost many businesses already, with the outlook for some businesses now dire.

We have welcomed the responses from Mayor Phil Goff through the crisis, especially the need to respond calmly, but we ask for more focus in the RLTP on that can be taken to assist businesses.

(2) Summary of our Feedback

Your on-line form sets out two key questions relating to the Draft Regional Land Transport Plan and the Regional Fuel Tax ('RFT').¹ Our feedback on these questions is set out below. In summary:

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- we agree that rapid population growth in Auckland has brought with it significant transport challenges and we support the focus in your proposals on public and active transport, which will free up road capacity.
- our preference is that demand management of our existing transport network be a key solution (following 'user pays' approaches, such as congestion charging).
- while we support a regional fuel tax as an interim solution, the tax is placing a further financial burden on business and we are concerned it is being underspent.
- we hold concerns that the significant works planned (such as cycleways), will result in harmful disruption to businesses and we ask that any disruption be properly mitigated (and transparently funded).
- road corridor improvements together with enhancing network capacity are a priority for us to make better use of the existing transport network and increase travel times through key routes and corridors for freight and business-related transport.

(3) Feedback on the Draft Regional Land Transport Plan

Your on-line consultation says that Auckland is growing and our transport system faces significant challenges now and into the future. To meet the directives set by central and local government policies and strategies, the draft RLTP aims to contribute solutions to the following challenges: climate change and the environment; travel choices; safety; better transport connections and roading; Auckland's growth; and managing transport assets.

While we agree overall with the challenges you have identified (climate change, travel choices, better transport connections and roading, Auckland's growth and managing transport assets), we believe improving network capacity and performance by making the most of the existing transport system is key to addressing Auckland's growth and managing transport assets.

We must focus on optimising the transport network through targeted changes, such as improving the coordination of traffic lights, the use of dynamic lanes at peak times, and removing bottlenecks to mitigate congestion. Maximising the benefits from new technology and taking opportunities to influence travel demand are also important, as well as introducing pricing to address congestion as soon as possible. Improving network capacity and performance to addressing Auckland's growth and better manage our existing transport assets are our highest priority transport challenges, followed closely by the other factors outlined in the Plan.

With regard to your specific questions –

- We do not think you have correctly identified the most important transport challenges facing Auckland because you have not prioritised these challenges from the perspective of small and medium sized businesses;
- Addressing Auckland's growth and better managing our existing transport assets are our highest priority transport challenges, followed closely by the others outlined in the Plan (climate change & the environment, safety, travel choices, better public transport connections and roading, and walking and cycling);
- We think congestion charging is a very important policy change and removing the Fringe Benefit Tax for employers who subsidise public transport for their employees an important policy change to deliver an effective and efficient transport system (followed closely by road safety policy changes, environment and climate change policies).

(4) Feedback on the Regional Fuel Tax

Your on-line consultation says that a key source of funding for transport projects in Auckland is the Regional Fuel Tax (RFT). You say that Auckland Council is proposing to change details of projects funded in their current RFT scheme in response to funding decisions made by the government and to align with the draft RLTP. The amount of fuel tax is not planned to change.

Our preference is to introduce initiatives that both manage demand and raise funding equitably as soon as possible, balanced with investment into affordable and more frequent public transport in order to effect sustainable behavioural change. We support the technical work on 'The Congestion Question' project that has been examining the potential to apply congestion charging in Auckland. In particular, we support the technical work on the introduction of congestion pricing when the CRL opens and the delivery of productivity benefits for the freight industry.

In the interim, while we have supported a regional fuel tax of 10 cents per litre (plus GST), we ask for greater transparency regarding the spending of this tax on specific transport projects and services. We wish to avoid the regional fuel tax, which is the equivalent of a significant rates increase (especially for transport operators), being used as a 'top up' for overall transport budgets. We ask that wasteful spending be cut and operational efficiencies be found to reduce the size of the regional fuel tax.

We are also concerned about the ongoing underspend of the Regional Fuel Tax.² We are worried that businesses are being over-taxed with the RFT is being underspent or that infrastructure is not being built at the required pace.

(5) Climate Change

We note the RLTP's emphasis on climate change with actions like electrification of the rail line to Pukekohe, increasing the number of electric/hydrogen buses, de-carbonising the ferry fleet and supporting the uptake of electric cars

We are involved with a variety of initiatives relating to climate change, such as supporting mode shift in transport, encouraging electrification of the vehicle fleet and sustainable waste initiatives. As the majority of businesses in our precinct are small to medium sized. We would welcome more initiatives to support these businesses to make the necessary changes. Funding for business education on low carbon transport options is particularly important to raise awareness and drive change.

(6) Our Priorities

With specific reference to our business precinct, we ask that urgent consideration be given to the points below.

- Continued planning for east west connections between the Airport, Onewa, Otahuhu, Mt Wellington through to East Tamaki to enable more efficient movement of people and freight and is key to the ability of local businesses to improve productivity and attract and retain staff.
- The timely completion of the AMETI Eastern Busway and for the Airport to Botany Rapid Transit Network are priorities for GETBA. With suitable connections into and across our business precinct the latter will improve the commute of East Tamaki employees who reside in the south west, and employment prospects for job seekers residing in the south west.
- The realignment of the intersection of Preston, Ormiston and East Tamaki Roads. The efficient movement of people and freight is crucial for enabling local economic prosperity.

Conclusions

Finally, as we enter another very uncertain year, especially for small and medium sized businesses, we ask that the approach to the draft RLTP focus more on how transport initiatives can grow the economy and support job creation.

The Tree Council

Thank you for the opportunity to present The Tree Council (TTC)'s submission on Auckland Transport's 10 year plan.

This submission is made by The Tree Council, an independent, voluntary organisation, a non-profit incorporated charitable society which has been serving the Auckland community since 1986 in the protection of trees and as advocates for the significant benefits and services that our trees and green spaces provide.

We wish to speak to our submission if that opportunity is provided.

The Tree Council submits that Auckland Transport should fulfil its obligation to protect Auckland's street trees by not allowing vehicles to park within the dripline of trees on berms. Throughout Auckland there are a number of examples where vehicles parked on berms are causing soil compaction and root damage, which will inevitably reduce the health and lifespan of the trees.

The photos below show examples of the damage that vehicles parked on berms are causing to the root systems of Auckland's street trees.

Auckland Transport's policy documents acknowledge the importance of Auckland's street trees. Street trees "... contribute to the region's identity, form and well-being along with providing essential ecosystem services in terms of air and water quality, a sense of place and well-being, as well as forming a local identity" (Auckland Transport engineering design code). Auckland Transport's policy documents also acknowledge the role of street trees in traffic calming (Auckland Transport vegetation in the road corridor guidelines). The traffic calming capacity of street trees is supported by research (Kang, 2019).

When the National Government legislated to remove general tree protection in 2012 the then Minister of Conservation (Nick Smith) assured Aucklanders that berms were an area where trees could flourish in the urban environment. Allowing cars to park on grass berms undermines the intention of the changes to the general tree protection rules that were implemented by the National government at that time.

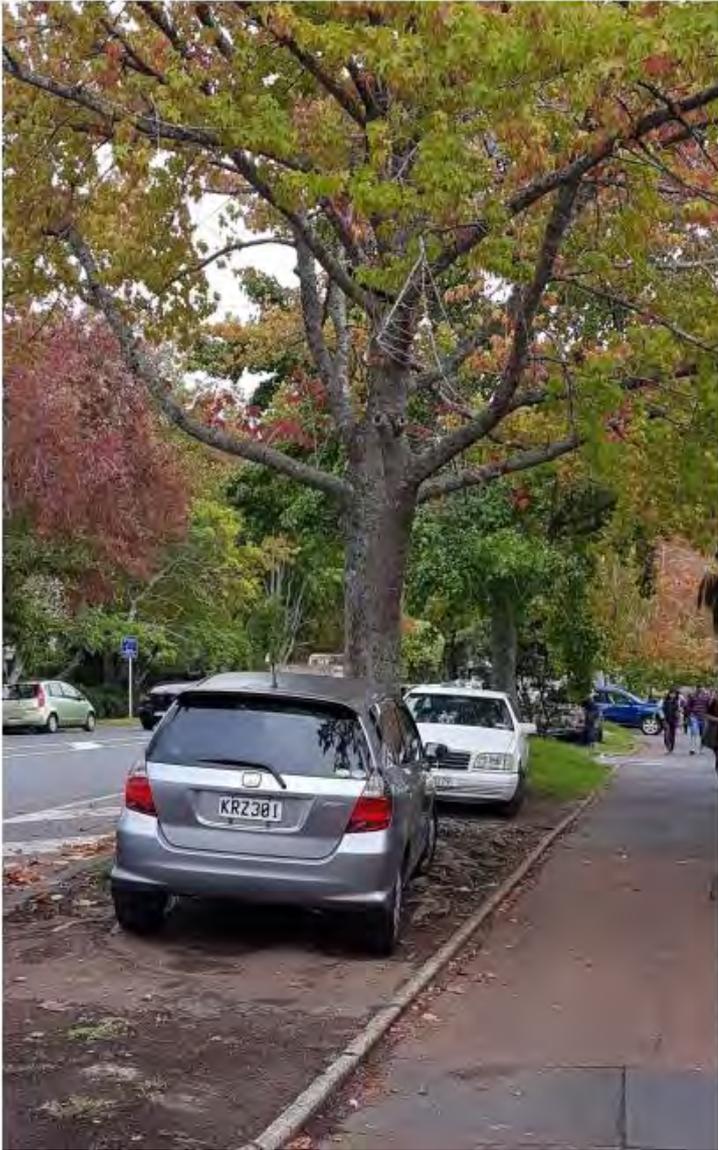
All trees on public land (including on road reserve / berms) are still covered by general tree protection rules and are legally protected. Despite being aware of the importance of street trees Auckland Transport has a history of not responding to complaints where cars are reported to be damaging trees. In fact we have been recently made aware that in Freemans Bay drivers are being proactively encouraged to park on the berms and on the footpaths rather than on the roadside. This is completely at odds with the protection legally required for the health of the street trees in the berms. We urge Auckland Transport to be proactive in protecting Auckland's street trees, and prosecute those drivers who park their cars within the dripline of trees on berms.

We submit that Auckland Transport should be proactively supporting the health of our street trees by providing mulch and protecting their root zones in addition to preventing parking under trees. This includes in car parks as well as on berms. Healthy trees are safe trees.

Unhealthy trees with compromised root zones require more frequent maintenance to keep them from dropping branches. In a crowded public environment like the street this is a health and safety issue, so supporting the health of the trees should be a priority. We also submit that Auckland Transport should be proactively designing cycleways and walkways to enable existing street trees to be retained. They provide shade and cool the pavements and tarmac, prolonging the lifetime of these assets as well as calming the speed of traffic.



(Freemans Bay – Auckland- April 2021)



(Freemans Bay – Auckland- April 2021)



(Selwyn Road – Auckland- April 2021)



(St Andrews Road – Auckland- April 2021)

References

Auckland transport engineering design code.

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Auckland transport vegetation in the road corridor guidelines

<https://at.govt.nz/media/795140/Vegetation-in-Road-Corridor-Guidelines-FINAL-DRAFT-June-14.pdf>

Kang, B. (2019). Identifying street design elements associated with vehicle-to-pedestrian collision reduction at intersections in New York City. *Accident Analysis & Prevention*, 122, 308-317.

Nextbike New Zealand Ltd

Nextbike is pleased to read that the key Outcomes on pg 3 of this Draft RLTP are positive for both our People and Planet, and that the four problem statements on pg 21 summarise these well:

- Climate change and the environment
- Travel options
- Safety
- Access and connectivity

Nextbike notes there is only a single mention of shared micro mobility in this document on pg 28, even though shared micro mobility when properly managed can offer significant returns to all four of these problem statements.

We would like to ask that the following 2 requests be considered for inclusion in the RLTP:

Shared micro mobility be integrated into the public transport network for central Auckland.

Shared micro mobility and its infrastructure enablers be identified in Future Connects - Cycle and Micro Mobility Network.

The following discussion points have been included to illustrate why this is important:

The type of micro mobility ownership, Private v Shared, affects the use and realistic returns that a city can expect. It is common in various planning documents to not identify the ownership, but the ownership significantly affects the use. For example a privately owned e.bike ridden from a home in Mt Albert at 7.40am to a nearby train station for the 8.00am to Britomart, is quite different to a person leaving their home in Mt Albert hoping there might be a shared e.bike when they look at the app to take them to the train station for an 8.00am ride.

Shared micro mobility is operating in the absence of any planning outcomes in our biggest cities. With most major NZ cities taking a "lets test and review approach" for the last 2 years, it is reasonable to hope that they can swiftly move out of this and offer clear planning outcomes for shared micro mobility. Hopefully taking into account the returns and costs associated with Profit, People and Planet to define the outcomes they want for their cities.

The Project Managers for the work Auckland Council is doing on Queen Street, K'Road and Ponsonby Road have expressed a desire to significantly reduce the clutter caused by e.scooters being parked on the footpath, and the safety caused by them being ridden on the footpath. These are fair criticisms and good examples of costs to People that allow operators to make Profits. There are some relatively simple ways to manage both of these People costs if a city is prepared to pay for the subsequent loss of Profit that the operator will suffer. For example capping the number of shared devices at about the levels indicated in the PWC Business Case that was created for Auckland Transport. Or requiring operators to charge riders extra if they return devices to locations that have not been pre-approved with space.

Shared micro mobility has more in common with public transport than coffee carts. In Auckland, shared micro mobility is managed by Street Trading. However a city can do a lot to ensure positive returns to both People and Planet if it integrates shared micro mobility into its public transport offering. To do this requires a deep understanding of road design and use, public transport infrastructure and networks, and positive promotion of the benefits of shared micro mobility to specific populations. Auckland will not get these returns for the People and Planet by using the legislation that manages coffee carts and restaurants. Currently Auckland Transport is managing the

relationship with car share providers and this is the best place for shared micro mobility to be managed from.

Legislative vacuum in favour of shared e.scooters that makes them more attractive to use and have lower costs of operations, when compared to shared bikes or e.bikes. The laws that mean any bike rider must wear a helmet and ride on the road, do not currently apply to scooter riders. It is reasonable to expect that different types of shared micro mobility have similar laws. Currently these laws combine to give a significant to advantage to shared e.scooters over shared bikes even though their is compelling evidence that they have lower benefit to the People and Planet. This can be seen in the usage figures of shared e.bikes and e.scooters. Their is evidence from overseas, and in New Zealand, that the majority shared e.scooters trips either cannibalize walking trips or are just for recreation.

One Mahurangi Business Association

The following are the key items that One Mahurangi wish to be included in the 2021-2031 RLTP for the Warkworth area:

1. OVERVIEW:

The Council has declared Warkworth a satellite town to Auckland and anticipates growth to a population of nearly 30,000 by the mid 2030's. This would represent a 7-fold increase in the current population.

Already development led growth is well advanced with developer led private plan changes in place and a start to earthworks on both sites projected for October 2021. These two developments, one in the North West and one in the North, will provide 1480 residences and will effectively double the town's population within the next 5 years.

The community's concern is that development will occur without sufficient infrastructural support. There are a number of capital works, identified in our submission below, that require urgent implementation but there is also the need for the advancement of detailed planning to cater for major projected developments in the North East and South in the late 2020's.

Other than completion of the Matakana Link Road, route protection of the Western Collector, and an unfunded provision for Hill St Intersection upgrade there is no other provision for providing the necessary planning and construction of infrastructure that will be required to support the planned growth of the area.

One Mahurangi is cognisant of the budget constraints resulting from the Covid pandemic but we would urge Council to consider other funding mechanisms to supplement their budgets such as additional target rating, other cost sharing arrangements with developers and the private housing infrastructure charges that we understand are being trialled at Milldale.

We comment in more detail below on projects that we consider essential for integrated and well planned infrastructure that will be required in the greater Warkworth area over the next 10 years.

2. HILL ST INTERSECTION:

Hill St intersection remains the most severe congestion point in the Warkworth/Mahurangi roading network. Even with the completion of the new Puhoi to Warkworth motorway and Matakana Link Rd (MLR), congestion will remain a major factor because all traffic from Mahurangi East, Algies Bay and Snell's Beach will pass through Hill St with a right turn manoeuvre at the Hill St traffic lights to go north to the motorway exacerbating current problems.

There is also planned growth in the NW of Warkworth that is scheduled to commence in October of this year. That and a development in the NE of the town, also proposed to start in October 2021, will add 1480 new residences doubling the towns current population.

The NW development will have particularly adverse impacts on the Hill St intersection because all traffic wishing to access the CBD will have to turn right across the intersection into Elizabeth St. The intersection does not cater for large volumes of traffic undertaking this movement and combined with an increase of right turning traffic onto the existing SH1 to go north, safety at the intersection will be further compromised..

1.1. Permanent Solution

At the Transport and Infrastructure Forum held in Warkworth on 6 December 2019 involving Members of Parliament, Councillor Greg Sayers, Community leaders and representatives from Waka Kotahi and Auckland Transport the forum was informed of the following:

JC1-0950

'The Board of Auckland Transport approved a preferred option for the design of the permanent Hill St solution and that funding had been allocated for detailed design and a detailed business case' This was further confirmed verbally by the Mayor in discussion with members of One Warkworth. We had been informed that this work would be funded by Auckland Transport and the share of funding of the construction, to commence immediately on completion of the Matakana Link Road and the Puhoi-Warkworth Motorway, was still being negotiated between AT and Waka Kotahi. Appendix 1 (Page 5) of the Draft RLTP budgets \$18.8m for Hill St with all funding to come from the National Land Transport Fund (NLTF). This differs from the earlier agreement. Congestion continues to worsen and once the motorway is complete right turns into the existing SH1, and the projected growth of the north of the town will exacerbate current congestion and safety.

It is totally unsatisfactory that the previous agreements and commitments have been reneged on and urgent agreement on funding between AT and Waka Kotahi is required so that construction is ready to proceed on completion of the motorway and the MLR .

1.2. Temporary Mitigation

An interim low cost modification to the signals and road layout will be required before the motorway opens to manage current congestion issues. This modification will also be valuable for managing traffic during Hill St Intersection construction.

A viable low cost proposal was presented to the Transport Forum on 11 December 2020 and the meeting was informed that representatives from the community should meet with AT, Waka Kotahi and the Community Board to further advance the proposal.

This could be funded from Operational Capital Programs Budget.

2. MOTORWAY SOUTHERN INTERCHANGE.

The Warkworth to Wellsford Motorway Hearing Committee acknowledged that the Warkworth Southern Interchange was not in their scope to consider but never less ruled that the Regional Land Transport Plan 2021-2031 (10 year) was to address this issue.

The Warkworth Structure Plan predicts live zoning of this area as early as 2028 so the Southern Interchange needs to be in place once this development is completed and planning needs to occur well before this.

Private Developers are currently preparing plans for the Southern Cells of Urban Growth. Unless roading decisions are made by SGA and route security undertaken, then roading options may soon be compromised by Private Plan Change applications.

The interchange needs to be in the RLTP and Supporting Growth Alliance must commit to driving this process.

3. Supporting Growth Program

Warkworth has been designated as a satellite town to Auckland. As such infrastructure to support this growth must be included as a priority area.

SGA must initiate planning of an integrated transport network for the area as soon as possible.

These projects would include the Sandspit Link Road, the Western Collector and its interface with the Southern Motorway Interchange.

Matakana has become a significant traffic congestion location at times rivalling Hill St. SGA must also initiate planning for traffic solutions at Matakana.

4. Transport Demand Forecasting Model

The model should be a live document to be used to inform future planning.

Updating the model on a regular basis is essential to ensure reliability and validity of the tool for informing planning and decision making.

5. Unsealed Roads Improvements

Rodney has the largest number of unsealed roads of any district in New Zealand. Unsealed roads cause health and safety issues from dust, uncontrolled run-off and potentially unsafe road surfaces. The original budget of \$121m must be reinstated to continue satisfactory road improvements and maintenance.

An action plan is required to prioritise roads to be sealed and identify other improvements required on remaining unsealed roads to meet health and safety standards. These include:

- dust control
- removal of potholes
- improved drainage to prevent flooding damage to adjacent properties and undermining of the road base..

Prepare a high level maintenance plan to maintain unsealed roads to a satisfactory standard and to minimise damage to the roads and neighbouring properties.

Youth Advisory Panel

RLTP feedback – Youth Advisory Panel – workshop 27/4/2021

Access to public transport / travel options

Affordability of public transport - previous panel advocated for free transport for young people. What can AT do to improve affordability?

Being on time is key - ensure that public transport is planned around expected congestion too. A lot of employers expect young people to have reliable transport which generally means having a car. Don't feel confident relying on buses. For public transport to be accessible, it needs to be affordable, timely, and use appropriate routes. The public perception of taking the bus also needs to be improved so that it is seen as a viable option.

Need more shelters for people getting public transport - needs to feel safe. Make sure not anti-homeless in designing of bus stops (e.g. things that stop people sleeping on benches). Wi-Fi at stops to be able to track buses. Could the app be free to access?

Do hubs / centres have security cameras - is anyone monitoring them? Want to feel safe.

Active transport

Improve brightness of streetlights on streets and in alleyways. Maintain trees that grow around streetlights. Electric scooters on walkways - can go fast. It's not always a requirement to wear a helmet – should there be more enforcement? Could have designated areas for fast travelling bikes and scooters.

Bring on skypath

Climate change

Big emphasis on electrifying the fleet. Is that all we can do? Can the buses be converted from diesel to hydrogen (example of this happening overseas which was cheaper than buying new)? Some people can't afford electric cars - how can they be supported?

T2 lanes - is meant to incentivise people commuting together however, some of these stop abruptly. Often people have different end destinations - hard to co-ordinate. Reduced traffic flow should be more of a focus. Want people to see buses as more convenient - need a culture change.

Auckland could be more creative in our transport. A lot of the train stations are concrete - could be more green - make them more environmentally friendly including plants etc.

Should start implementing emission control on vehicles.

Safety

Focus on drink and drugged driving - ensure there is a continued focus on this.

For safer speeds - make speeds realistic for the road you're on - build the roads to be safer e.g. shared space design principles not 5 lane roads which encourage you to drive fast. Speed zones - need to bring through a culture change. change hearts.

Given Auckland's growth, what can we do differently?

Lanes that change based on direction of peak traffic flow - think more of these would be helpful.

Mount Albert Residents Association.

MARA submits that: The RLTP does not make sufficient provision for the transport infrastructure necessary to accommodate the future requirements in Mt Albert and its neighbouring suburbs. Mt Albert is at the beginning of a period of significant intensification as the AUP takes effect and CRL sees the rail corridor carrying twice the number of trains. Surrounding neighbourhoods (e.g. Owairaka, Avondale and Pt Chevalier) are also undergoing similar transformations by Kainga Ora and private sector developers.

On top of this general trend, the Ministry of Housing and Urban Development (MHUD) is planning a huge, high intensity residential development on the former Unitec site in Mt Albert. MHUD plans to create 2500-4000 new dwellings with an approximate vehicle ownership ratio of 1 vehicle per dwelling. This scale of development equates to a new suburb trying to fit into an existing suburb, with already congested roads.

Due to the physical constraints of the Unitec site, vehicle traffic access is via Carrington Road or (in the future, indirectly via) Woodward Road, both of which are themselves severely constrained and already congested. Carrington Road has a bridge at either end, Woodward Road has a rail crossing to the south. These factors significantly increase the costs to facilitate the pending increase in vehicle numbers.

An Integrated Transport Assessment (Wairaka Precinct ITA 'ITA') prepared for MHUD in July 2020 identifies a range of transport upgrades to support the Unitec redevelopment, across a range of transport modes. These include:

1. Carrington Road Upgrade (p28)

Described as 'both crucial and critical to successful development of the proposed suburb from both a density and transport perspective'.

This is covered in detail in Section 4.6 of the ITA (pp40-2) and includes:

- Improved pedestrian crossing (and where appropriate, cycle crossing) over Carrington Road,
- Improved footpaths, particularly on the western side,
- Upgrading the narrow, paint-only, cycle lanes to cycle lanes with protective separators,
- Provision of bus priority (exact form not confirmed, but the ITA assumes bus-only lanes each way), and
- Improving landscaping / tree planting / stormwater treatment.

MARA notes Carrington Road improvements are captured in the RLTP. However, it is unclear whether there is any provision for signaling the intersection of Woodward Road and Carrington Road. This is considered necessary to facilitate increased traffic movements.

2. New southbound bus lane on Point Chevalier Road (p32)

It is not clear in our reading of the RLTP as to whether this is included.

3. Future rapid transit line along SH16 (p32)

The SH16 Bus improvements noted in the RLTP appear to be focused on improving public transport for the outlying suburbs. MARA believes that a station would need to be provided at Pt Chevalier for this service to be of benefit to the proposed high-density Unitec redevelopment and adjacent areas.

4. Point Chevalier/Meola Road providing new protected cycle lanes (p34)

It is not clear in our reading of the RLTP as to whether this is included.

JC1-0954

5. Avondale to New Lynn Shared Path (p34)

This project is noted as already being underway.

The ITA states that AT is not planning to address the Great North Road or New North Road intersections with Carrington Road or the Carrington Road overbridges. This is of real concern to MARA.

We submit that: Carrington Road is not fit-for-purpose to fulfil its future role in the transport network. The current strategy to upgrade Carrington Road without expanding the overbridges and intersections will be a wasted investment that will not address congestion. CRL is expected to double the frequency of trains starting from 2024, including along the Western Line. This will severely impact on traffic flow at the Woodward Road level-crossing at the same time as traffic volumes increase due to intensification.

We also note that the ATAP includes \$220M for the removal of rail level-crossings as part of the CRL Day One Programme. MARA is concerned that Woodward Road will become a dead-end and all traffic funnelled onto Carrington Road and through the Great North Road and New North Road intersections.

We submit that: the Woodward Road level crossing be grade separated.

We submit that: there are two potential strategic shifts within the RLTP and the Unitec redevelopment (and its supporting ITA) which may mitigate the problem of the Carrington Road bottlenecks:

1. Reduce out-of-precinct journeys: diversify land-use in the Unitec redevelopment to increase provision of neighbourhood services (e.g. groceries, retail, food and beverage, medical, educational, employment, recreation, etc...) so that daily needs can be met without a car and without leaving the Unitec precinct. This will reduce demand on the local roading network and create a more finely grained walkable urban environment.

2. Commit now to a rapid transit strategy for Carrington Road: It may be more cost effective to make the leap to a light-rail (or, autonomous bus-way) system which can integrate with the existing overbridges, rather than rebuild the bridges to meet a private-vehicle strategy, then later reconfigure the corridor for a rapid transit system.

We submit that: SH16 bus improvements should integrate with a rapid transit strategy for Carrington Road by connecting at a station at Pt Chevalier.

We submit that: The RLTP should make provision for increased collaboration with MHUD and stakeholders (including MARA) in relation to the investigation and planning an appropriate transport response to the Unitec redevelopment and wider trend towards intensification in Mt Albert.

In summary, MARA submits that the RLTP also make provision:

1. to address the bottlenecks at either end of Carrington Road. The Carrington Road improvements as described in the ITA will not deliver the required benefits unless these pinch-points are also addressed:

- a) Great North Road / Carrington Road intersection and SH16 overbridge
- b) New North Road / Carrington Road intersection and railway overbridge
- c) New North Road / Woodward Road intersection and the railway level-crossing
- d) Woodward Road/Carrington Road intersection

2. for a Carrington Road rapid transit strategy by connecting bus lanes with the SH16 bus improvements.

3. for the SH16 bus improvements benefits to be captured for Mt Albert and Pt Chevalier by provision of a station at Pt Chevalier.
 4. for increased collaboration with MHUD and stakeholders (including MARA) in relation to the investigation and planning of an appropriate transport response to the Unitec redevelopment.
 5. for the Woodward Road level crossing to be grade separated.
-

Wynyard Quarter Transport Management Association

1. Wynyard Quarter Transport Management Association - background

1.1 Wynyard Quarter Transport Management Association (WQ TMA) is an independent group representing developers, landowners, employers, the marine and fishing industries, and the arts and hospitality sector which collectively have, and continue to develop an environment to work, live and play. The former industrial area is now booming with offices, housing, and a vibrant entertainment sector. The area is home to some major employers including Air New Zealand, ASB, Datacom, Fonterra, Sanford and has a reputation as the innovation hub for Auckland. The map below shows the TMA area boundary.

1.2 The TMA was established under Part 14.9.3.10 (Wynyard Quarter) of the Auckland District Plan 2004. It was made a condition of the Planning Consent and Environment Court Order 2012. Trip generation ceiling targets were specified in the District Plan (DP) and are linked to the extent and timing of development permitted in Wynyard Quarter. The Resource Consent for Wynyard Quarter set a target of a 30:70 mode split by 2020. With 70% of all journeys being by sustainable modes. However, this figure has been anecdotally revised to a 20:80 or even a 10:90.

1.3 The objectives of the TMA as outlined in the Rules are as follows:

- a) to advocate to the Government, local authorities and/or persons, corporations or associations for the improvement of transport services and transport infrastructure to benefit the Wynyard Quarter community;
- b) to promote and share information with regard to access and transportation in and around Wynyard Quarter; and
- c) to do all things as are, or may be incidental to, or conducive to, the attainment of these objectives.

1.4 There are constraints on access to Wynyard Quarter. This has resulted in a heavy reliance on trip generation management, and restrictions have been placed on office activity under the Auckland Unitary Plan¹ to ensure that vehicle traffic entering and exiting the Wynyard Quarter is not increased. The mission of WQ TMA is to be the voice of the Wynyard Quarter: creating a thriving safe environment for business and community and fostering economic vitality by building partnerships, and delivering targeted transport initiatives.

1.5 WQ TMA recognise that the Wynyard Quarter area is being developed to become a unique waterfront location embracing a thriving economic hub, as well as playing host to major events (for example the America's Cup). WQ TMA understands that the regeneration and development of the area is ongoing. WQ TMA are keen to ensure that the area gets the very best transport infrastructure to support the ongoing economic growth of the area. This means well connected, reliable, frequent sustainable transport options of high quality that ensure the safety and well-being of all users of the area.

2. Comments and observations

2.1 FUNDING

2.1.1 Regional fuel tax

WQ TMA are keen to understand more about the current underspend of the Regional Fuel Tax (RFT). Whilst projects like the improvements to the central ferry terminal have been welcomed, WQ TMA would like to see greater transparency on where and how the RFT is being spent. This is effectively an additional tax on all road users, but particularly effects freight operators, and those with the lowest earnings.

2.1.2 Congestion question – demand management-based pricing scheme

WQ TMA is in principle supportive of congestion charging across Auckland to address major productivity issues for business. However, any such charging needs to be introduced alongside a much improved public transport system. Easy access to Auckland city centre is vital to the success of the regional and national economy. If congestion charging is to be introduced it should not deter businesses, workers or visitors from accessing the city centre.

2.2 TRANSPORT CHALLENGES

Climate change and the environment

2.2.1 Page 22 “Road transport has consistently been Auckland’s largest single source of GHG emissions at 38.5% percent in 2018. The overwhelming majority of these emissions (80%) come from private motor vehicles and light commercial vehicles. Heavy vehicles (or freight and buses) account for 20% of land transport emissions”.

Wynyard Quarter as a target of a 70:30 mode split as set down in the DP for the area. Businesses in the area are working towards reducing single occupancy vehicle trips. This is workable for the area as it has good public transport connections and most employees for traditional office hours. We acknowledge however, that where the hours are outside of those served by public transport, or commuters live in areas not well served by public transport there are considerable challenges to mode shift. Generally, the population got behind the Auckland water reduction targets. This was well publicised and the message was easy to understand. Perhaps a similar style of campaign would help reduce vehicle trips, and therefore emissions.

2.2.2 Page 24 Everyone simply swapping to drive EV’s will help reduce emissions but it won’t solve congestion problems, or improve road safety or reduced maintenance needed on our roads and footpaths. Smarter thinking is needed than this to solve the complex issues.

Page 47 talks about the need to accelerate the update of EVs. This would be most effective at a fleet rather than an individual level. Organisations such as WQ TMA (and BIDs) have strong links with businesses and can help facilitate change.

Page 48 supporting the uptake of EVs More EVs require significant improvements to the current infrastructure to support EV users.

2.2.3 Travel options

Page 27 “approximately 39% of Aucklanders currently served by public transport live within 500 metres of a rapid or frequent public transport stop”. Is the PT able to take them to where they want to go? Creating more bus lanes on congested routes can help create reliable journey times and thereby encourage use. Bus lanes over the Harbour Bridge at peak times?

2.2.4 Ferry provision

Ferries could play a much bigger role in moving people if the network was expanded. It would be good to understand what the future plan for ferries looks like.

2.2.5 Park and Ride

Increasing parking capacity at park and ride sites will almost certainly add to congestion on the surrounding road network. AT need to look at why people are choosing to park at park and ride – and then provide alternatives. Building more car parking spaces may not be the best solution.

2.2.6 Active modes

Page 28 Provision of facilities for active modes users such as secure bike parking, water fountains, and public lockers may help increase active mode journeys.

2.2.7 Safety

Page 5 “In 2017, 813 people died or were seriously injured on Auckland roads. Provisional numbers for 2020 show a continued decline since then, with 539 DSI for the year ending 31 December 2020. This represents a 33.7% reduction” With Auckland enduring multiple lockdowns during 2020 in which the roads were empty, I am uncertain why these figures are being used to illustrate a decline in numbers of deaths or those seriously injured. No one should try and take credit for these reductions. Page 29 “Auckland has the highest rate of DSI per kilometre of road when compared to all other New Zealand regions”. This figure/statement is somewhat meaningless unless put into perspective. How does this figure compare with other cities of comparable size and what is the figure per 1000 of population? Some context is needed.

2.2.8 Access and connectivity

Community Connect – great idea. WQ TMA would like consideration to be given for ongoing support of free trials for commuters to encourage mode shift to public transport.

2.2.9 Light Rail

Page 38 “This RLTP does not include completion of full light rail links from the City Centre to Mangere and Auckland Airport, or to the northwest (as assumed in the 2018 RLTP)”. WQ TMA is keen to be consulted on any plans to connect light rail through into Wynyard Quarter. The route will be critical and will have major implications on how streets function in the future. The significant disruption will need to be well managed, and it is hoped that lessons from the CRL will be learned.

2.2.10 Page 46 “Ongoing operational funding for programmes which support employers who want to encourage their people to use more sustainable modes of transport”. Despite being listed, there appears to be no budget provision for this activity.

2.2.11

Page 49 How Auckland’s transport contribution to a 50% total emissions reduction might be achieved

This diagram mentions “working from home” WQ TMA would like to suggest that this be amended to flexible working. This would encompass working remotely (either at home or from a satellite office closer to your home) as well as encouraging flexible working hours. This would reduce the need to commute at peak times.

“Employer sustainable transport initiatives” – great idea but no detail. Detail needed on what the budget for this might be and what support might be available to businesses wanting to make changes.

Also added to this diagram could be changing fleets to EVs and introduction of citywide EV car share schemes, both of which would help reduce emissions.

Page 50 “Introduce employee remote working (one day per week) Industry: Implement workplace policies” We have just been through the most comprehensive remote working project ever (thanks to Covid 19). Most businesses already have their WFH strategies already in place.

It should be noted that remote working has had a negative impact on some businesses. These are ones which rely on workers for their income and livelihood, such as cafes, drycleaners etc.

Page 63 “Overall vehicle kilometres travelled. Holding steady at 2018 baseline” The target here should be to reduce the kilometres travelled not to keep it the same. Bold targets are required if we are to have any real impact on congestions emissions road safety etc.

2.3 OPPORTUNITIES

2.3.1 Bus parking provision

Funding has been allocated in the RLTP to support bus exchanges in Wynyard Quarter and the Beach Road area, as outlined in the Auckland Transport Bus Reference Case 2020. This is welcomed by WQ TMA, as it is hoped that this will end the practice of busing parking in on-street public car parking spaces in the Wynyard Quarter precinct. It is not clear how the proposed Downtown Carpark sale, or the redevelopment of the existing Jellicoe Street car park, and the bus interchange concept fits within these and the overall strategy as it is not referred to in the Bus Reference Case document. Clarification is sought on these issues.

Electric and hydrogen buses

WQ TMA is supportive of the target to ensure all new busses procured from July 2021 are either electric or hydrogen.

2.3.2 Electric vehicle & bike share schemes

Electric vehicles do have a role to play in helping reduce emissions but they are not as important as mode shift to active and public transport. However, WQ TMA would like to see more done to encourage a city-wide network of electric car share schemes. It is important that EV's are singled out, as opposed to other vehicle types, as we do not want to add to GHG. Currently there are several operators in the mix, but we believe that priority and incentives should be given to pure EV only operators. WQ TMA would also like to see more public EV infrastructure, to support and encourage EV usage, for both bikes and cars.

WQ TMA would also like to see priority being given to electric bike share schemes. This would include providing secure public bike parking and charging facilities. These should be incorporated into the new developments being planned for the Wynyard Quarter area.

2.3.3 Enforcement and fees

WQ TMA would like to see revenue collection increased by more active monitoring and enforcement of both on and off-street parking. This would improve the turnover of car parking spaces, as well as generating revenue for Auckland Transport.

WQ TMA understands that camera technology put in place to help support more effective parking enforcement is currently not operating due to resource issues. There is no point in investing in technology that is then not used. This also means that AT are potentially missing out on revenue.

2.3.4 Maintenance

Roads and footpaths need to be maintained to a high standard. This is vital to keep the city centre attractive and safe.

2.3.5 Northern Pathway

This project has an uncertain future but it is a key link in the regional active modes network. If / when completed, it will deliver high numbers of cyclists and walkers into the Westhaven/Wynyard Quarter area. The associated infrastructure provision for these active modes users needs to be in place before the Northern Pathway is completed.

2.3.6 Public Transport Fringe Benefit Tax (FBT)

WQ TMA is supportive of the proposal remove FBT for public transport initiatives by employers for employees. This will enable companies to offer their employees subsidised public transport options to encourage mode shift. WQ TMA would like to see businesses support their employees by offering assistance to those staff wishing to transition from cars to sustainable transport modes. This could be by offering loans to help with the purchase E bikes or E scooters.

Ellerslie Residents Association

The Ellerslie Residents Association would like to request significant changes in Auckland Transport's priorities in the Regional Land Transport Plan.

The Plan is highly deficient, in that it lists no projects in Ellerslie over the next ten years. This is despite the Ellerslie community suffering significant issues such as:

- Numbers of DSI accidents
- Congestion in the town centre
- Congestion all around the suburb due to rat running and intersections no longer able to handle current traffic volumes
- Poor pedestrian and cycle safety, due to few safe crossings of busy roads and few safe cycle facilities
- Significant severance issues, i.e. crossing the motorway on foot/cycle

Ellerslie residents have identified the following as key transport priorities:

1. Upgrading the Robert St/Main Highway intersection (at the foot of the motorway overbridge), which currently causes major vehicle congestion, pedestrian severance, and pedestrian/cycle safety issues

o We recommend replacing the T-junction with a drive-over roundabout

2. Moving the Ladies Mile cycle lane to Amy St

o The current cycle lane makes the vehicle lanes too narrow, particularly for trucks, causing major safety issues

o The cycle lane ends abruptly at the Marua Road intersection, connecting to roads which are unsafe for cycling. This lack of network effect means that the current cycle lane is not effective in promoting cycling

o Moving the cycle lane to Amy St and upgrading to a safe, separated cycleway meets best practice, and begins the north-south cycleway concept (linking to the Glen Innes to Tāmaki Drive Shared Path – see below) developed under a previous Ōrākei Local Board

o This initiative is supported by the current Ōrākei Local Board

3. Upgrading the Ladies Mile/Pukerangi Crescent/Morrin Street intersection to include traffic lights

o This intersection sees high traffic volumes throughout the day, and is extremely dangerous for pedestrians, cyclists and motorists

o Crossing Morrin Street and Ladies Mile in particular on foot is highly hazardous

o Turning right out of Morrin Street – a standing start on a steep incline – is very difficult, even more so given the poor sight lines along Ladies Mile to the north

o This intersection is on the 782 bus route, causing frequent delays to bus passengers

Building on the above five significant issues and specific priorities, we advocate for Auckland Transport to also include the following in its planning proposals.

- Allocate discretionary funds for urgent upgrades of the many dangerous intersections in Ellerslie, particularly with full zebra and traffic light-controlled crossings, working to improve pedestrian and cyclist safety and prevent accidents

o After LM/Pukerangi, the next priority for lights is Michaels Ave/Ellerslie Panmure Highway

- Advocate for opening the Ballarat St extension as a shared walking/cycle path to improve accessibility between the Marua Road and Abbots Way/Lunn Avenue areas

- Continue footpath repairs and replacement in Ellerslie. The contrast between recently-replaced footpaths (e.g. Findlay and Ramsgate Streets) and those still needing work (Hewson and Amy Streets) is stark

- Continue to engage with all relevant stakeholders (Ellerslie Business Association, schools, Ōrākei Local Board, Councillor Bartley, ERA) in the Ellerslie Safety Working Group forum with the aim of significantly improving safety in and around the town centre
- Adopt the north-south cycleway concept developed under a previous Ōrākei Local Board, connecting with the Glen Innes end of the Te Ara Ki Uta Ki Tai Glen Innes to Tāmaki Drive Shared Path, travelling through the Board area to Ellerslie. This would provide a safe, off road route for Ellerslie residents to Glen Innes, Tamaki Drive and on to the CBD
- Install a secure parking facility for bicycles near Ellerslie Station as a means to increase the safety and desirability of cycling to a key public transport node
- Audit the efficacy of street lighting in Ellerslie streets and urgently upgrade lighting on streets, such as Hewson Street, where it is inadequate

Finally, the Ellerslie Residents Association would like to acknowledge and thank the Ōrākei Local Board for its ongoing hard work on behalf of the people of Ellerslie and the surrounding areas. We hope that Auckland Transport will back the Board's hard work, as well as the concerns of Ellerslie residents, and include the above priorities and items in your strategic and budgetary plans.

Fulton Hogan Land Development

Fulton Hogan Land Development (FHLD) wishes to submit in general support of the draft Regional Land Transport Plan (RLTP) 2021-2031, with the following amendments and alterations being sought. These clarify the intent of the RLTP and will ensure it can provide clear guidance to consenting authorities when administering provisions of the Resource Management Act 1991.

The following amendments are sought:

1. Include an amendment to Appendices 1-3 of the RLTP to recognise these items as regionally significant infrastructure. This could be by way of inclusion of introductory text before each table that reads.

‘Note: All category 1 projects are considered regionally significant infrastructure within the RLTP.’ Alternatively, amendments should be made to each of Tables 1-3 to identify those projects that are considered regionally significant infrastructure. For the avoidance of doubt this submission supports the inclusion of all projects in the ‘Population Growth’ category of Appendix 1 to be considered regionally significant infrastructure.

2. Amendment to the text in Appendix 1 for the entry ‘Wainui Area improvements’ to read ‘Infrastructure to support the Wainui Growth area. This includes all transport connections outlined in the Wainui: Precinct Plan 1 and those required to connect it with surrounding areas.’ For the avoidance of doubt this includes all infrastructure included in the I544.10.1 Wainui: Precinct Plan 1 within the Auckland Unitary Plan Operative in Part (AUP:OIP) and documents prepared for the Milldale Masterplan and approved Integrated Transport Assessment (ITA) which is generally similar to that shown in this plan and consistent with I544.3 (4) of the AUP:OIP. This infrastructure is outlined in drawings P18-196-01-010-GE and P18-196-01-011-GE appended to this submission.

3. Update to Future Connect mapping portal to include Wainui Area improvements
The current Future Connect mapping portal does not include all of the transport infrastructure required to support the Wainui Growth Area as referenced in Appendix A to the RLTP. Due to the intended connection between Future Connect and the RLTP the mapping portal needs to be updated to reflect the changes requested in points one and two above.
This requires the inclusion in this portal of all arterial, collector, shared paths and cycle lanes contained on drawing P18-196-01-010-GE.

Hugh Green Limited

1. The Submitter (Background)

Hugh Green Limited ('HGL') is a long-established management company of the Hugh Green Group who is a provider and developer of residential and business zoned land within the Auckland Region. Combined, the companies which fall under the Hugh Green Group umbrella own a range of business, residential and rural zoned properties, including sizeable landholdings strategically located to meet the needs of Auckland's population growth.

These landholdings include:

- Approximately 93 hectares of land zoned Mixed Housing Urban, Mixed Housing Suburban and Neighbourhood Centre at Park Estate Road, Papakura;
- Approximately 260 hectares of land zoned a mix of residential zones along with a Local Centre zone at Redhills, Massey;
- Approximately 20 hectares of land zoned Mixed Housing Urban, Mixed Housing Suburban and Neighbourhood Centre at Thomas Road, Flat Bush;
- Approximately 100 hectares of land zoned Future Urban zone and 257 hectares of land zoned Countryside Living at Weiti, Redvale;
- Approximately 15.5 hectares of business and industrial zoned land across Auckland; and
- Approximately 426 hectares of rural land in Helensville and Ardmore.

HGL is actively working on enabling growth, through residential subdivision within three landholdings previously identified as "Special Housing Areas" (being Hingaia, Redhills and Flat Bush).

2. Identified Projects for Urban Growth HGL is in the process of delivering the following urban growth across its Auckland landholdings:

- Approximately 200 additional housing sites (final four stages of development) and a 5,000 m² neighbourhood centre at Thomas Road, Flat Bush, which was not identified in the Auckland Plan 2050 Development Strategy even though it is live-zoned greenfield land;
- Approximately 1,500 dwellings and a 4,000 m² neighbourhood centre at Park Estate Road, Papakura which is identified in the Auckland Plan 2050 Development Strategy as "Actuals, contracted or planned 2012 – 2017"; and
- Approximately 4,000 dwellings, an 8 ha local centre and additional village centres at Redhills, Massey, which is identified in the Auckland Plan 2050 Development Strategy as "Actuals, contracted or planned 2012 – 2017".

However, transport infrastructure is not currently in place or funded to support all of this urban growth.

In this regard, it is noted that the National Policy Statement for Urban Development 2020 ('NPS-UD') requires "adequate existing development infrastructure to support the development of the land" for short term development capacity (which all of the above is considered to be), while medium term development capacity must have "funding for adequate infrastructure to support development of the land is identified in a long-term plan". These requirements are similar to those in the National Policy Statement for Urban Development Capacity 2016, where short-term development capacity was to be "serviced with development infrastructure" and medium-term development capacity was to have "funding for the development infrastructure required to service that development capacity must be identified in a Long Term Plan required under the Local Government Act 2002".

HGL's submission on the Proposed Auckland Long Term Plan identified that Council has not identified funding for the necessary infrastructure for the land areas identified above in order for short term development capacity to be development-ready under the NPS-UD (although the NPS-UD only legally obligates Auckland Council to meet the above requirements "in time to inform the 2024 long-term plan", the infrastructure requirements for development capacity are no different from that previously required – without any grace period – by the National Policy Statement for Urban

Development Capacity 2016 and so should already be considered by Council). HGL raises similar issues with the Draft Regional Land Transport Plan in that it does not identify projects that the NPS-UD directs are necessary to be funded within the next 10 years.

2.1 Transport Projects Required for Flat Bush

The rollout of HGL's development at Thomas Road, Flat Bush, in the short-term is reliant on the following transport project:

- The upgrading of Murphys Road from Flat Bush School Road to Redoubt Road, which was previously part of AT's the Mill Road Corridor project.

The Mill Road Corridor has now been transferred from AT to NZTA, although the Murphys Road upgrade remains with AT as a separate project. NZTA's Mill Road Corridor has funding committed as part of the New Zealand Upgrade project and is identified as a key project in the Auckland Transport Alignment Project ('ATAP'). However, there is no clarity on funding or timing for the Murphys Road upgrade, now being a separate project from the Mill Road Corridor.

As development of the Flat Bush area has preceded the Murphys Road upgrade, Council has received and will continue to receive development contributions that were intended to partly fund these works (as part of 'Mill Road Corridor Phase 1'), which should continue to be directed to the funding of this project.

The RLTP should include the Murphys Road upgrade as part of Auckland Transport's Capital Programme for the next 10 years, with construction to commence as soon as possible in order to support the continued roll-out of development in the southern portion of Flat Bush.

2.2 Transport Projects Required for Hingaia

The rollout of HGL's development at Park Estate Road, Hingaia, is reliant on the following transport projects:

- The signalisation of the Great South Road and Park Estate Road intersection. This signalisation is required prior to 1,366 additional households being provided along Park Estate Road, as per traffic reporting prepared on behalf of Council at the time the land was rezoned.
- A road connection from Park Estate Road through to the Karaka Lakes development, either an extension of Hinau Road, Ngakoro Road (a future bus route) or both. A connection is required when 2,127 households are provided within the Hingaia 1 Precinct area, as per traffic reporting prepared on behalf of Council at the time the land was rezoned.

The assumption of short-term development capacity of 3,070 dwellings in Hingaia as stated in the Auckland Plan 2050 Development Strategy did not adequately consider the delivery of the above infrastructure. Inclusion of these projects as part of Auckland Transport's Capital Programme for the next 10 years is considered necessary in order for Auckland Council to meet the NPS-UD requirements for the supply of infrastructure-ready medium-term development capacity. Without this, only 1,366 dwellings can be considered as short-term development capacity, less than half of that assumed.

Funding for the signalisation of the Great South Road and Park Estate Road intersection was inferred but not directly stated in the Regional Land Transport Plan 2018 (as part of "LRGF Hingaia SHA") for between 2018 and 2020, although these works have not yet occurred. Funding was also identified in the 2019 Development Contributions Policy. The draft RLTP no longer includes this project as part of Auckland Transport's Capital Programme for the next 10 years, perhaps under the incorrect assumption that as the previous RLTP only provided funding up to 2020 that the project has been completed, when it has not yet commenced. Alternatively, the project could be listed in "Appendix 5 – Projects with committed NLTF funding", which the draft RLTP unhelpfully does not include. The signalisation of the Great South Road and Park Estate Road intersection needs to be reinstated in the draft RLTP to ensure that the project is completed as is necessary to allow for further rollout of development along Park Estate Road. As mentioned, Council has received and will continue to receive development contributions that were intended to partly fund these works (as part of

‘Hingaia Park Estate Rd/Great South Rd Intersection’), which should continue to be directed to the funding of this project.

These collector road connections from Park Estate Road through to the Karaka Lakes development have never been subject to Council funding, instead being expected to be delivered through development of sites containing the road routes. However, there has been no intention of those landowners to complete either road connection in the five years that their land has been subject to urban residential zoning and HGL considers it highly likely that the land owners will continue to have no interest in doing so (especially land needed for the Hinau Road corridor, which includes sites owned by a completed church and Auckland Council’s Parks department), even while development of HGL’s landholdings on the southern side of Park Estate Road continues to occur. HGL has always been of the position that Auckland Transport should designate at least one of the two collector roads and enable its construction, similar to how Auckland Transport lead the construction of Papaka Road to serve development north of Hingaia Road.

The RLTP should include the Great South Road and Park Estate Road intersection and a road connection from Park Estate Road through to the Karaka Lakes development as part of Auckland Transport’s Capital Programme for the next 10 years, with construction to commence as soon as possible in order to support the continued roll-out of development at Park Estate Road.

2.3 Redhills Development Infrastructure

The rollout of HGL’s development at Redhills, Massey, is reliant on the following transport projects:

- Dunlop Road intersection upgrade and signalisation.
- Fred Taylor Drive / E-W road / Spring Garden Avenue intersection signalisation.
- Widening of Don Buck Road at the Westgate Dr intersection to provide two northbound and two southbound through lanes.
- Upgrade to Fred Taylor Dr / Don Buck Rd intersection to signalised layout.
- Further widening of Don Buck Road at the approach to Fred Taylor Drive intersection.
- Fred Taylor Drive widening acquisition – between Don Buck Road and Northside Drive as development progresses.
- Arterial road network – Dunlop Road upgrade and extension.
- Arterial road network – Baker Lane upgrade and extension.
- Arterial road network – Royal Road connection.
- Arterial road network – Nixon Road connection.
- Upgrade to Don Buck Road / Triangle Road intersection.
- North western busway and bus station.
- Widening of full length of Fred Taylor Drive from Brigham Creek Road to Don Buck Road.
- Widening of Don Buck Road from Royal Road to Redhills Road.
- Northside Drive East overbridge.
- Henwood Road connection (bridge) over Ngongatepara Stream.

The majority of the above projects are stated as being required at various trigger points (1,800 dwellings, 3,600 dwellings and 5,400 dwellings) in the Redhills Precinct provisions of the Auckland Unitary Plan Operative in Part, or otherwise at the time of development of the adjacent land. We understand from discussions with Auckland Transport and NZTA these transport projects are recognised as being required to enable development of the Redhills Precinct. However, the only projects we note as being included in the Capital Programmes of Auckland Transport and Waka Kotahi NZ Transport Agency for the next 10 years provided in the RLTP are:

- ‘Northwest Bus Improvements’, including a bus station at Westgate (but excluding a busway).
- ‘Greenfield transport infrastructure – Northwest’, including “new Redhills connections with appropriate public transport and active mode provision”, which are not described further.
- ‘Supporting Growth Route Protection Programme’, excluding construction of these routes.

Inclusion of these projects is supported, however the other required projects do not appear to be specifically identified in the Capital Programmes of Auckland Transport and Waka Kotahi NZ Transport Agency (as relevant).

In addition, the list of “Other projects considered by ATAP”, which could be considered if additional funding is available include:

- ‘Greenfield Transport Infrastructure – Northwest’, of which \$60 million is identified as being unfunded (compared to the \$142 million that is funded, above), although the unfunded projects are not identified further.
- ‘Northwest Growth Improvements’, of which \$878 million is identified as being unfunded.

The assumption of short-term development capacity of 10,650 dwellings in the live zoned area of Redhills as stated in the Auckland Plan 2050 Development Strategy did not adequately consider the delivery of the earlier listed infrastructure. Identification of funding for this infrastructure in the RLTP is considered necessary in order for Council to meet the NPS requirements for the supply of infrastructure-ready medium-term development capacity. Without this, only 1,800 dwellings can be considered as short-term development capacity.

The RLTP should include all of the transport projects listed above as part of Auckland Transport’s (or Waka Kotahi NZ Transport Agency’s, where relevant) Capital Programme for the next 10 years in order to ensure that development capacity in Redhills meets the expectations of the Auckland Plan 2050 Development Strategy.

2.4 Line Items

As inferred above, the broad nature of various line items in the Capital Programmes make it very difficult for users to determine which exact projects are included in each line item and for Auckland Council and Auckland Transport to be held to account on delivering these projects.

For example, it is not clear which projects form part of ‘Greenfield transport infrastructure – Northwest’ (with a number of specific projects identified above), and then which are provided with funding and which are not.

It would be extremely beneficial to HGL, other developers and the public in general to have clear indications in the RLTP as to which transport projects are included for funding within each line item and which are not.

Avoiding the use of broad line items and separately identifying each line item also allows for submissions on the RLTP to be more accurately identify support or opposition to specific projects and their timing.

3. Relief Sought

To address the concerns of the submitter, the following relief is sought:

- A review is undertaken by Auckland Transport and Auckland Council to:
- Confirm the transport development infrastructure requirements for all short-term and medium-term development capacity identified in the Auckland 2050 Development Strategy;
- Specify which of these projects are and are not listed in the RLTP as part of Auckland Transport’s or Waka Kotahi NZ Transport Agency’s Capital Programme; and
- Consider the implications of not funding these projects on the ability to provide for short-term and medium-term development capacity as required by the NPS-UD;
- Funding of the following projects is provided for by the RLTP, each to be included as part of the Auckland Transport Capital Programme or the Waka Kotahi NZ Transport Agency Capital Programme, if relevant:
 - Upgrading of Murphys Road between Flat Bush School Road and Redoubt Road, and signalisation of the intersection of Murphys Road/Murphys Park Drive/the fourth arm to be constructed adjacent to the neighbourhood centre, as soon as possible and within the next year;
 - Signalisation of the Park Estate Road and Great South Road intersection, as soon as possible and within the next three years;
 - Construction of a new collector road between Park Estate Road and Karaka Lakes as soon as possible and within the next three years;
 - Dunlop Road intersection upgrade and signalisation within the next two years;

- Fred Taylor Drive / E-W road intersection signalisation within the next two years;
 - Widening of Don Buck Road at the Westgate Dr intersection to provide two northbound and two southbound through lanes within the next three years;
 - Dunlop Road (arterial) upgrade and extension within the next two years;
 - Baker Lane (arterial) upgrade and extension within the next two years;
 - Fred Taylor Drive widening acquisition – between Don Buck Road and Northside Drive as development progresses within the next 1-5 years;
 - Henwood Road connection (bridge) over Ngongatepara Stream within the next five years;
 - Northside Drive East overbridge within the next five years;
 - North western busway and bus station within the next 10 years;
 - All other transport infrastructure upgrades identified in the Redhills Precinct within the next 10 years, including:
 - Upgrade to Fred Taylor Dr / Don Buck Rd intersection to signalised layout;
 - Further widening of Don Buck Road at the approach to Fred Taylor Drive intersection;
 - Royal Road (arterial) connection;
 - Nixon Road (arterial) connection;
 - Upgrade to Don Buck Road / Triangle Road intersection;
 - Widening of full length of Fred Taylor Drive from Brigham Creek Road to Don Buck Road;
 - Widening of Don Buck Road from Royal Road to Redhills Road.

 - The RLTP provides for transport projects that are necessary to provide development infrastructure to enable short-term and medium-term development capacity identified in the Auckland Plan 2050 Development Strategy to be included in Auckland Transport’s Capital Programme if alternative funding sources are made available without the need to wait for the projects to be included in the 2024 RLTP.
 - The RLTP provides a clear list of specific projects covered by the RLTP for transparency and to give developers confidence that the infrastructure required to enable short- and medium-term urban growth (as per Auckland Council’s growth policies) will be funded and constructed.
-

Hiringa Energy

Thank you for the opportunity to submit on the Regional Land Transport Plan.

Hiringa Energy's mission is to supply New Zealand with zero emission hydrogen. We are establishing one of the world's first nationwide hydrogen refuelling networks - coming online in New Zealand from 2022.

Our submission focusses on assisting AT and the community to address the 'climate change and environment' problem statement identified within the draft plan.

Key points

1. With transport making up 40% of the city's overall carbon emissions, Hiringa Energy supports the Focus Area set within the Auckland Plan 2050 of "developing a sustainable and resilient transport system" and the 50% GHG emission reduction by 2030 target set within Te Tāruke-ā-Tāwhiri. We see Mayor Goff's recent commitment to "no further purchasing of diesel buses from this year" as a key steppingstone in achieving the above.

2. It is a commonly held view that in order to decarbonise public transport bus fleets a combination of battery electric and hydrogen fuel cell buses will be required. Many New Zealand regional councils see hydrogen fuel cell buses being used in their busiest and longest routes given their longer range, higher payload and quicker refuelling times, without the need for sometimes significant grid upgrades and battery-electric recharging infrastructure in their compact urban areas.

3. Hiringa sees battery electric buses playing a key role in the delivery of shorter distance bus services where payload isn't an issue and local electrical grids are able to support them. RedBus's integration of battery electric buses into their Christchurch fleet highlighted that small battery electric fleets can be simple to roll out, however if 40 battery electric buses were needing to recharge it would require 320 megawatts, which was comparable to the power draw of a small suburb and was likely to push past the capacity of the nearest substation. We think that hydrogen fuel cell buses will therefore play a significant role in the decarbonisation of AT's bus fleet when considering the large size of the fleet (around 1300 buses).

4. The German Julich Research Centre considers that "A smart and complementary combination of the electric charging and the hydrogen refuelling infrastructure can join the strengths of both and can avoid non-sustainable solutions with low systems relevance or efficiency. Taking advantage of low hanging fruits like overnight charging of battery electric vehicles for short distance travel and meeting the challenges in long distance and heavy duty transport by fuel cell electric vehicle and hydrogen refuelling can be beneficial with regard to systems solutions".

5. Hiringa Energy congratulates AT on the launching of its hydrogen bus trial in recent months. We hope that AT gets the data it needs in order to inform its bus procurement programme moving forward. Hiringa Energy appreciated the opportunity to assist in the commissioning of the bus prior to its release from the Global Bus Ventures workshop by way of supplying our mobile refuelling unit.

6. Hiringa Energy is operating at both the national level and regional level in the zero emission bus space. The Labour Government's announcement regarding all new public transport buses procured from 2025 to be zero emission only will see a significant increase in the uptake of hydrogen fuel cell buses and Hiringa is helping regional councils prepare to transition their fleets. Hiringa has identified the need to aggregate hydrogen fuel cell bus interest from around the country in order to achieve purchasing economies of scale and gain the interest of international bus manufacturers who are supplying early adopters.

7. Hiringa Energy is also in discussions with international and domestic hydrogen fuel cell bus manufacturers about their ability to deliver buses that meet New Zealand's regulations and common council preferences, at what cost and with what lead-in time required. Based on the renewal

programmes of the larger regional councils, we believe that around 200 hydrogen fuel cell buses will be required by 2025 and over 1200 will be required by 2035 in order to decarbonise the longer, more heavily laden, hill-based bus routes or where there are electrical grid constraints. There are examples of successful centralised hydrogen FCEV bus deployment in Europe as demonstrated in FCHJU's Strategies for Joint Procurement of Fuel Cell Buses and JIVE's Best Practise Report January 2020 and the H2 Bus Consortium.

8. With future collaboration in mind, Hiringa Energy has signed an MOU with Auckland Transport. Hiringa Energy is focused on delivering a scalable light/long range zero emission bus solution at an acceptable cost and removing infrastructure barriers.

9. Hiringa's relationships with international and domestic hydrogen fuel cell bus manufacturers, combined with the readiness of our modular hydrogen refuelling network, means the rollout of hydrogen fuel cell buses can be swift and scale up as quickly as required.

10. A key enabler is the fact that AT will be able to leverage the Hiringa Energy South Auckland hydrogen refuelling station already under development as a part of a potential hydrogen bus commercial pilot programme. Removing the infrastructure cost from the programme budget and having other large users of hydrogen in South Auckland help drive hydrogen fuel costs down means that there are fewer hurdles for AT to roll out a commercial hydrogen bus pilot programme.

11. We are also in discussions with AT's ferries division around the potential for zero emission hydrogen ferry transport because of battery electric technology presenting infrastructure and weight challenges. We look forward to progressing this workstream further with the ferries team.

12. Hiringa Energy has also made a submission on the Climate Change Commission's Draft Advice to Government which outlines how green hydrogen as a fuel for heavy vehicles (trucks and buses) is a low hanging fruit that can decarbonise a hard-to-treat sector quickly for little relative investment. Please find our submission attached for more information on this as well as hydrogen myth busting.

Auckland Council's Advisory Panel

CLIMATE CHANGE AND JUST TRANSITION (Transcribed from meeting Post-It notes.)

- support 50% discount for CSC holders
- also an issue for disabled/youth.
- PT seen as unreliable - may be denied work youth/disabled if don't have licence/car.
- Equity - it's fine to say "electrify" but EV prices are substantially higher
 - how much can people afford? Maori/Pacifica.
- Increase Aucklanders literacy on climate change/PT/impacts on health.
 - presentation to Pacifica leaders, many did not know full impacts.
- RLTP -difficult to present to the community i.e. limit to 10 slides.
- Suggest demand vs supply in each region (i.e. East bus vs train) What is available at what time.
- EV's don't make sound - very dangerous for people who are blind/low visions.
- Ferries. Need to electrify make environmentally friendly need to be accessible and increase number of users.
- Parking is too expensive.
- What is AT's capacity to delivery the 10 year plan? Would like to see it tracked over the 10 year period i.e. this is where we will be in 3 years, inclusive reporting back to the community. Current trip lengths are very protracted.
- Provide 3D imaging so people/communities can visualise a project. Advertise the climate change goals.
- Reserves are being sold.
- Private corporations are doing better than Council/AT i.e. indoor gardens.
- Transit lanes for buses- carpooling difficult- different schedules/different workplaces.
- Paris agreement, what council and AT NEED to do, everything through climate change lens, EV's are good but you are still disconnected from your environment.
- Petrol cars still being brought by the shipload.
- Please spend all the cycling budget ON cycling.
- Accessibility action plan exists, and does have a budget.
- Connect with central government to advocate for better outcomes.
- Is modelling being continually reviewed? are we being too conservative?
 - Capacity has been increased in CRL.

- Disabled people have become reliant on cars (i.e. Total Mobility) - but we haven't provided accessible options i.e. No Beresford, No accessible parking on K road, No accessible cycleways. Future connect aims to address some of these issues/road and street network.
 - Length of travel time is too long by Public Transport.
 - What is being done with the Ports, decrease freight in and out of CBD, decentralise, what is best for the climate?
 - Close streets to cars days.
 - Bike and scooter sharing would be great in the regions (South and East Auckland)
 - What demographic info is used the transport planning? - equitable outcomes i.e. Service industry can't work from home, patterns of work/forecasting - lots of data.
 - AT lack of access known- South and West Auckland (i.e. light rail) GO OUT into communities, (And lack of diversity in AT)
 - Are we decarbonising fast enough? NO! we need to decrease carbon emissions in next 10 years, population growth- we can't shift the blame.
 - PT needs to be present from day 1. e.g. Pokeno/Massey.
 - AT is not climate change focussed enough especially for our Pacific neighbours, we can get people into the city but not around our own suburbs.
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Omaha Beach Community Inc.

Regional Land Transport Plan (RLTP) 2021 –2031 (10 Year) Consultation
Omaha Beach Community Inc. Submission 30 - 4 -2021

This document is submitted to you by the elected committee of the Omaha Beach Community Inc. ('OBC'), New Zealand's largest paid ratepayer association with circa 90% of all eligible ratepayers as financial members. We represent a paid-up membership in excess of 1,000 property owners at Omaha Beach.

We represent a paid-up membership in excess of 1,000 property owners at Omaha Beach.

Whilst we cannot claim that the views and opinions expressed here are reflective of all the Omaha Beach residents and property owners, they are certainly an indication of the thinking of the elected committee member representatives.

We would also hope that, with a paid-up membership in excess of 1,000, this submission would be considered by Council as not merely a single submission.

The following are key items to be included in the 2021 – 2031 RLTP for the Warkworth and surrounding areas (Omaha, Sandspit, Matakana, Leigh, Snells Beach, Algies Bay.)

1.1 Hill Street Intersection

Hill Street intersection is a major congestion point with a well-documented history. Even with the completion of the Puhoi to Warkworth Highway in 2022 there will ongoing congestion issues for the local community travelling from Mahurangi East, Algies Bay and Snells Beach as they will need to pass through Hill Street, make a right-hand turn to travel north to the new motorway connection. Additionally, with the planned growth in the area increased traffic volume and ongoing traffic congestion at this intersection is expected.

1.2 Solution

We understand that at meetings at the Transport and Infrastructure Forum held in Warkworth on 6 December 2019 that those who attended were informed 'The Board of Auckland Transport approved a preferred option for the design of the permanent Hill St solution and that funding had been allocated for detailed design and a detailed business case'

We also understand this was also verbally confirmed by the Mayor in discussion with One Warkworth. The work was to be funded by Auckland Transport and the share of funding of the construction, to commence immediately on completion of Matakana Link Road and the Puhoi – Warkworth Motorway, was still being negotiated between AT and Waka Kotahi NZTA.

Appendix 1 (Page 5) of the draft RLTP budgets \$18.8 m for Hill St with all funding to come from the National Land Transport Fund (NLTF). This differs from the earlier agreement.

It is unacceptable that the previous agreements and commitments have been repositioned and that agreement on funding between AT and Waka Kotahi is required urgently so construction is ready to proceed on completion of the motorway and MLR. Otherwise, Hill St will continue to become more congested and continue to be a point of frustration to all who live in and travel through the area.

1.2 Near Future Solution

During any time lag between commencing construction of the fully-blown solution to Hill St and its completion, there will need to be temporary measures in place to manage the intersection. This could be by way of road layout changes and suitably sequenced traffic lights and other directional signage and stop/ go patrols. It has been suggested that funding be provided from the Operational Capital Programmes Budget.

2. Supporting Growth Program

Due to the predicted growth in Warkworth, Matakana and Snells Beach areas, planning for roading and transport options need to be addressed to ensure that the roading and transport systems are integrated and fit for purpose. Areas of concern are Matakana township, Sandspit Link Road, Western Collector, south Warkworth interchange and interface with the new Puhoi - Warkworth Highway. Additionally, the Warkworth to Wellsford Motorway needs to be incorporated into the RLTP.

3. Transport Demand Forecasting Model

Provide a suitable live modelling programme that can be used to ensure reliability and validity of existing and future growth in the area. This would subsequently allow for better decision making and planning for future demands for transport and roading needs.

4. Sealed and Unsealed Roads

Many of the sealed and unsealed roads around the Rodney District are narrow and of poor construction with deep drains adjacent to the roadsides. These roads are not forgiving and are likely to become more dangerous to drive on with predicted growth in the area. It is well known that Rodney also has a high proportion of shingle roads that cause health and safety issues from dust, uncontrolled runoff and unfit surfaces for driving on.

The original budget of \$21m must be reinstated to continue satisfactory road improvements and ongoing maintenance.

There needs to be an action plan in place to prioritise sealing and identify other improvements on existing unsealed roads to ensure health and safety standards and flooding to properties is minimised.

Auckland Seniors Advisory Panel

The Auckland Seniors Advisory Panel appreciates the opportunity to comment on the draft Regional Land Transport Plan. The following comments are from the co-chairs of this panel and are taken directly from the Seniors Advisory Panel's draft strategic plan.

The Draft Auckland Regional Transport Plan (RLTP) states:

In 2019, Tāmaki Makaurau achieved a milestone with more than 100 million public transport boarding's made – the first time that number had been achieved since the early 1950s....

More than a third of Aucklanders live within 500 metres of a frequent public transport service, yet the majority.... still choose to use a private motor vehicle for most trips.

... many more Aucklanders need to access (public & active) transport choices to reduce congestion, Greenhouse Gas (GHG) emissions and deaths and serious injuries (DSI) on our roads.

(page 3)

Since the Britomart Train Station opened,... annual train patronage has increased 755% between 2003 to 2019 (2.5 million to 21.4 million). Since the Northern Busway opened in 2008, annual bus patronage has only increased by 60% from 43.6 million in 2008 to 73.1 million in 2019.

Over \$7.5 billion of new rapid transit projects are now either in construction or are in detailed design. (page 6)

For seniors, transport and access impact on their sense of belonging and ability to participate in their community. Whether seniors are using private cars, public transport, or walking, getting the small things right that most of us just don't think about, can make a huge difference.

We need to make it as easy as possible for seniors who need or want to, to use public transport.

At the same time, the independence associated with private car travel is important to seniors and enables them to get where they need to go.

Recommendations:

1. Auckland Transport (AT) planners need to consult with seniors when designing facilities and services.
2. Seniors need good footpaths without trip hazards or obstructions, footpaths that recognise pedestrians as the priority users of this space e.g. ensuring kerb cut-downs are provided in areas seniors frequent.
3. Seniors need to work with Auckland Council's Licensing team to ensure the pedestrian space is safe and clear e.g., investigate options to better manage e-scooter issues, such as placement after use, use of footpaths, and riding at speed on footpaths.
4. AT needs to identify key bus routes seniors use and prepare a programme to install seating and bus shelters which are lit and safe in high-use locations.
5. Seniors need to work with AT to identify and establish bus services which run to/from the places that seniors frequent.
6. AT needs to ensure seniors can access advice and assistance to use HOP cards.
7. Seniors advocate for gold HOP cards to be usable before 9am to enable seniors to meet key appointments such as doctors and hospital visits.
8. AT needs to have a seniors' rep on existing forums to engage with its community e.g., the disabilities network.
9. AT needs to ensure carparks catering for seniors are available in places where shared spaces and pedestrian-only areas are developed.
10. AT needs to ensure seniors have the opportunity to provide input into public transport staff training to improve their understanding of seniors' safety needs, including the difficulties seniors face getting on and off public transport, and the importance of being seated before the bus moves off and stops.

Te Tuapapa Kura Kainga - Ministry of Housing and Urban Development

Re: Carrington Road Funding

Te Tūāpapa Kura Kāinga – the Ministry of Housing and Urban Development is committed to an urban form that supports the wellbeing of people and communities, including through enabling housing development in places with good public and active transport links that help reduce traffic and transport emissions.

The Ministry is facilitating the development of land formerly part of the Unitec campus, in Mt Albert, Auckland (the Carrington Residential development). Crown Treaty obligations, under the Ngā Mana Whenua o Tāmaki Collective Redress Deed and Act, apply to the development of this land for housing, to be exercised through the rights holders the Marutūāhu, Ngāti Whātua and Waiohūa-Tāmaki Rōpū.

The project is a large-scale brownfields development, with capacity for between 2,500 and 4,000 homes, well-located to achieve the urban objectives of both Council and Crown. The Ministry has been working with Auckland Council on enabling this site for development, including through the completion of an Integrated Transport Assessment (ITA) for the Wairaka Precinct which has recently been endorsed by Council.

The ITA identifies the future pressure that the housing development will place on the capacity of the existing Carrington Road corridor. In time, the performance of the Carrington Road corridor will become a constraint on the project, as well as impacting the neighbouring communities. The ITA identifies the potential for intersection upgrades and future dedicated lanes on Carrington Road for buses and cycleways to alleviate these pressures.

The draft Regional Land Transport Plan allocates \$55 million to the Carrington Road corridor. While we understand further work is required to fully inform this costing, and we would like to see the completion of the project business case, we welcome the allocation of funds and strongly support its inclusion in the final Plan.

Campaign for Better Transport Incorporated

DRAFT REGIONAL LAND TRANSPORT PLAN

On behalf of the Campaign for Better Transport Incorporated (CBT), we would like to thank Auckland Transport for the opportunity to submit on the draft Regional Land Transport Plan (RLTP)

The CBT is an apolitical advocacy group lobbying for transport improvements in New Zealand, with a specific focus on Auckland. We note that while our efforts have historically focussed on public and non-vehicular forms of transport, we are not necessarily averse to roading improvements where these can be justified.

Service Speeds

We are pleased to see that Auckland Transport are considering the need of public transport to be time competitive with the private car. While we agree that making the admission in page 27 that “much of Auckland’s public transport network is simply not fast enough to compete with private car travel, even during the peak periods” is unfortunate, it represents the truth and enables a start to be made on fixing the problem.

The inclusion of average travel speeds on Auckland Frequent Transit Network as a strategic indicator at page 68 is a positive step. We query how the 39 km/h target was arrived at, as whilst welcoming, we note it is incredibly ambitious given most of Auckland’s Frequent Transit Network is on roads that currently have 50 km/h speed limits, which are likely to reduce given moves by both Auckland

Transport and central government.

More generally, we welcome discussion around the development of a network of bus lanes but do consider this needs to be accelerated. The implementation of bus lanes is low cost (only requires the painting of some lines on a road), and so we should be able to have a comprehensive network of bus lanes in Auckland in the next ten years if Auckland Transport had some courage.

Strategic Indicators

There are several strategic indicators that we have concerns with, not only in the RLTP results category, but even in the what’s needed category.

The first strategic indicator we have concern with is “total Auckland public transport boarding’s”. Under the base RLTP case, this is a mere 142 million boarding’s by 2031. We note that back in 2016, the target for 2022 was 140 million boarding’s, and that comparable cities in Australia hit the 140 million boarding’s level some years ago (Brisbane hit 140 million boarding’s in 2005, while Perth did so in 2012). 200 million annual boarding’s, as under the ideal scenario, is more ambitious – but we still consider this to not be ambitious enough and would like to see a target closer to the 250 to 300 million annual boarding’s level.

Another one is the strategic indicator “Proportion of Auckland population serviced by public transport within 500m of rapid and/or frequent network stops”. Under the base RLTP case, this is a mere 42% of Auckland’s population by 2031 – the draft RLTP mentions at page 27 that currently, 39% of Auckland’s population is within 500 metres of rapid and/or frequent network stops. This implies that over the next ten years, Auckland Transport is not expecting to grow the frequent transport network.

Even under the ideal scenario, this percentage only increases to 55% by 2031. The CBT considers that this target needs to be significantly higher, with a preferable target of 90% of Aucklanders living within the metropolitan area being within 500 metres of rapid and/or frequent network stops. The prospect of needing to wait half an hour, or even worse, an hour for a bus service in suburbia is sufficient to put many people off using public transport.

Fare Proposals

We welcome the proposals of Auckland Transport to implement further fare discounting such as “Community Connect” and increasing of discounts for interpeak fares on bus, train, and ferry services.

With the advance of modern technology and the near universal use of smartcard-based ticketing, we would like to see the development of a more dynamic system of discounting which would allow even more granular discounting.

We also question whether a zonal based system continues to be appropriate. We note that depending on the origin and destination points, a trip of 15 kilometres could have a one zone, two zone or three zone fare. It might be more appropriate to have a flat per kilometre fare, which means that what a passenger is paying is commensurate with the trip they are undertaking as opposed to paying based on arbitrary lines on a map.

We would also like to see the following within the ten-year lifetime of the RLTP:

☑ Lobbying efforts with central government to have a national integrated ticket to enable use of the same card throughout New Zealand.

☑ Introduction of technology to allow people to use credit cards (e.g., Visa and Mastercard) on public transport. We note this is already done in Sydney and would make use of the system by overseas visitors much more user friendly.

Specific Proposals

Mill Road and Penlink

We note the Mill Road and Penlink corridors and acknowledge the development of these corridors is largely up to the New Zealand Upgrade Programme. We are somewhat disappointed that public transport alternatives were not investigated, even if the investigation simply resulted in future proofing for those alternatives in much the same way that Te Irirangi Drive was future proofed back in the late 1990s.

Level Crossing Removals

We welcome the plans to remove several level crossings in Auckland as part of the “CRL Day One” programme of works. However, we would like to see the development of a programme to see the removal of all level crossings within the area serviced by suburban trains, even if this is a longer-term programme (e.g., a thirty-year programme). While all will be aware of the havoc placed on the road network by the existence of level crossings, it also causes problems with the rail network as it impacts on where signals can be located and the overall capacity of the line (for instance, we understand the capacity of the Western Line is 7 trains per hour due to the prevalence of level crossings along this route).

Rail Projects

We welcome the development of a third main between Westfield and Wiri Junctions, as well as development of the rail network south of Papakura. However, we would like to see the inclusion of the following proposals within the ten-year lifetime of the RLTP:

- Quadruplication (four tracks) between Westfield and Wiri Junctions
- Triplication (three tracks) between Wiri Junction and Papakura
- Grade separation of Westfield and Wiri Junctions
- The provision of a diesel shuttle service between Swanson and Huapai

The track amplification proposals outlined above will be necessary to allow for effective separation of suburban services from freight services and longer distance passenger services. We expect there would be a desire to have peak express services once electrification is extended to Pukekohe, and we hope that longer distance passenger services are developed by central government from Auckland through to Hamilton, Tauranga, Rotorua, and Wellington.

Given the likely delays to construct a rapid transit solution from the Auckland CBD through to Huapai, we consider that a diesel shuttle service be developed between Swanson and Huapai to provide the residents of that area with a rapid transit solution in the interim.

Federated Farmers of New Zealand

INTRODUCTION

Federated Farmers welcomes the opportunity to provide feedback on the Draft Auckland Regional Land Transport Plan (the “Plan”).

Federated Farmers appreciates that the Plan has been prepared under legislative direction and that, while the Auckland Council has a co-ordinating role, the Councils along with other agencies have the responsibility, and bear the impacts, of implementing it. These impacts must be transparent and at the forefront of discussions about roading priorities.

The region’s transport network is a key part of the economic and social well-being of farming and rural communities. Representation on these issues is vital as the rural population is widely dispersed, and the rural voice often subsumed by the demands of more densely populated urban areas. While Federated Farmers represents the views of farmers, we acknowledge that rural roads are access conduits for a huge range of users including tourists, local and international.

They provide access to social, cultural, and environmental opportunities not available in urban areas.

Federated Farmers’ submission on the 2020 Government Policy Statement on Land Transport (“the GPS”) is attached, as it contains a useful and pertinent summary of Federated Farmers members’ transport concerns. This feedback will elaborate on some of those issues as they relate to the Plan.

RECOMMENDATIONS

Federated Farmers recommends that the Plan:

- Provide an appropriate budget for road improvements, including seal extensions, in rural areas;
- Provide for a significantly increased investment in the maintenance of existing levels of service for local roads;
- Maintain the focus on road safety;
- Continue the investigation into regulatory change for improvements to be made in the way congested roads are used including, if found feasible, the introduction of congestion pricing;
- Continue to identify the Northwest, Drury and Paerata as the highest priorities for new green fields investment to support growth, but not leave to one side Warkworth as a high priority green fields growth area.
- Include a discussion of the issues brought about by dust that arise from the use of unsealed roads, including the effects of dust on both human health and on primary production;
- Include regional statistics regarding the use of local roads versus the use of state highways, for example the frequency of journey and kilometres travelled and the economic impact of limited access to productive farming units.

GENERAL COMMENTS

Federated Farmers generally supports the Plan. However, there are a number of comments that Federated Farmers wishes to make regarding it.

Firstly, Federated Farmers considers it important for the Plan to explicitly recognise the role primary production plays in Auckland, along with the role played by other productive sectors of the Auckland economy. Ideally, the Plan should contain a tabulated economic breakdown by production sector which is tailored into a specific assessment of current and future demand drivers. Related to that, Federated Farmers wishes to see that there is appropriate recognition of rural concerns in the Plan, including a discussion of the issues brought about by dust that arises from the use of unsealed roads, including the effects of dust on both human health and on primary production. Ideally, there should be sufficient allocation to road maintenance in the rural areas, with annual increases to that allocation exceeding the rate of inflation. There should also be an

appropriate budget for road improvements in high demand areas, such as areas which might suddenly attract a large increase in dairy or forestry traffic, and in particular there should be an appropriate budget for seal extensions in rural areas. The reduction in the road sealing program from that originally promised when the Regional Fuel Tax was introduced is of considerable concern to Federated Farmers.

Federated Farmers is particularly keen to see that the responses to the transport challenges set out in Chapter 5 of the Plan are appropriate and realistic for the region, and that the spending areas enable the efficient movement of road freight in particular.

Federated Farmers recognises that the Plan forms the basis for a relationship between the Council and the Waka Kotahi, with the latter having a say on the funding required through the Plan. Federated Farmers recognises also that the Waka Kotahi is taking a stronger hand in ensuring the money spent on transport in the regions is better allocated, and that maintenance programmes are efficient and effective, and that this action is justified by the 2011 Road Maintenance Task Force, which the Government established to identify opportunities to increase the effectiveness of road maintenance.

In its submission on the GPS, Federated Farmers agreed with the strategic direction set out in the GPS, which was largely rolled over from the previous GPS. Nevertheless, we pointed out that we did not agree that the strategic direction has been achieved through the GPS, particularly for large areas of the rural roading network.

In particular, Federated Farmers expressed concern at the annual funding increases proposed for local roading outlined in the GPS. We noted that proposed increases in the local road maintenance budget over the life of GPS are well short of roading cost inflation forecasts. Federated Farmers considers that this will create a funding gap, which will ultimately result in the GPS failing to provide for a land transport system which achieves the objectives of: meeting current and future demand; being reliable and resilient and providing a safe system; and becoming increasingly free of death and serious injury.

Nationally, Federated Farmers members, and other rural road users, are noticing a continuing decrease in the quality of the local roading network, particularly in rural areas. In the submission on the GPS, it was stated that further underfunding of these areas will result in a significant increase in the long term whole-of-life cost for local roads, in addition to unquantified costs borne by road users.

Turning back to the Plan, for our members and for primary producers in general, roading remains the critical component of New Zealand's land transport infrastructure, and we hold particular concerns in respect of both the current and future state of local roading. Roading provides vital connections for those living in rural communities and is an integral component of New Zealand's economic productivity. According to Treasury: 1

The agricultural, horticultural, forestry, mining and fishing industries play a fundamentally important role in New Zealand's economy, particularly in the export sector and in employment. Overall, the primary sector directly accounts for 6.0% of real GDP and contributes over 50% of New Zealand's total export earnings...

...Agriculture directly accounts for around 4.5% of GDP, while the processing of food, beverage and tobacco products accounts for a further 4.6%. Downstream activities, including transportation, rural financing and retailing related to agricultural production, also make important contributions to GDP.

This contribution to the national economy relies heavily on a functional, safe and sound roading network for the transport of inputs, outputs and people. A functioning roading network enables primary producers to efficiently move inputs and outputs, allows farm servicing agencies to access their customers, and allows farmers to access population hubs for goods and services. The need for an efficient and safe transport network in rural areas is heightened by the practical reality that a large proportion of primary production is exported and traded in competitive international markets, where price is often a significant differentiating factor, with competing producers facing comparatively lower net transport costs.

Roading, particularly the local roading network, is also important from a social perspective, connecting rural people to neighbours and communities, and connecting isolated rural communities to education, social and emergency services and other basic needs.

Costs associated with the delivery of roading infrastructure also represents a significant cost for primary producers and rural residents, through the various fuel taxes, road user charges and, in the case of local government's contribution to local roading, property value based rates. Federated Farmers' view is that land transport management should be firmly focused on outcomes for users, working across different modes of transport and across the parts of the transport network controlled by different bodies. We believe an operative roading network provides for efficient movement of freight and people, recognising that the efficiency of any network is only as good as the least efficient component.

In this context, it is particularly noted that local roads are a key area of concern for Federated Farmers members. It is considered that appropriate funding is a fundamental requirement for an efficient and effective roading network. Another requirement is that the funding is appropriately and efficiently applied. There should be a focus on improving roading investment outcomes and road management practices and decision making, in order to optimise the returns from every dollar spent on roading.

From a rural perspective, both the current level of funding and the future level of funding is of concern. Federated Farmers is concerned that, given the significant changes to road use in the rural areas, in particular the increased utilisation of local roads by heavier traffic and the greater forecast frequency and intensity of adverse events, the maintenance of existing levels of service for local roads may require significantly increased investment.

Federated Farmers recognises that investment in economic growth and productivity includes a focus on key infrastructure, particularly in high traffic areas. Therefore we support the general intentions behind investment in the major national roading projects, and the Puhoi to Wellsford link in particular. It is acknowledged that, when complete, the Puhoi to Wellsford link will be of significant benefit to Auckland as well as of significant benefit to Northland and indeed nationally. However, Federated Farmers considers that the investment that has taken place on projects such as the Puhoi to Warkworth section of the full Puhoi to Wellsford link has come at some cost to other areas of the roading network, particularly local roads. Anecdotally, our members have observed significant deterioration in the quality of the local roading network, particularly on unpaved, gravelled, roads. This has, again anecdotally, lead to significant deterioration of rural areas of the roading network, increasing travel times, increasing the need for costly repairs, and increasing the potential for damage to vehicles. These are areas where both the value of goods and services transported are of significance, and alternative routes are sparse.

As regards road safety, Federated Farmers is supportive of there being a particular focus on road safety, and the discussion in the Plan is welcomed in that regard.

While it is currently impossible to fully quantify these concerns, as noted above, our members are experiencing greater incidence of potholes, slippage and other related issues, particularly in gravel

or unpaved portions of the rural roading network, all of which poses a significant safety risk for rural road users, particularly for roads where there is a high incidence of heavy traffic usage.

Finally, Federated Farmers agrees that it is very important that the Auckland rail network, and the rail link to Northland, be kept open. Federated Farmers welcomes the recent investment that has taken place in upgrading the network, and agrees with those who consider that the development of rail would, over the longer term, assist in reducing the burden on roads.

AUCKLAND'S TRANSPORT NETWORK

Federated Farmers is pleased at the inclusion of reference to the "Upper North Island Strategic Alliance shared statement" by way of a statement prepared for the Alliance which outlines the issues and priorities for transport for the Upper North Island, and in particular the reflection in it that "The Upper North Island (UNI) is critical to the social and economic success of New Zealand". Our members have expressed concern that in recent years, the various region's transport strategies have been too urban-centric, and the unique needs of the country's rural communities as a whole, including farmers, have been neglected.

Nevertheless, Federated Farmers recognises as important a rail link between Northport at Marsden Point and the main Auckland-Northland line, and the four-laning of SH1 between Auckland and Whangārei, and acknowledges that the existing limitations on rail and road creates transport network vulnerabilities.

CONGESTION PRICING

Federated Farmers agrees that the current way that Aucklanders pay for using their roads does not provide the incentive for those roads to be used in a way that is the most productive. It is agreed that, for improvements to be made in the way congested roads are used, regulatory change is required.

Congestion in central Auckland affects rural road users as well as those who commute to and from the centre of Auckland. Farmers and growers need to get their produce to market and, in the case of some types of produce, getting to market can be time critical, and may need to take place when the roads are at their most congested and delays brought about by this congestion are at their greatest. In some cases, because of the nature of Auckland's road transport system, this produce may need to be transported through the centre of Auckland. Any hold-ups can lead to increased costs, costs which will ultimately be borne by the farmers and growers. So, any means by which costs incurred in this manner can be cut back or reduced to zero will have the support of Federated Farmers. Accordingly, Federated Farmers supports the investigation into the feasibility of introducing a demand management based pricing scheme to improve the performance of the roading network and reduce congestion and, if feasible, supports in principle the introduction of a congestion pricing scheme.

GROWTH

Federated Farmers welcomes the discussion of "growth" in the Plan, particularly in relation to growth in green fields areas. The recognition that large-scale investment is often needed to connect greenfield areas to the transport network is important as the "green fields" are usually rural production areas, and not providing adequately for this can lead to congestion in the new development areas, which will affect farmers, including those in outlying areas who rely on existing townships for the services they provide for support of rural industries.

In this context, Federated Farmers supports the identification of the Northwest, Drury and Paerata as the highest priorities for new green fields investment to support growth, but asks that the Supporting Growth Programme not leave to one side Warkworth as a high priority green fields growth area.

LOCAL ROADS

Federated Farmers is concerned that focus on engineering and improving roads with highest economic importance will result in the degradation of other rural roads. Some of those roads are geographically isolated however they still need attention to remain safe for all road users. Unsafe roads make rural communities vulnerable, especially when there are natural disasters. It is crucial that rural roads are given equitable status in considerations of design and maintenance so that there are failsafe options when there are network failures.

The cost of roading to a farm business is significant. Farms and farmers contribute to the National Land Transport Fund, directly through petrol taxes and road user charges, and indirectly through road freight costs. Farmers also pay high roading rates to their local councils. They therefore have a legitimate expectation that their local roads receive investment that allows for safe and reliable access. Over the years there has been considerable underinvestment in road sealing, not only in Auckland but across the country as a whole, and this is a matter that the Plan does not adequately address. Initial indications, when the Regional Fuel Tax was introduced in 2018, were that some \$160m would be dedicated to rural road sealing over the 10-year period of the then Plan, so it is disappointing to see that only \$40m is to be provided for “Unsealed Road Improvements” in the Plan.

One final point on this topic is that, in terms of the one network roading classification, it would be useful for the Plan to include regional statistics regarding the use of local roads versus state highways (e.g. frequency of journey and kilometres travelled and also the economic impact of limited access to productive farming units). Without this information, it is difficult to evaluate the priorities and expenditure decisions.

DUST

As noted earlier, Federated Farmers would welcome the inclusion in the Plan of a discussion of dust from unsealed roads, including a discussion of the effects of dust on primary production. Federated Farmers considers that a discussion of health effects and nuisance / amenity effects could usefully be included. Federated Farmers considers that sealing road surfaces is the most effective way of reducing dust nuisance.

RAIL FREIGHT

Moving freight by rail (and ship) can improve road safety, reduce road maintenance costs and congestion. Federated Farmers considers that rail must play a greater role in freight movement of non-perishable goods, but in a way that doesn't compromise investment in local roads. There are significant obstacles to be overcome to make rail more efficient and attractive to the primary production and manufacturing industries. Most of the rail heads and sidings that would have enabled livestock to be loaded onto trains have been removed. Further, animal welfare and food safety requirements mean road is preferred over rail for transportation of livestock and perishable goods. We consider that this is unlikely to change in the near future.

COVID IMPACTS

Covid has impacted the rural sector, in particular labour shortages, processing disruptions due to social distancing requirements, and supply chain disruptions (e.g. lack of refrigeration containers due to port delays, inability to source replacement parts for machinery). A wider range of economic impacts should be recognised in the Plan.

Covid has demonstrated that there are opportunities for people to work remotely from wherever they live. As a result there is higher migration to rural areas as people seek to realise their dreams of living in the country. Federated Farmers is concerned that without careful planning, this could lead to further loss of highly productive land. Rural migration places more pressure on local roads, without a corresponding increase in maintenance and upgrades, or roading contribution.

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Farmers provide essential services (food production) and must be better supported. Primary sector exports underpin New Zealand's Covid recovery.⁵ Farmers already pay high local roading rates. However, budget shortfalls (whether COVID related or not) should not be recovered from farmers to achieve the region's land transport vision, particularly when so much of it is focused on services farmers cannot access (urban public transport, cycle and walking infrastructure).

ROAD SAFETY

Federated Farmers supports the zero-reduction target in Government's 2020-2030 Road Safety Strategy. The Regional Vision detailing a 40% reduction by 2030 is consistent with that. We would like the Plan to address the risks of chronic underinvestment in rural roads, especially at a time when forestry (development and harvesting) increases as a land-use in many rural areas.

Driver licence testing needs to be affordable and accessible in rural communities. Changes in licence testing requirements in 2012 resulted in testing services being removed from many towns. This has done little to improve safety, rather it has created access inequities for rural people. This may not be an issue in urban areas where public and active transport options are available. However, in rural areas young people are reliant on private vehicles to access employment and other opportunities. Access difficulties and testing delays exacerbate COVID related labour shortages within the primary sector as young people cannot independently access their place of employment.

Federated Farmers would like to see driver licence testing re-introduced into more rural centres as part of the strategy to improve safety. We ask that this be identified as an issue in the Plan and resources put towards advocacy to central government for change to the current process.

FORESTRY IMPACTS

Many of New Zealand's roads were not designed for today's volume of heavy vehicle use.

Federated Farmers is particularly concerned about this, and the impact of the forestry industry on road safety. In recent months there has been at least one fatal accident in Auckland involving logging trucks. Our members have expressed concern about truck speed, load sizes and driver inexperience. The Plan needs to tackle this issue to meet safety targets.

In the Auckland, logging trucks travel along rural roads from the inland hill country to the Marsden Point port facilities. They go straight through town centres such as Helensville and Wellsford, weakening the surface of roads, bridges etc. as they go. We urge all local authorities, and other road controlling authorities, to:

- Assess the full impact of the forestry sector on local infrastructure and recover any deficits through higher differentials (which several councils currently utilise) and increased use of the Funding Assistance Rate.
- Advocate for changes to the Rating Valuations Act 1998 to address the low rateable value of forests.
- Advocate for policy corrections that currently incentivise farmland to forestry conversion and reduced rates-based revenue.

CLIMATE CHANGE

Discussions about climate change, route security and resilience need to include increased fire risk. Climate change is increasing fire risk in most regions, particularly on forestry, un-grazed crown land and lifestyle blocks. Reliable road networks are necessary to provide access for emergency services and evacuation routes for residents and stock. Councils must factor fire risk into planning decisions and work strategically with Fire and Emergency NZ to strategically establish fire breaks in at risk locations and firefighting water supplies.

Transport choice for most rural people is non-existent, expensive, or impractical. Rural people must often travel long distances, along poorly designed and maintained roads, carrying large loads. Electric farm (suitable) vehicles are not yet available or cost effective. Unfortunately, there is nothing in the Plan that is likely reduce the car dependency of rural communities.

INTEGRATED LAND USE PLANNING

Urban expansion and land use change from primary production to lifestyle blocks are the two main pressures on highly productive land.⁶ Any planning to manage growth and intensification must factor in the retention of highly productive land for future generations.

Retaining what is left of our productive land should be a stated objective in planning documents discussing future regional growth.

Our members have queried whether councils are adequately assessing the impact of rural subdivision on roads. It is not enough to simply maintain these roads and bridges, the pressure they are under requires improvements to ensure they are safe for all users.

Finally, many of the towns in Auckland were established to support the agricultural sector. Urban design policies aiming to reduce travel time/demand, improve modal choice and public transport uptake, must also consider the needs of the farming hinterlands and support businesses (vets, retailers, accountants, supermarkets, doctors, dentists etc.). This means continuing to provide access and parking for rural people, larger farm vehicles and trailers.

THE FEDERATION

Federated Farmers of New Zealand is a primary sector organisation that represents the majority of the country's farming businesses. The Federation has a long and proud history of representing the interests of New Zealand's farming communities, primary producers, and agricultural exporters. The Federation aims to add value to its members' farming business. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their business in a fair and flexible commercial environment
- Our members' families and their staff have access to services essential to the needs of the rural community
- Our members adopt responsible management and environmental practices.

Federated Farmers looks forward to further consultation on the Plan.

Grey Power

Grey Power in Auckland has eight associations with a membership of 6.000, has been closely involved with the Auckland Council consultation for many years, and is a Council Key Stakeholder. There were 190,000 people over 65 in Auckland per the 2018 Census, 12% of the population. This is growing rapidly and is predicted to reach 350,000 in 2033.

The senior community has the need for specific and very important transport requirements recognising their diminished personal mobility, readily available accessible public transport for their social, well being and health benefit, and special parking capacity in town centres in particular. The rapid development and intensification of the city with the associated increased population and traffic congestion, along with the closure and centralisation of key services such as Council offices, banks and local retailers, are creating additional difficulties and the need to travel for seniors. No specific mention is made in the Draft Plan of the senior community specifically, and the Draft must be aligned with the Auckland Council Age Friendly Action Plan currently part of the Council's own 10 Year Budget planning.

A specific dialogue with the Council Senior Advisory Panel should also be part of the consultation process.

An absolute element in Auckland Council transport planning is the continuation of the Super Gold travel arrangements. This is a vital element in the freedom of movement and social and health well being of the senior community. It is greatly valued and appreciated.

The recognition of the special requirements of the senior community are basically sub sets of the major policy points of the Draft Plan which is an extensive and complex document. Our submission will make specific bullet points for consideration rather than blending them into the specific outline and structure of the Draft Plan document.

Submission

02. Purpose and Scope

The key point already made is for AT to specifically consider the special requirements of older people, and increasing numbers of the senior community, in their forward planning.

Particular areas of note in the 02, Purpose and Scope outline are:

Public Transport (bus, rail, and ferry) services

Improvements to bus stops etc

Footpaths, shared paths and cycle ways

- this is important – the availability, surface quality, and safety of foot paths and shared paths is critical for seniors, for walking as well as for mobility scooter operation..

As mentioned the Council Age Friendly Action Plan must be included in the Other relevant documents listed.

Parking Provision

It must be recognised that with the increasing policy and ideological focus on walking and cycling, that for the majority of seniors these are limited options. The vast majority of seniors don't ride bikes and many have difficulty walking significant distances.

The increasing loss of local facilities has been mentioned, with the resultant need to travel to the larger town centres which are becoming increasingly congested.

Current planning is cutting back parking in the town centres and introducing and increasing parking charges.

The special accessibility and physical difficulties of seniors need to be recognised by providing some parking in the town centre areas, a need for many other people as well.

Special Super Gold car parking spaces should be provided in Council parking buildings and spaces similar to the disability parks already provided for, as are the new EV charging spaces.

A prime example is the new Takapuna Car Park building recently opened following the impending closure of the long standing central Takapuna carpark for the development of the Takapuna metro centre.

A free Super Gold parking time of say three hours should be introduced as well, similar to the Palmerston North Council system.

Car Park Ownership

The retention of community assets is a long standing Grey Power policy, and we have made submissions in the past that Auckland Council should have a dominant position in providing car parking in the city.

It can be a very profitable business, well within the capacity of the Council to operate, and Council have an over-riding regulatory responsibility as well. It is fair to say that the private car park operators have a predatory tendency, and cannot be left as the sole or major public providers in Auckland.

Auckland Council should not sell their car park buildings.

Park and Ride Parking

Park and ride facilities are free and are filled all day by commuting workers.

There should be some provision made for Super Gold parking for half days in the facilities for seniors wishing to go into Auckland CBDs

The whole point of Park and Ride is that public transport connections are not available and it is necessary to drive to connect – this should be available on a wider basis than all day travellers.

05. Responding to Auckland's transport challenges

Accelerate better travel choices for Aucklanders

The critical value of the continuation Super Gold travel arrangements have been already made in the preamble.

Procedure for obtaining HOP cards

The process of getting a Super Gold HOP card is extremely frustrating and needs to be improved, with a "one stop shop" system being introduced, and with many more places where the Card can be obtained.

It is particularly difficult for seniors coming to the city for a short time.

It is in fact discriminatory and imposes a financial penalty on seniors without a Hop Card.

Accepting presentation of the Super Gold Card as in the past is an alternative.

Safety - Page 52

Significant projects include;

It is noted that a listed project is a Marae and Papakainga (Turnouts) Safety Programme with a \$13 million budget provision.

Retirement Village Access and Connection

Retirement villages are similar housing blocks that have a significant concentration of residents.

AT should work with the villages both at the design and construction phase, as well as current existing ones, to ensure that the footpaths and bus stops in the vicinity of the village are appropriate and safe for the residents, as well as road entrance access.

Also route design must provide for a service to be in close proximity to the villages.

Civic Car Park Lift and Payment Machine Maintenance

An current operational matter but the opportunity is taken to point out that the Town Hall lift and the payment machines seem to be in a regular state of not working. For seniors this is a serious issue as climbing the stairs or going to an alternative across the car park is not a satisfactory alternative.

A quality maintenance programme for car park equipment should be a priority.

OraTaiao NZ Climate and Health Council

Attn: Auckland Transport and Auckland Council

Thank you for the chance to contribute to the Auckland Regional Land Transport Plan (RLTP). We acknowledge the work and consultation in preparing this draft. Please find our submission below. Our submission draws on an extensive evidence base around climate change and health, and has been prepared by a team of health professional volunteers representing OraTaiao: New Zealand Climate & Health Council.

We agree that Auckland needs a well-coordinated and integrated approach to help people and freight get around quickly and safely – one that significantly reduces harm to the environment and where there are multiple transport choices. We support the Auckland Council declaration of a climate emergency and the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, which boldly aims to halve Auckland's greenhouse gases by 2030.

While we support the intent of the draft advice, much more ambitious targets for active and public transport increases, and mode share shifts from private motor vehicles need to be included. There has not been enough consideration of the health and health equity gains that can be made by emission reducing policies and Te Tiriti o Waitangi has not been centralised throughout the draft. OraTaiao: The New Zealand Climate and Health Council is an organisation calling for urgent, fair, and Tiriti-based climate action in Aotearoa; we recognise the important co-benefits to health, well-being and fairness from strong and well-designed mitigative policies. We honour Māori aspirations, are committed to the principles of te Tiriti o Waitangi and strive to reduce inequities between Māori and other New Zealanders. We are guided in our practice by the concepts of kaitiakitanga (guardianship), kotahitanga (unity), manaakitanga (caring), and whakatipuranga (future generations).

OraTaiao has grown over a decade to more than 700 health professionals concerned with:

- The negative impacts of climate change on health, well-being, and fairness;
- The gains to health, well-being, and fairness that are possible through strong, health-centred climate action;
- Highlighting the impacts of climate change on those who already experience disadvantage or ill-health (i.e., equity impacts);
- Reducing the health sector's contribution to climate change.
- As well as individual members, we are backed by 19 of New Zealand's leading health professional organisations for our Health Professionals Joint Call to Action on Climate Change and Health
- This support includes the New Zealand Medical Association, the New Zealand Nurses Organisation and the Public Health Association, plus numerous specialist colleges. Together, these organisations represent tens of thousands of our country's health workforce. As an organisational member of the Board of the Global Climate & Health Alliance, we work with a worldwide movement of health professionals and health organisations focused on the urgent health challenges of climate change - and the health opportunities of climate action. OraTaiao signed the Doha Declaration on Climate, Health and Wellbeing of December 2012, which reflects this international perspective.

Submission

Our submission is focused on health and health equity co-benefits of well-designed emissions reduction policies, and in fully embedding te Tiriti o Waitangi and te ao Māori within the RLTP. If we are serious about our commitment to meet our obligations to the Paris Agreement, then we ask that

the RLTP is bold and ambitious. The potential to recoup costs of emissions reducing policies with significant health gains, let alone savings from avoided climate changes, must drive responsible and effective emissions budgets.

The RLTP must “contribute to an effective, efficient, and safe Auckland land transport system in the public interest”. This requirement is contained in the Land Transport Management Act 2003, sections 3 and 14(a)(i) and Local Government (Auckland Council) Act 2009, sections 39 and 45. The draft RLTP does not meet this requirement because it proposes for emissions to increase by 6% by 2031. It is therefore not in the public interest. Auckland Council’s own Climate Plan defines what is in the public interest in this regard – 64% reduction in transport emissions by 2030.

Health

“Achieving net zero emissions is the most important global health intervention now and for decades to come,” and the “health benefits will outweigh the costs of mitigation policies, even without considering the longer-term health and economic benefits of avoiding more severe climate change,” according to the former WHO Director-General, Dr Margaret Chan (2).

At present the draft sees transport emissions in Auckland could increase by 6% by 2030, which is absolutely unacceptable. As the largest city in Aotearoa New Zealand with transport as our largest sector of emissions the RLTP represents a significant opportunity to make a difference that will benefit the health of many. Recent work clearly shows that optimising health benefits depends on a country’s chosen path to decarbonisation (3), such as how it manages resource extraction, food production, social organisation, new technologies, and air and other environmental pollution.

Air pollution poses a major threat to the climate and our health. The main cause of air pollution in Auckland is transport. We know that transport-related air pollution affects a number of health outcomes. Breathing in air pollutants can irritate airways and may cause shortness of breath, coughing, wheezing and asthmatic episodes. Air pollution is the cause and aggravating factor of many respiratory diseases like chronic obstructive pulmonary disease, asthma, and lung cancer. Such pollution also contributes to an increased risk of early death.

Not all emissions reductions policies are equal in how they affect other challenges in Aotearoa such as our high rates of cardiovascular disease, obesity, diabetes, respiratory disease, suicidal depression, and many other non-communicable illnesses. International modelling shows the possibility of recouping the costs of emissions-reducing policies through the health gains made, but only with well-designed policies.

People have differences in health that are not only avoidable but unfair and unjust. Health equity recognises that different people with different levels of advantage require different approaches and resources to get equitable health outcomes. People would have better health, due to a reduction in morbidity and mortality from injury and air pollution and through increased levels of physical activity and active transport modes and a low carbon public transport system.

As Auckland continues to have one of the highest rates of pedestrian, cyclist and motorcyclist road deaths in the world, much more needs to be done to keep people safe. Your question around safety is misleading as safety is a priority, however, you have not included safe, separated cycleways which would go a long way to increasing road safety and encouraging active transport.

There are also known impacts of climate change on mental health, such as an increase the incidence of acute traumatic stress, post-traumatic stress disorder (PTSD), depression, anxiety, substance use disorders, and suicide. Indirect effects on mental health are likely to arise from damage to land, infrastructure and community functioning, leading to climate-related migration, armed conflict and other violence. As with physical health, mental health impacts can disproportionately affect already disadvantaged communities.

JC1-0990

There are also mental health effects, particularly among children, arising from the perception that our society is failing in its duty to adequately address this existential threat. Conversely, individual

and collective action to mitigate the crisis is regarded as an important means to address climate-related anxiety and depression. OraTaiao believes there will be appreciable mental health benefits, particularly to disadvantaged communities and to children and young people, of ambitious and visible policies regarding transport and emissions reductions in general.

Transport

We agree that “Emissions and other consequences of transport are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change”(4), however this does not take into account the health impact of climate change and pollution.

Transport emissions are one of the fastest growing areas of greenhouse gas emissions in New Zealand, and the form of transport we use has significant implications for health and equity. People have differences in health that are not only avoidable but unfair and unjust. Health equity recognises that different people with different levels of advantage require different approaches and resources to get equitable health outcomes.

While we agree with the recommendation to rapidly decarbonise the vehicle fleet, we have significant concerns the advice represents a continuation of the status quo dominance of private vehicle ownership. What is required is a transformational shift in transport mode to safe and accessible active and electric public transport, and from road to sea and rail freight. This will not only address greenhouse gas emissions but also improve health, wellbeing and equity.

We require a just transition that does not unfairly burden low income and marginalised communities. Although we support some financial incentives to purchase EVs, it must also be realised that there is not enough resource worldwide for everyone to have an EV and maintaining this as an option is disingenuous and supports the status quo of relying on cars.

Mode shift to cycling needs to be supported by incentivising the rapidly accelerating uptake of electric bikes, and through safe cycling infrastructure such as separated cycling lanes and quiet streets. Wherever there is a footpath there should also be cycle infrastructure. Shared paths should not form part of new plans.

Macmillan et al. modelled which cycle lane policy would yield the best benefit-cost ratio and found that “the most effective approach would involve physical segregation on arterial roads (with intersection treatments) and low speed, bicycle-friendly local streets”; and this would be cost effective: “These changes would bring large benefits to public health over the coming decades, in the tens of dollars for every dollar spent on infrastructure”

E-bikes will be an important part of the active transport strategy and must be incentivised.

Uptake is rapidly accelerating and has the potential to disrupt the urban transport status quo. Their uptake is far outpacing the uptake of electric cars and this should be capitalised on. E-bikes lower barriers to cycling, allow longer commutes, and would benefit suburban and rural settings the most given the right infrastructure(5). E-bikes could help low-income households that are the most affected by the cost of running a car (5),(6) but safety and connectivity are key in making cycling a usable option for commuters(7).

The RTLP recommends “encouraging” active transport. OraTaiao recommends building infrastructure that will empower New Zealanders to cycle. People do not necessarily need to be encouraged to cycle; they need to be enabled.

JC1-0991

Electrified public transport needs major investment as a public health good and should be free for under 25s, with reduced fares for other age groups. There should be enhanced quality and access to public transport.

Private vehicle use should be curtailed through measures such as increased parking charges, zero emissions zones, widespread adoption of “traffic calming” measures and reduced speed limits. Private vehicles should be regulated as a health hazard including the advertising of high emissions vehicles such as fossil fuel powered SUVs. Of note, there should not be advertising at bus stops for high emissions vehicles. This would go towards reducing the social license for their sale and consumption, as well as eliminating the political influence of industry lobby groups on climate policy.

We agree that insufficient physical activity being a key risk factor for conditions such as cardiovascular disease, cancer, and diabetes. Removing barriers to walking and cycling provides a genuine opportunity to support Aucklanders to live longer and healthier lives. We therefore expect the funding to support this to be much more ambitious than the current 6% proposed.

Disabled People

We note that the terms disability or disabled are not mentioned in the draft and this community must be included in any consultation and transport plans. Auckland Transport must ensure transport accessibility for disabled people by working in partnership with disabled people and representative organisations to set out urgent priorities in all transport planning and policies across Auckland.

Te Tiriti o Waitangi

The right to the highest attainable standard of health is recognised in the UN Declaration on Human Rights (8), and hauora (health and wellbeing)(9) is one of the taonga guaranteed to all citizens under te Tiriti o Waitangi (Te Tiriti). Te Tiriti is only mentioned once and that was in relation to another document. The health and health equity co-benefits of well-designed emissions reduction policies need to be explicit and fully embed Te Tiriti and te ao Māori within the advice.

Te Tiriti is the basis for society in Aotearoa New Zealand. “It forms part of our constitutional framework for living well together. The three articles of Te Tiriti allow for a balance of Crown-lead kāwanatanga (governance) alongside Māori tino rangatiratanga over taonga Māori (Māori self-autonomy over Māori treasures), in order to achieve ōritetanga (equality amongst peoples). That is the Te Tiriti bargain ought to be more than the sum of its parts, but a mutually beneficial arrangement with exponential benefits for all under its korowai (cloak)”. Further “The way we live and move around on these lands are vital to all dimensions of our health and wellbeing – that is our wairua, hinengaro, tinana and whānau health (spiritual, emotional and mental, physical and whānau health)”(10)

OraTaiao asks that the RLTP goes further to centralise te Tiriti o Waitangi. We note that the Waitangi Tribunal states (11) in their Ko Aotearoa Tēnei (Wai 262) report: “...that it is for Māori to say what their interests are, and to articulate how they might best be protected - in this case, in the making, amendment, or execution of international agreements. That is what the guarantee of tino rangatiratanga requires.” It is important that we don't reduce the Tiriti kaupapa and narrative to simply an equity argument. We need the special partnership relationship, as contemplated by te Tiriti, to be front and centre, and acknowledging that Māori are not just one-of-many stakeholders.

We recommend the concepts of kaitiakitanga (guardianship), kotahitanga (unity), manaakitanga (caring), and whakatipuranga (future generations) be clearly applied to the draft. The principles of both intergenerational equity (12) and tikanga require the current generation to do everything possible to address the climate crisis and reduce the harm inflicted on future generations.

Spending

Climate Change and Safety are our two main funding priorities, but the council has missed the key ways to optimise these and this is not able to be commented in your online submission form.

We suggest that funds from the “National Land Transport Fund” are reorientated to reflect a focus on active and public transport. In particular a focus should be on access to public and active transport for children travelling to and from school.

In regards Auckland's growth there needs to be a clearer focus on whether providing transport infrastructure for new housing developments and growth areas and improving transport infrastructure relates to active and public transport or roading projects. Better public transport connections and roading have been grouped together. We support better public transport and roading projects are less important. This should have been separated out in the questionnaire.

Summary

We urge Auckland Transport and the Council to ensure that the RLTP is bolder and more ambitious with its plan. By including health, equity and te Tiriti it will go much further in promoting the wellbeing of people, improving safety, and reducing our emissions. We ask that the plan goes further in re-balancing the investment towards low-emission public transport, walking and cycling – these are the modes that will contribute to a thriving, resilient and healthy future economy and society.

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Glen Eden Residents Association

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

NO

Please tell us why - Challenges

The light rail will be far too late. We need trains going further west now! We have the track already in place. It's a real no-brainer

Climate change - tick box

Less important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Less important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Very important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

Cycle tracks to connect community's. Out of a \$600 Million dollar budget in 2018 and Glen Eden got nothing we do not have one single significant cycle track!!!

Which project(s) would you remove in order to include the new project(s) you listed above?

Roads and your wasteful advertising budget.

Do you have any other feedback on the draft RLTP?

It needs to be carbon neutral or negative. How do you not understand that! Please ensure that this plan is for future generations by taking Climate change seriously!!!

Increased fines for unsafe driving - tick box

Less important

Demerit scheme to address persistent unsafe driving - tick box

Less important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Very important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Less important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Yes

Do you have any feedback on the RFT proposal?

NZ RATE PAYERS AND TAX ASSOCIATION

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

No

Climate change - tick box

Less important

Safety Projects - tick box

Less important

Travel choices - tick box

Less important

Better public transport connections and roading - tick box

Moderately important

Walking and cycling - tick box

Less important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Very important

Other Projects - tick box

Less important

Which project(s) would you remove in order to include the new project(s) you listed above?

All projects relating to climate change, a waste of time and money

Increased fines for unsafe driving - tick box

Less important

Demerit scheme to address persistent unsafe driving - tick box

Less important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Less important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Less important

Incentives to promote electric vehicle ownership - tick box

Less important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Less important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

No

Do you have any feedback on the RFT proposal?

Whaimāia / NOW

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

No

Please tell us why - Challenges

We believe that the lower income communities have not seriously been taken into consideration. It is a fact that the communities undergoing poverty are expected to travel a fair distance, therefore they are also expected to pay the most Fuel Tax.

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Moderately important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Very important

Other Projects - tick box

Moderately important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

There should be the same level of opportunities available for Iwi and hapū as there is for community groups. Also there should be more emphasis on using no chemicals when re constructing pathways, pavements to mitigate further destruction to our water ways.

Which project(s) would you remove in order to include the new project(s) you listed above?

Do you have any other feedback on the draft RLTP?

The RFT funding mechanism is based on the “user pays” philosophy, which is fine if there is an element of choice in travel mode, but for much of Auckland outside the urban core, this is simply not the case. Those living on the margins of the city, often those in lower income groups (often forced to city margins in search of lower housing costs) simply do not have much travel choice at present. This is particularly so for those making peripheral or “orbital” journeys to work (for example, from West Auckland to major employment centres around the Airport, Wiri or the North Shore) - it should not be assumed that all, or indeed most, travel-to-work journeys are to the CBD.

A more equitable approach to the introduction of a user-pays funding element would be via introduction of congestion charging. This would target journeys taken on major transport corridors and urban arterial routes where public transport is a generally an existing viable option. Technology to enable congestion charging is proven and deployed in numerous international comparator applications. A congestion charge enables genuine behaviour change – a fuel tax propagates poverty.

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Less important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Moderately important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Less important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

No

Do you have any feedback on the RFT proposal?

While it all sounds very positive the negative effects to all this climate change is the reality of it relying heavily on those communities that are healthy, wealthy, and are self sustained economically.

Pohutukawa Coast Community Association

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Other

Please tell us why - Challenges

The challenges have been identified but the RLTP does not acknowledge or take into account areas, such as Franklin, where significant population growth has happened in the past 10 years. Auckland Council has received increased rates revenue but transport infrastructure has not kept pace. We need more ferries at Pine Harbour, better quality roading to take account of increased heavy traffic, particularly quarry vehicles on the Whitford/Maraetai Road, footpaths/cycleways connecting communities and facilities e.g. Pohutukawa Coast Shopping Centre to Te Puru Community Centre and buses that actually connect communities and transport hubs e.g. Pine Harbour. Te Puru Community Centre

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Very important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

'Please come and visit the Pohutukawa Coast in Franklin and see for yourselves. Before embarking on lots of new 'clean sheet of paper' projects please get to grips with the issues that already exist in Franklin and focus your efforts and money there:

1. Improved public transport services and connections including:
 - bus services linking Papakura/Clevedon/Beachlands/Botany
 - a direct bus link between Beachlands and the Pine Harbour ferry terminal
 - increased ferry services to Pine Harbour
 - new service delivery options such as 'on demand' services
 - bus stop at Te Puru Community Centre
 - footpath/cycleway on Whitford Maraetai Road to link Pohutukawa Coast Shopping Centre to Te Puru
2. Increased funding for road renewal and maintenance to ensure 12% of Franklin's roads are renewed (currently below 9%), prioritising Whitford-Maraetai Rd, Papakura-Clevedon Rd, Alfriston-Brookby Rd, Glenbrook Rd and Hunua Rd
3. Ensuring road renewals enable higher quality and resilience for heavy transport routes (quarries and clean fills)
4. Reinstatement of local board transport funding of \$21million per annum
5. A more flexible design approach for paths and cycleways to enable gravel paths in rural areas and utilising grass berms to create cycleways/paths
6. Changes to the Unitary Plan to ensure subdivision design in greenfield developments provides adequately for car dependent households

Which project(s) would you remove in order to include the new project(s) you listed above?

The issues listed above fall within the challenges Auckland Transport has identified in the Draft RLTP, but there is no focus on these in the plan

Do you have any other feedback on the draft RLTP?

Very long, aspirational document that does not attempt to specifically address the transport issues that currently exist. Focus your efforts on the existing issues before embarking on costly blue sky thinking plans. If the current issues are not given focus and tackled there will be no solid foundation to achieve the new projects Auckland Transport is aspiring to.

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Very important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Moderately important

Incentives to promote electric vehicle ownership - tick box

Very important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Very important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

No

Do you have any feedback on the RFT proposal?

'The Draft RLTP completely disregards the Pohutukawa Coast in Franklin, if you are not aware this covers Whitford through to Orere Point. This area has seen significant development and population growth, roading is substandard and public transport initiatives are not fit for purpose as they do not connect communities, transport hubs and facilities as follows:

1. Improved public transport services and connections including:

- bus services linking Papakura/Clevedon/Beachlands/Botany
- a direct bus link between Beachlands and the Pine Harbour ferry terminal
- increased ferry services to Pine Harbour
- new service delivery options such as 'on demand' services
- bus stop at Te Puru Community Centre
- footpath/cycleway on Whitford Maraetai Road to link Pohutukawa Coast Shopping Centre to Te Puru

2. Increased funding for road renewal and maintenance to ensure 12% of Franklin's roads are renewed (currently below 9%), prioritising Whitford-Maraetai Rd, Papakura-Clevedon Rd, Alfriston-Brookby Rd and Hunua Rd

3. Ensuring road renewals enable higher quality and resilience for heavy transport routes (quarries and clean fills)

4. Reinstatement of local board transport funding of \$21million per annum

5. A more flexible design approach for paths and cycleways to enable gravel paths in rural areas and utilising grass berms to create cycleways/paths

6. Changes to the Unitary Plan to ensure subdivision design in greenfield developments provides adequately for car dependent households

Karangahape Road Business Association

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Other

Please tell us why - Challenges

Karangahape Road Business Association [KBA] does not agree with the goal under the climate change heading of encouraging people to work at home. This has a detrimental impact on business communities who rely on workers to spend.

Climate change - tick box

Less important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Moderately important

Auckland's growth - tick box

Less important

Managing transport assets - tick box

Very important

Other Projects - tick box

Do you have any other feedback on the draft RLTP?

Unfortunately your submission form does not give me any indication of whether we will be able to attach our submission later in this process.

Introduction

Thank you for the opportunity to provide feedback on the draft Regional Land Transport Strategy 2021-2031. This submission is made on behalf of the Karangahape Road Business Association [KBA]. We are a membership organisation representing over 600 members in an area experiencing huge infrastructure and urban shaping transformation.

Overriding feedback from the KBA is that:

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- We support having a diversity of transport options for the Auckland Region.
- We support the need for greater understanding of the impact that public funded construction has on a business community. Evidence from KBAs experience over the past 2 years demonstrates basic failures to understand the impact of construction projects on a business community (including such basic impacts as blocking business access and business delivery points for businesses). The model needs to change to work WITH businesses.

This submission captures KBAs feedback on

1. The Regional Fuel Tax Scheme consultation
2. The Regional Land Transport Plan consultation

Regional Fuel Tax Scheme

KBA supports no changes to the Regional Fuel Tax rate amount to be collected and that there will be no extension to the time period the tax will be collected. Specific sections within the RFT document:

- a. KBA strongly supports a 'dig once' philosophy.
- b. KBA supports the concept of additional funding for city centre bus infrastructure [and an additional \$11M for the City Centre Bus Infrastructure Project].
- c. KBA does not support any substantial increase in bus numbers along Karangahape Road.
- d. KBA supports the funding of 23 new electric trains [Electric Trains Project] for the City Rail Link.
- e. KBA would like to know more about the proposed new \$7m project to provide improvements at Wellesley Street, Pitt Street and Mount Eden Road to support the new City Rail Link stations.
- f. KBA supports the ongoing programme of safety improvements spread across Auckland – value \$26M. KBA supports the Community Safety Fund - \$10m to complete community safety projects, as part of the Minor Improvements programme, that were prioritised by Local Boards and elected members in 2018-21.

Regional Land Transport Plan

- KBA agrees with the importance of speeding up progress on the region's infrastructure projects and having adequate funding for maintenance and safety.
- KBA supports the new \$40 million programme to deliver accessibility improvements to public transport facilities across the region.
- \$30 million to allow some introductory works under the City Centre Masterplan Access for Everyone initiative.
- KBA does not support the interpretation of climate change detailed in the draft plan. People need to be encouraged into business areas or it will have a direct impact on the business community. As a business community, we understand the direct impact between business sustainability and 'foot traffic'. Heart of the City business association has already publicly lamented the impact of less people in central Auckland and the direct business impact. The concept of introducing employee remote working (one day per week) whilst potentially good for the

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environment is bad for the local economy at the basic level. Over time, spend habits may change with greater online impacts but for bricks and mortar-based businesses, the impact of encouraging people to not come into a business community is detrimental (especially for businesses focused on provision of services, hospitality etc).

- KBA supports \$52 million of AT investment in Intelligent Transport Systems to utilise emerging technologies to better manage congestion, improve safety and influence travel demand.
- KBA supports the inclusion of a \$200 million Local Board Initiatives fund to be split between Auckland's 21 local boards and provide for an ongoing programme of smaller-scale local transport improvements. Each local board decides on its own investment priorities.
- KBA supports the City Centre and CRL Stations as priority areas for transport growth investment, identified through the cross agency ATAP process.
- KBA wants to know more information on planned "Day One CRL operations". Whilst these plans are still being developed, as a key stakeholder in the area we expect to be involved in development discussions. It is expected that the new Day One timetable will increase the number of people who can access the City Centre by train from a pre-CRL capacity limit of 15,000 per hour to 22,500 per hour post-CRL. This is a capacity increase of 7,500 people per hour.

Thank you for the opportunity to provide feedback on the draft Regional Land Transport Strategy 2021-2031.

Michael Richardson
Karangahape Road Business Association – 29.4.2021

Increased fines for unsafe driving - tick box

Less important

Demerit scheme to address persistent unsafe driving - tick box

Less important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Moderately important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Moderately important

Incentives to promote electric vehicle ownership - tick box

Less important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Less important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Other

Do you have any feedback on the RFT proposal?

KBA supports no changes to the Regional Fuel Tax rate amount to be collected and that there will be no extension to the time period the tax will be collected. Specific sections within the RFT document:

- a. KBA strongly supports a 'dig once' philosophy.
 - b. KBA supports the concept of additional funding for city centre bus infrastructure [and an additional \$11M for the City Centre Bus Infrastructure Project].
 - c. KBA does not support any substantial increase in bus numbers along Karangahape Road.
 - d. KBA supports the funding of 23 new electric trains [Electric Trains Project] for the City Rail Link.
 - e. KBA would like to know more about the proposed new \$7m project to provide improvements at Wellesley Street, Pitt Street and Mount Eden Road to support the new City Rail Link stations.
 - f. KBA supports the ongoing programme of safety improvements spread across Auckland – value \$26M. KBA supports the Community Safety Fund - \$10m to complete community safety projects, as part of the Minor Improvements programme, that were prioritised by Local Boards and elected members in 2018-21.
-

Whangateau Harbour Care Group

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

No

Please tell us why - Challenges

The unsealed road programme should prioritise unsealed roads which are adjacent to or lead into waterways, harbours and estuaries. The reason for this is that significant sedimentation and pollution enter waterways from unsealed roads each year. This has an adverse effect on the health of these waterways and the habitats contained therein.

Climate change - tick box

Very important

Safety Projects - tick box

Moderately important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Very important

Other Projects - tick box

Moderately important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

Road sealing priority given to roads leading into harbours and estuaries or alongside waterways

Which project(s) would you remove in order to include the new project(s) you listed above?

Road sealing of non impact on waterways areas .

Do you have any other feedback on the draft RLTP?

Remove the 60kph restriction on the Coatesville Riverhead highway and replace it with either 70kph or go back to 80kph as it was.

Increased fines for unsafe driving - tick box

Less important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Very important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Very important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Yes

Do you have any feedback on the RFT proposal?

Make sure the safer speeds are relevant to the roads e.g. Coatesville Riverhead highway at 60kph is out of step with the volume of traffic and population density.

Big Street Bikers

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Yes

Please tell us why - Challenges

Need to include dealing with congestion and safe ways to ride around

Climate change - tick box

Very important

Safety Projects - tick box

Less important

Travel choices - tick box

Moderately important

Better public transport connections and roading - tick box

Less important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Less important

Other Projects - tick box

Less important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

More investment into walking and cycling to make it safer and normalised. Cycleways, secure parking, purchase incentives

Which project(s) would you remove in order to include the new project(s) you listed above?

Remove anything that supports more car traffic

Do you have any other feedback on the draft RLTP?

Cars need to be penalised , disincentivised, made more frustrating
Public transport and cycling needs to be subsidised, incentivised and made easier, faster, mire accessible

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Moderately important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Moderately important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Don't know

Grey Lynn Business Association

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Other

Please tell us why - Challenges

I think there needs to be much greater consideration of people and places particularly when it comes to retrospective changes to existing roads to cover developments such as cycleways.

Climate change - tick box

Moderately important

Safety Projects - tick box

Very important

Travel choices - tick box

Moderately important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Moderately important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Moderately important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

The Grey Lynn West Lynn cycleway project. It is an absolute mess at the moment but I cant seem to find corrective action to reduce the problems and correct/develop a better environment. Businesses are not pushing for this because they are over the project but what we have is absolutely sub optimal in all and every respect.

Which project(s) would you remove in order to include the new project(s) you listed above?

This is not a new project - it is a project to fix up the mess created and I cannot understand why it appears to have been left out of this plan altogether

Do you have any other feedback on the draft RLTP?

Projects need to be fully costed before they are being started and need to be appropriately sequenced. For example fixing up GL was dropped to facilitate the changes in the inner city on Quay Street. It is very clear that project can and do shift priority - don't have a problem with that but when a mess is created there must be a plan to rectify.

Increased fines for unsafe driving - tick box

Less important

Demerit scheme to address persistent unsafe driving - tick box

Very important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Less important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Moderately important

Incentives to promote electric vehicle ownership - tick box

Less important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Yes

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

NA

Drive Electric

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Yes

Please tell us why - Challenges

The issues identified are correct but the leadership and investment proposed towards mitigating climate change is inconsistent with New Zealand and Auckland's ambitions. Climate change must be a priority theme that underpins all decisions in transport in Auckland.

In 2019 Auckland Council declared a climate emergency. In July 2020 the council passed the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, which boldly aims to halve Auckland's GHGs by 2030. The road transport system contributes to 38.5 percent of Auckland's emissions

However, the RLTP results in an increase in emissions over ten years. This is inconsistent with local government and national direction.

The RLTP must be consistent, at the minimum, with the emissions reductions proposed by the Zero Carbon Act, and the emissions budgets adopted by Government at the end of 2021.

Auckland Transport must play a leadership role in this transition. Many key policy levers may sit with central government. However, AT can play a huge role in leading and advocating for the change.

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Very important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

'The proposed list of actions to accelerate the uptake of EVs on page 48 focuses on what has been done, rather than what will be done. The proposed \$34m investment is small, relative to the scale of the transition.

Roles for AT to accelerate the uptake of EVs include:

- Improving access to charging infrastructure
- Providing incentives for EVs with parking and priority access to lanes
- Charging and infrastructure benefits
- Staunchly advocating to central government for supportive policy and investment, along the lines of the package presented in the CCC's draft advice.

Drive Electric's submission is here: <https://driveelectric.org.nz/wp-content/uploads/2021/04/Drive-Electric-Climate-Change-Commission-Submission.pdf>

Which project(s) would you remove in order to include the new project(s) you listed above?

We would advocate for a re-framing of the LTRP, when national emissions budgets are set, so that Auckland's transport plan is compatible with New Zealand's climate change objectives. Currently, this is not.

It does not seem appropriate to lock in transport choices for Auckland for ten years, when the country's direction is decarbonising transport by 2050, with significant shifts required by 2030.

Do you have any other feedback on the draft RLTP?

We believe that accelerating the transition to EVs is only one part, but an important one, of the story when it comes to decarbonising transport by 2050. There needs to be a massive uptake in active and public transport, as well as the provision of mobility as a service, changes to urban development, and the way we work. Less travel and mode shift are essential.

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Very important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Very important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Don't know

Do you have any feedback on the RFT proposal?

This is not a question we have engaged on as an organisation.

Castor Bay Ratepayer's and Resident's Association

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Other

Please tell us why - Challenges

While the headings appear reasonable there is no indication of the prioritisation processes applied underneath these to decide which projects are progressed. There is no mention, for example, of the importance of a second harbour crossing under either Transport connections and roading or Travel choices. This brings into question the value or contribution of the heading priority areas identified. It is also unclear how these priority areas relate to the investment groupings presented on page 36. Given only about 10% of the budget presented can be influenced by this plan there should be a much clearer presentation of how these additional funds are intended to be applied and what benefits this will deliver.

Climate change - tick box

Moderately important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Very important

Other Projects - tick box

Moderately important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

Second Harbour crossing must be addressed. North Shore cycleways and improved walkways.

Which project(s) would you remove in order to include the new project(s) you listed above?

Penlink. This project seems to offer benefits to a very small number of people yet has \$411M allocated to it.

Do you have any other feedback on the draft RLTP?

Very high level with no explanations of the benefits anticipated from the investments proposed. Given only about 10% of the budget presented can be influenced by this plan there should be a much clearer presentation of how these additional funds are intended to be applied and what benefits this will deliver. North Shore has a disproportionately small allocation of projects and funds. Policy issues should be left with the policy agencies (e.g. Police for fines etc) rather than applying our rates. AT should not be investing in projects that should be undertaken by privatised service providers (e.g. Fullers). Too much emphasis on roads - not enough on public transport & safe and functional walkways and cycleways. AT role in increasing electric vehicle uptake should be limited to investments in Auckland infrastructure (e.g. charging stations) not subsidising purchase of cars.

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Very important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Less important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Moderately important

Incentives to promote electric vehicle ownership - tick box

Less important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Less important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Don't know

Do you have any feedback on the RFT proposal?

Unclear about the real impact of the proposal. Regional Fuel Tax should be applied for projects that would not otherwise be funded and must specifically benefit Auckland.

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Community Action on Youth and Drugs (CAYAD) Tāmaki Makaurau

Community Action on Youth and Drugs (CAYAD) Tāmaki Makaurau - CAYAD is a national Ministry of Health contract that works to reduce harm from alcohol and other drugs for young people in Aotearoa. Our team works regionally across Tāmaki Makaurau

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

We feel that there should be more of a focus on safety and specifically and focus of reducing the harm from alcohol on Auckland roads. The RLTP states that the “ultimate goal and vision of this strategy is that there will be no Death or Serious Injury on our transport system by 2050” (page 52). It is also acknowledged that alcohol and other drugs are the number one cause of deaths, and the second most cause of death and serious injuries on our roads (page 29). Despite this there does not seem to be a lot of emphasis placed on finding ways to reduce the harm from alcohol and other drugs on our roads. Both substance use and impaired driving can have many varied drivers and must be approached in a holistic and collaborative way. We recommend that more resources be invested into projects and solutions that would work to reduce harm from alcohol and others on Auckland roads.

Do you have any other feedback on the draft RLTP?

As mentioned previously, CAYAD Tāmaki Makaurau supports the proposal to introduce “more restrictive alcohol limits for drivers of heavy vehicles and public transport vehicles (including buses and taxis)” (page 53). We recommend ensuring that these alcohol limits also include drivers of rideshare vehicles (such as Uber, Ola, Didi and Zoomy), who are also in the business of public transport but often not regulated in the same way.

Regarding the enhanced enforcement of drug driving, CAYAD Tāmaki Makaurau supports the intent and overall plan of enhanced enforcement of drug driving but have some concerns about the general implementation of such programmes. Overall, we recommend there is a health-focused approach with an emphasis on health support pathways rather than criminal charges or fines that may further disadvantage those in lower socio-economic groups. We also recommend that resources be invested in the research and development of accurate and easy to used impairment testing, rather than testing and enforcing drug or alcohol use.

Overall, we recommend the more resources be invested into finding new solutions to reduce the significant harm from alcohol on our roads.

Hunua, Ararimu, Paparimu Valley Residents Association

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Yes

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Very important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

- '• Improved public transport services and connections:
 - o secure, multi level park and ride facilities that meet the growing needs of the population at existing and the new train stations at Drury, Runciman and Paerata, to serve both the urban community and surrounding rural community, including the north Waikato
 - o a bus service linking Papakura/Clevedon/Beachlands/Botany, a direct bus link between Beachlands and the Pine Harbour ferry terminal, and bus connections for Clarks Beach/Waiiau Pa, Bombay, Drury South and the new Drury Station
- reliable, consistent bus services linking Hunua, Papakura and Clevedon

JC1-1022

- o increased ferry services at Pine Harbour
- o new service delivery options such as 'on demand services' using fit for purpose mini buses that meet the real needs of the community
 - connectivity between (ferry, bus, train) services so that time waiting between each service is minimal - maximum 5 - 10 minutes
- Increased funding for road renewal and maintenance to ensure 12% of Franklin's roads are renewed (currently below 9%), prioritising Whitford-Maraetai Rd, Papakura-Clevedon Rd, Alfriston-Brookby Rd, Glenbrook Rd, Hunua Rd and Hingaia-Linwood Road
 - * Ensure road renewals deliver higher quality and resilience for heavy transport routes such as quarries and clean fills
 - * Transparent, responsive, publicly accessible Auditing process for road maintenance (which will deliver financial efficiencies).
 - * Road edging and drain maintenance that will ensure safer rural roads, for example Ponga and Hunua Road.
- Ensuring road renewals enable higher quality and resilience for substantial commercial users
 - heavy transport routes (quarries and clean fills)
- For narrower rural roads (for example Ponga Road) , a more flexible design approach with grass berms to create cycleways/paths
 - * For the wider rural roads such as Hunua Road, as they are renewed, allowance made for sealed shoulders for cyclists and horse riders
 - * To manage the congestion from new subdivisions and some main rural roads, (for example from Paerata Rise onto State Highway 22, Jesmond Road and State Highway 22,), the installation of roundabouts earlier in the process, while the development is in planning.
 - * Surface sensitive rumble strip, for traffic calming in villages and school areas, for example Hunua Village and rural School zones.
- Changes to the Unitary Plan to ensure subdivision design in greenfield developments provides adequately for car dependent households.
 - * Road design for through roads, in all new greenfield subdivisions allowing for two lanes of traffic plus parking and enabling safe egress for emergency vehicles
- Progressing the 'Supporting Growth' projects including Mill Rd and electrification of the rail line to Pukekohe
 - * Ensure that road user charges are tagged specifically for roading not the general consolidated fund.

Which project(s) would you remove in order to include the new project(s) you listed above?

Several of our suggestions will in fact save money for Council as they will prevent accidents, and further road maintenance costs.

Do you have any other feedback on the draft RLTP?

Consultation on projects by Auckland Transport is non-existent. It needs to start within the community. Ask the people within the communities what they want, beginning with processes such as SWOT analysis.

Increased fines for unsafe driving - tick box

Less important

Demerit scheme to address persistent unsafe driving - tick box

Very important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Less important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Moderately important

Incentives to promote electric vehicle ownership - tick box

Moderately important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Very important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Don't know

Clevedon Community and Business Association

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Yes

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

A Clevedon Transport link. Clevedon's reticulated water and wastewater network is almost complete. This will enable the population to grow to over 4000 people. There are currently no public transport links to Clevedon. The Clevedon Community and Business Association support public transport links to the train station and ferry. This might include a bus service linking Papakura/Clevedon/Beachlands/Botany or an 'on-demand service' such as the recent Devonport trial.

Which project(s) would you remove in order to include the new project(s) you listed above?

Do you have any other feedback on the draft RLTP?

- The Clevedon Community and Business Association support the Mill Road corridor.
- We support more park and ride facilities at train stations.
- We support increased ferry services at Pine Harbour.
- We also support increased funding for and requiring road maintenance and upgrades to a higher quality where they have higher than average use by heavy transport such as routes used by quarry and clean fill trucks which are common in Clevedon and Brookby.
- We support a more flexible design approach for paths and cycleways to enable gravel paths in rural areas. Rural trails are the urban equivalent of a footpath. They enable people (particularly in Countryside Living environments on the edge of rural villages) to connect to places in a sustainable way - walk/bike to school, walk/bike to the shops, fitness, walk the dog etc. They are a safe place for people to use in environments where speed limits may be slightly higher than urban environments.

Sport Waitakere - Healthy Families Waitakere

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Yes

Please tell us why - Challenges

With these focuses , we expect to see coordinated decision making between housing, urban development, economic and business, and transport so that communities are well designed and people's wellbeing is considered.

Climate change - tick box

Moderately important

Safety Projects - tick box

Moderately important

Travel choices - tick box

Moderately important

Better public transport connections and roading - tick box

Moderately important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Moderately important

Other Projects - tick box

Very important

Do you have any other feedback on the draft RLTP?

*We support the safety programmes and specific programmes for Māori and safer speed limits around schools. However, this programme is mostly car-centric and needs to include actions to create low traffic neighbourhoods as safety is increased when streets are dominated by people, not cars. We have found that low traffic streets and neighbourhoods turn trips into a journey by connecting people to their surroundings, create social interaction and encouraging children to play.

- We support the investment into the Lincoln Road Corridor and Bus Interchange and would like to see community consultation taking place in the design phase where Auckland Transport would carry out a co-design process to arrive at a proposed upgrade design.
- We would also like to see the Lincoln Road area to have an overall low traffic neighbourhood plan to consider the side streets and their links to the wider corridor upgrade.
- We support the funding allocation towards Te Whau Pathway providing better connected residents, schools, parks and reserves, safe off-road facilities for going to work, school and shopping and for recreation. We recommend these efforts continue to ensure the Pathway is completed.
- We support a focus on including walking and cycling infrastructure for new and existing developments e.g. Redhills, and recommend a low traffic neighbourhood plan and investment into facilities to make it easier for communities to move around. This includes land allocated for alleyways, green space, seating, bike lock ups, drinking fountains and toilets.
- We recommend that more investment be allocated to Local Board initiatives as the Henderson-Massey Connections Plan and Waitakere Ranges and Whau Greenways Plans are excellent and need resource to be implemented.
- We recommend that all road renewals and upgrades include a safe space for cycling, make walking safer and easier and give buses priority over private vehicles.
- Overall, we would like to see more weight and consideration given to walking and cycling in order to reach the Auckland Climate Change Plan targets and the Auckland Regional Public Transport Plan aims of enhancing customer experience on the first leg and last leg parts of peoples journey.

Increased fines for unsafe driving - tick box

Less important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Moderately important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Moderately important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Moderately important

Manukau Harbour Forum

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Yes

Please tell us why - Challenges

The Manukau Harbour Forum (hereafter referred to as The Forum' or MHF) agrees with the four shortlisted transport challenges identified in the Plan.

Auckland Council established the Forum in 2010, comprising representatives of the nine local boards bordering the Manukau Harbour, in response to concerns about the health of the harbour.

The purpose of this Forum, as set out in its current Terms of Reference, is to provide for a means of collective local board advocacy on issues affecting the Harbour and the adjacent foreshore, and to champion the sustainable management of the Harbour on behalf of their communities.

The Forum's vision is that "The Manukau Harbour is recognised and valued as a significant cultural, ecological and economic asset, and through integrated management has a rich and diverse marine and terrestrial environment that is able to be enjoyed by all".

The MHF strongly supports the activities proposed in the RLTP 10-year plan, especially the proposals / programmes that primarily address environmental issues created by transportation.

Broadly, our interests in the RLTP are focussed on projects that seek to reduce greenhouse gas (GHG) emissions, provide resilience to climate change, mitigate pollution (air, noise, land and water), protect and enhance biodiversity, and support innovation in sustainability. We are committed to restoring the mauri (lifeforce, health and wellbeing) of the Manukau Harbour through a variety of means and avenues. Core to this approach is our adoption of a ki uta ki tai / mountains to the sea philosophy - this means that we recognise the importance of a catchment-wide pathway to restoration of the Manukau Harbour, and this extends to the way we manage our transport network.

As the second most congested city in Australasia, serious harm to our natural environment is occurring due to our high dependency on private vehicles. Negative outcomes associated with our reliance on fossil fuel transportation such as GHG emissions and heavy metal runoff from roads are being felt 'downstream' in the coastal environment.

Transport accounts for around 20 per cent of New Zealand's GHG emissions, yet Auckland City is well over this average with transport making up 38 per cent of the city's carbon emissions. An emphasis needs to be placed on a rapid reduction of this carbon and we identify the following objectives / approaches within the proposed Plan as particularly beneficial to the health of the Manukau Harbour:

- Environmental Sustainability Infrastructure
 - o Route protection - This will also have a direct impact on water quality outcomes in the Manukau Harbour; copper and zinc runoff from roads negatively impact benthic communities in freshwater and coastal ecosystems. The MHF supports the rollout of rain gardens and stormwater swales across the roading network to trap and filter road-water runoff.

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- o Opportunities for green infrastructure to be incorporated into the road network including rain gardens to filter road runoff before it discharges to the harbour, and trees to provide shade, reduce runoff volumes and provide habitat and pollination pathways for insects and wildlife.
 - Significantly reduce climate change emissions
- o Supporting electric vehicle uptake
- o Electric Bus Trial Roadmap
 - Accelerate better travel choices for Aucklanders.
- o Rapid transit
- o Active transport such as cycleways

Simply put, targeting the biggest GHG contributor (by sector) in our region should be the priority for local and central government. Reducing Auckland's transport-linked carbon emissions and must be emphasised through the solutions outlined in the 2021-2031 Transport Plan.

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Moderately important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Very important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

The MHF would like to see greater attention / focus given to projects that directly benefit the Manukau Harbour and the catchment in general. This includes (but is not limited to):

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- Greater recognition in the 10-year plan of the need for substantial, landscape level transportation-based changes to occur around the Manukau to address water quality and sediment inputs to the moana.
- Electrification of rail and extension of the network to Pokeno. This will help take more cars off the southern highway and parking lots.
- A Manukau Harbour-centric plan for sustainable infrastructure development in the catchment, climate change resiliency considerations specific to the infrastructure within the catchment, and a strategy to decrease vehicle quantity on those roads.
- A clear, and practical pathway to offsetting the loss of natural environment (e.g. stream loss, vegetation removal) as a result of transport network development in the Manukau Harbour catchment. This should include revegetation and stream enhancement in high impact areas among other activities. The MHF would expect that these plans (and the implementation of these approaches) are co-developed between Council departments such as Healthy Waters and AT, and are consulted with the MHF.
- Route protection for the Avondale-Southdown rail link; outcomes should include increasing public transport options and reduction of freight on Auckland roads.
- Reinstatement of the investigation into a protected cycle route between Queenstown Road and Hillsborough Road, which connects the central isthmus with the Manukau Harbour (as noted in the previous RLTP).

Which project(s) would you remove in order to include the new project(s) you listed above?

While we wouldn't argue that any of the projects listed in the RLTP should be replaced by any specific project proposed by the MHF, we suggest that an analysis of each project be undertaken with a lens focused on environmental issues, with a particular focus on the effect of the project on our carbon emissions profile.

Do you have any other feedback on the draft RLTP?

The MHF supports the proposed Plan in principle. We strongly support actions to meaningfully reduce Auckland's transport-based carbon footprints. The MHF is also very supportive of Auckland Council's (and by extension, CCOs) ongoing intention to work with local boards who understand the specific needs of their local communities, to find solutions to our transport issues that meet the needs of a range of stakeholders.

In terms of our criticisms:

- Mana whenua is only mentioned once in the entire report. Although the Plan indicates that mana whenua has played a role in the development of Future Connect, the overall RLTP does not appear to have been co-developed with iwi / Maori, nor does it provide an iwi / Maori lens to transportation development in Auckland.
- Equally, Pasifika is mentioned only once, and other minority groups (e.g. Indian, Chinese, Korean etc) are not mentioned at all. The communities surrounding the Manukau Harbour are some of the most diverse (ethnically) in New Zealand. The Forum would be supportive of seeing greater consideration given to the accessibility of public transport alternatives to the different demographics that may not have the same exposure or capacity as others.
- The MHF strongly supports the integration of Te ao Maori perspectives in Council decision-making processes, and the improvement of opportunities and capacity for Maori/Iwi to participate and contribute to the management of transportation (and the various externalities resulting) across Auckland.
- The way that projects are implemented needs to be in a manner consistent with our water quality (marine and freshwater) and biodiversity targets for the region. –

JC1-1030

- Although various participants/providers in the Council supply chain are required to carry out infrastructure projects (e.g. highway upgrades) in-line with resource consent obligations and associated environmental best practices, the MHF would like to see more examples of projects developed by Council and Central Government going 'above and beyond' minimum requirements. Some avenues might include:

- o Reducing the exposure time for certain parts of projects that present higher risk to the environment (e.g. tilled/turned soil exposure time, particularly during periods of rainfall).
- o Low-cost sedimentation reduction practices used elsewhere in the world implemented more widely (e.g. application of straw/hay to high-risk sediment zones).
- o Proper implementation of rain gardens that is in-line with Healthy Waters best practice guidelines (e.g. rain gardens to be developed after periods of landscaping/sediment turnover, rather than before. The clogging of rain gardens due to excess sediment collected during construction undermines their effectiveness and requires a simple solution to fix).
- o Stronger collaboration and coordination with large residential housing developments run by Kainga Ora. Making sure that the needs of the immediate and surrounding communities are being met through well designed and planned transport networks (including cycleways etc).

- At the end of the day, transport network upgrades and development represent one of the largest fundamental changes to the Auckland landscape, and are therefore a key threat to our waterways, coastal environments, and terrestrial ecosystems. Although these services are critical to the growth and management of Auckland, it is essential that these programmes of development do not come at unnecessary cost to the natural environment.

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Very important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Very important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Very important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Yes

Do you have any feedback on the RFT proposal?

The purpose of the Manukau Harbour Forum is to provide for a means of collective Local Board advocacy on issues affecting the Manukau Harbour, the adjacent foreshore, and the wider catchment. Issues addressed by the Forum include but are not limited to:

- Restoration of the mauri (health and wellbeing) of the Manukau Harbour
- The role of Mana Whenua in relation to the Manukau Harbour
- A unified management-approach to the Manukau Harbour
- Advocacy on issues related to both natural and human activities affecting the harbour
- Wastewater and stormwater discharges
- Coastal erosion mitigation opportunities
- The enhancement of marine and coastal habitats that assist with increased biodiversity
- The preservation of sustainable commercial and recreational fisheries within the harbour
- The health of catchments and tributary streams that flow into the harbour
- Understanding the potential impacts of climate change in the catchment

The MHF is wholly supportive of any inclusion of activities and strategies in the RLTP that address any or all of the above issues of interest.

Rainbows End and Rivers Environmental Group Ltd

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Yes

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Moderately important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Moderately important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Very important

Other Projects - tick box

Moderately important

Do you have any other feedback on the draft RLTP?

Hill Street Upgrade fully supported

Upgrading of local infrastructure (Matakana/Warkworth) to support levels of development and increase safety supported

Matakana Road (Melwood to Green Roads) Safety Programme strongly supported

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Very important

Kaipatiki Local Youth Board

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Yes

Please tell us why - Challenges

Your targeting the environmental impact of public transport coupled with the identification that higher capacity and more efficient capacity is needed makes us the Kaipatiki Local Youth Board satisfied you release where the issues are and how to address them.

Climate change - tick box

Very important

Safety Projects - tick box

Moderately important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Moderately important

Other Projects - tick box

Moderately important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

We felt that adding covered bus stops to school routes where there are none was important for health and for the safety of the children who use those stops. Especially in winter when it rains heavily in Auckland.

Which project(s) would you remove in order to include the new project(s) you listed above?

Reassess the funding allocation for the safety project worth \$657 million to include these simple additions.

Do you have any other feedback on the draft RLTP?

We as the Kaipatiki Local Youth Board felt as though AT's projects and goals are focused towards mostly the rest of Auckland. For us and for the young people who use public transport in the Northcote-Beachhaven-Glenfield area making sure that these goals we set out as good are effectively implemented in our area. This is especially the case for using double decker buses to improve capacity efficiency on Onewa Road during peak morning hours.

Increased fines for unsafe driving - tick box

Less important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Less important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Very important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Less important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Other

Do you have any feedback on the RFT proposal?

Makes little difference either way for young people. Therefore we KYLB felt indifferent towards the change

Bike Albany

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Yes

Please tell us why - Challenges

Auckland faces a climate emergency and road safety crisis. We need to make it easier to get around Auckland without needing a car.

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Moderately important

Better public transport connections and roading - tick box

Less important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Moderately important

Other Projects - tick box

Moderately important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

Improved connections to major new cycleway projects such as connections to the North Shore's Northern Pathway along SH1 and over the Harbour Bridge, Glen Innes to Tamaki Drive and the Southern Corridor Cycleway to connect people and places with these routes

Bike lanes on Oteha Valley Road in Albany, with connections to the Northern Corridor paths currently under construction.

Fix the intersection of The Avenue in Albany Village, Lucas Creek Bridge and Gills Road intersection.

More funding for nimble and low key infrastructure projects like Innovating Streets, Low Traffic and Slow Speed Neighbourhoods and ‘popup protection’ that provide both value for money and speedy implementation.

Which project(s) would you remove in order to include the new project(s) you listed above?

Mill Road & Penlink. These projects should not get priority during a climate crisis.

Do you have any other feedback on the draft RLTP?

The RLTP should be aiming to:

Reduce overall carbon emissions from transport – not just on a per user basis

Reduce Vehicle Kilometres travelled year on year as a measure of a safe and sustainable transport system

Increase the number of kilometres of cycle network delivered each year to provide safer trips across the city to key destinations. The draft RLTP funds approximately 16kms of new cycleway across the first 3 years, which means less than 5.5 km per year

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Less important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Very important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Yes

Do you have any feedback on the RFT proposal?

This plan correctly identifies the challenges that Auckland is facing, but it needs to be a bit more aggressive & less business-as-usual.

Friends of Regional Parks

Draft Regional Land Transport Plan 2021-2031

Submission from Friends of Regional Parks Inc.

The Friends of Regional Parks (Auckland) Inc. was formed in 2010 with the objective of supporting Tamaki Makaurau's regional park network. We are a registered non-profit organization run by volunteers, with members across Auckland.

We make this brief submission to raise the importance of planning for access to our regional parks. Auckland's regional parks cover nearly 50% of the Council's public park land and involve complex management operations to maintain world class conservation, heritage and recreation assets. They are vital to providing not only recreation, but enhancing the health and economy for Auckland's residents and protecting and restoring our environment. They include some of Auckland's most heavily used parks, beaches and coastal areas, experiencing over 6 million visitors each year and encompass significant farming and drinking water supply operations.

Transport to regional parks is mainly by private and commercial vehicles using rural roads, including vehicles towing boats and carrying recreational equipment. Large groups and school parties using the parks also travel by charter buses. Despite inadequate roads in most cases, increasing numbers of cyclists are riding to and through regional parks. Heavy vehicles moving stock, carrying agricultural supplies and servicing the region's fresh water supplies and other regional infrastructure access regional parks daily.

Access to the parks is through the region's roads and transport system and deserves consideration and policy attention in the Regional Land Transport Plan (RLTP). There are opportunities for the public transport network to link to regional parks as well as opportunities for more cycle, horse-riding and walking access and sea travel. Alternatives such as these will assist in achieving Council's climate change goals and improve park accessibility.

We make the following submissions on topics we ask be addressed in the draft plan.

1. Consider access for recreation in the RLTP

In addition to considering commuting and access for business, we ask that the RLTP proactively address the need for access to recreation. This necessitates linking neighbourhoods to parks and leisure destinations including natural features such as beaches and regional parks. Transport connections also include wharves, piers, boat ramps as well as roads and the like that continue to provide Aucklanders with access to nature, green spaces and the sea. Better integration of park and transport planning will increase access and reduce emissions.

Integration will be enhanced by coordinating the RLTP with the Regional Parks Management Plan update currently underway. Plus we encourage Auckland Council to create an outdoor recreation plan to better address changing demographics and recreation trends such as the move from organized sport to unstructured recreation and climate change goals. Change is happening and this affects the movement and travel of people seeking healthy outdoor recreation and exercise. Transport planning should consider these changes.

2. Provide alternative ways to access regional parks

Alternatives to driving private vehicles to regional parks not only reduce our climate change impacts, they also provide better access to parks by those residents and tourists (international and domestic) who don't have a car.

Reliance on private cars (including tourist rental vehicles) as the dominant method of transport to parks now is the biggest contributor to climate change related to regional parks and this can be

changed. NZ Tourism Research Institute research has shown that both local communities and visitors see the need for improved public transport to parks.

Public transport and shuttles should be provided to regional parks. Initially, public transport services to the more popular parks such as Piha, Muriwai, Cornwallis, Wenderholm and Long Bay could operate on nominated days of the year, especially during peak seasons and weekends. Bike racks should be installed on buses.

As part of improving public transport access to regional parks, we also suggest trialling ferry or water taxi services to coastal regional parks. For instance, Shakespeare Regional Park is close to Gulf Harbour which has ferry service. Water taxi service could be provided to regional parks along the Hauraki Gulf coast, as well as within the Manukau Harbour.

A multiuse trail network coordinated with a focus on providing public transport access to regional parks will help reduce emissions at the same time increasing access to the parks by all residents and tourists visiting Auckland. We have made comments to this effect in the Regional Park Management Plan update process.

3. Develop a regional multiuse trail network

We urge the development of a multi-use regional trail network linking residential areas and transport hubs to regional parks, key tourist destinations and other open spaces and beaches. Consideration is needed to reduce conflicts between different users such as walkers, cyclists and horse riders and adequate parking and facilities must be available at trailheads. NZTRI's recent commissioned report to Auckland Unlimited titled: Towards Sustainability: Strengthening Community Dimensions of Auckland Tourism stresses the importance of trails (often linked to regional parks) and highlights the fact that many community/visitor tensions in tourism 'hotspots' relate to issues around parking and vehicular over-crowding.

We support the continued development of cycle, horse riding and walking trails being planned from Pakiri to Puhoi and associated local trails linking regional parks such as Mahurangi, Te Muri and Wenderholm, as well as through the Hunua Ranges. Other areas we suggest as priorities for sub-regional trail networks are the expansion of the Manukau foreshore trails especially to the south and trails on the South Head of the Kaipara.

There is potential for more water trails across the region. A good example is the trail linking southern regional parks along the Hauraki Gulf coastline. Consideration must be given to safe vehicle access to the coast and facilities for those using canoes, SUP and kayaks.

These trail networks should be recognized at a high level in the RLTP and integrated with the public transport and road network.

4. Improve local cycling and walking infrastructure

With the closure of many tracks in parks due to kauri dieback, an increasing number of people (both residents and tourists) are walking and biking on roads without shoulders or footpaths. This is creating dangerous situations on many narrow rural roads, especially given the volume of large vehicles and those towing boats, particularly in the Waitakere Ranges Regional Park.

We urge greater attention and resources be dedicated in the Regional Land Transport Plan to providing footpaths in rural communities and widening shoulders of roads used by cyclists, particularly those in the Waitakere Ranges Regional Park and roads providing access to regional parks.

5. Improve roadway maintenance to reduce biosecurity risks

The transport system may be a vector in the transmission of pest species such as Kauri Dieback and Myrtle Rust and the spread of pest plants. This needs to be better understood through further study. Increased maintenance of rural roads especially along unformed road edges is needed to reduce weeds and the spread of pest plants.

Thank you for the opportunity to submit our comments.

Bronwen Turner, Chair
Friends of Regional Parks
bronwen.turner@forparks.org.nz

JC1-1041

Meadowbank & St Johns Residents Association

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Yes

Please tell us why - Challenges

Key changes that we are promulgating in our area (Meadowbank and St Johns) are focused on pedestrian safety and better connectivity with local walking, cycling and public transport facilities that in turn reduce reliance on private car options.

Climate change - tick box

Moderately important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Moderately important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Very important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

In our area (Meadowbank & St Johns), we request priority be given to installing north and south links to the GI to Tamaki Shared Path, between Gowing Drive and Kohimarama (via John Rymer Place) and with the Meadowbank train platform, for cyclists and walkers and users of public transport, to reduce reliance on private cars. We also recommend prioritising the completion of community

JC1-1042

safety projects already agreed with AT, particularly a raised pedestrian crossing on the Dorchester end of Gowing Drive and a raised pedestrian crossing near the Temple St and Lucia Glade intersection. Both projects make it safer for pedestrians (including school children and walking school buses) as well as encourage more of our residents to walk their children to/from school rather than use private cars that only generate added congestion.

To complement this work, we recommend installing bus shelters at 62 Fancourt St and 134 Meadowbank Road (that provide cover for school students) and at 129 St Johns Road on the intersection with Truman St and a shelter opposite 24 Ngahue Drive (stop # 1351) that support commuters, including secondary school students. we also recommend consideration of road and pedestrian safety options on Grand Drive, to reduce traffic speeds and encourage walking.

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Very important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Moderately important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Moderately important

Incentives to promote electric vehicle ownership - tick box

Moderately important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Moderately important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Don't know

Bike Te Atatū

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Yes

Please tell us why - Challenges

Yes – The correct transport challenges have been identified.

The correct responses to the challenges have not - more funding is required for walking and cycling projects.

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Less important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Moderately important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

More funding to accelerate the programme of building separated bike lanes - we believe these could be built faster and cheaper.

We would like to see more funding for nimble and low-key infrastructure projects like Innovating Streets, Low Traffic and Slow Speed Neighbourhoods and 'popup protection' that provide both value for money and speedy implementation.

We also strongly support funding to finish the Te Whau Pathway.

Which project(s) would you remove in order to include the new project(s) you listed above?

Any project that does not aim to deliver on the core objectives of Vision Zero, mode shift and reduction of climate change emissions should be reassessed or dropped including:

Mill Road
Penlink

This should include property acquisition due to designations including:

East West Link
Warkworth to Wellsford
SH1 Drury South to Bombay

Savings in these areas need to be reassigned to projects meeting the objectives outlined in the RLTP.

Do you have any other feedback on the draft RLTP?

The RLTP should be aiming to:

1. Reduce overall carbon emissions from transport – not just on a per user basis
2. Reduce Vehicle Kilometres travelled year on year as a measure of a safe and sustainable transport system
3. Increase the number of kilometres of cycle network delivered each year to provide safer trips across the city to key destinations. The draft RLTP funds approximately 16kms of new cycleway across the first 3 years, which means less than 5.5 km per year - simply not enough!

The RLTP has correctly identifies the transport challenges facing Auckland, but by no means meets these challenges.

We are at the tipping point of making Auckland bikeable after decades of under investment. We need the current investment to continue, so we can make the most of this momentum and fill the many gaps.

People of all ages should feel able to bike to work, schools, shops, sports fields and to visit friends. We need safe routes in our neighbourhoods – to connect us to the big cycleways and transport hubs, and for easy bikeable trips to local destinations. Our town centres and the streets we live on should be places to enjoy, not just spaces to drive through. Above all, our children have the right to walk and bike safely and independently, and to cross the street to visit friends.

This requires both continual investment and refocusing of transport priorities away from expensive widening projects and towards improving walking and cycling.

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Less important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Very important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Yes

Parents for Climate Aotearoa

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Yes

Please tell us why - Challenges

Climate change and safety are the two most important issues for Parents for Climate Aotearoa. We are in a climate crisis and must do all we can to urgently reduce our emissions to net zero and meet our legal and moral obligations under the Paris Agreement and local laws. We face a road safety crisis and too many lives are lost each year.

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Moderately important

Better public transport connections and roading - tick box

Less important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Moderately important

Managing transport assets - tick box

Moderately important

Other Projects - tick box

Moderately important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

Improving active transport such as safe cycling infrastructure that is suitable for all people and especially children.

Supporting a shift to e-bikes instead of EV's.

Prioritising the electrification of the public transport fleet.

Which project(s) would you remove in order to include the new project(s) you listed above?

Roading projects, especially those that cover our fertile soil on the outer areas of town.

Do you have any other feedback on the draft RLTP?

' Parents for Climate Aotearoa submission on the Auckland Draft RLTP

Kia ora koutou Auckland Transport and wider team. We appreciate the time and hours that have gone into producing this draft and we are pleased to see we have the beginnings of a road map moving to where we need to be to ensure our tamariki and mokopuna have a safe climate to live in.

Parents for Climate Aotearoa is a group of largely parents and wider whānau, concerned with our families and particularly the future of our tamariki and mokopuna in a rapidly warming world. Our parents come from a range of backgrounds and experience. We are ordinary parents standing up for climate justice, to ensure all children have a safe climate and world to live in.

We are very concerned for those already vulnerable, marginalised and without a voice in our society. They are most at risk of the consequences of climate change and by poorly thought out mitigation measures. Our society's role, led by the government is to ensure that no one is left behind. Our lack of urgency and action today will be felt by our children tomorrow - many people, particularly women and children are hurting today around the world, from the consequences of the warming.

At the moment it is up to largely volunteer community groups such as ours, youth and many others to constantly check that our councils and government are doing all they can to reduce emissions. Most projects are still not taking emissions or adaptation into account and it is not possible for our communities to cover all government activities at all levels. We are exhausted and the wall of work is soul destroying at times. We do this for our kids, yet we are not present enough for them now because of this unpaid work. We need clear leadership, like demonstrated through the pandemic to do the right thing, which we can support.

At 88 pages the draft RLTP report will have felt inaccessible to many. Not everyone has easy access to the internet for online submissions or the ability, time or courage to attend community meetings. Some parents are already overwhelmed by life responsibilities to engage in detail. However, this work is important, so a team of us have worked together to complete this submission.

We recently surveyed 251 people nationwide (aged from 12 to 93). Parents are extremely anxious (62.3%) about their children and grandchildren's future world - strong mandate to go further and faster. 80.7% believe their children's lives will be more difficult than their parents/grandparents.

OVERVIEW

The next 10 years are crucial for mitigating climate change and limiting its adverse effects. Transport emissions are key in climate change mitigation AND human health. Transport emissions have been driving New Zealand's emissions upward in recent times. At the same time, reducing and ultimately eliminating emissions from transport is one of the more straightforward (low hanging fruit), when compared to other emission sources. We welcome the inclusion of climate change in the draft. Reducing emissions has a multitude of co-benefits however these are not detailed enough in the draft.

JC1-1048

A rapidly changing climate will only exacerbate the current social issues we have including health and health inequity. Applying a health lens to climate solutions will have a multitude of co-benefits including addressing current inequities and improving health outcomes. These are also missing from the draft. Climate solutions including investing heavily in active and public transport will not only reduce emissions but would also improve the health of our people through reductions in heart disease, cancer, type 2 diabetes, traffic accidents, air pollution related disease. Putting public health at the core of climate response means we would reduce many health and social inequities and emissions reduction - especially given New Zealand's high statistics in the above mentioned diseases.

Given health's importance, we strongly support the OraTaiao: NZ Climate and Health Council submission to Auckland Transport.

Almost two years ago our submission for the Zero Carbon Bill included the following:

“Today my ten year old asked me if we can stop climate change and what will happen to him if we can't. I am not willing to lie to my son so I and we as a group, want the New Zealand government to step up and do what needs to be done in order to stem the worst effects of climate change. We consider anything less to be unconscionable. The harsh reality is we need to make drastic changes to our way of living now and if we continue to refuse to do so and continue to prioritise an economy that serves no one but the very wealthy, we are literally stealing our children's future and that of children of the entire world. We will leave them a desolate planet to live on because we didn't have governments willing to do what was needed. Our country has a history of stepping up and doing what was needed and we hope that will continue.”

The overall ambition of the draft is too low, with a disappointing focus on roading and supporting a shift to EV's. We have demonstrated with New Zealand's Covid-19 response, that if we tackle serious issues head on and go hard, we can mitigate the risks to our economy as well as wellbeing. Covid-19 also lifted the veil of inequity in this country.

As a developed country whose emissions continue to rise unabated, it is imperative that NZ makes ambitious and challenging climate goals. As our largest city, Auckland has a chance to implement an evidence based response and make a huge contribution to reducing our emissions and meeting our goals with the Paris Agreement and the Zero Carbon Bill. We cannot do this without challenging the status quo, including our reliance on fossil fuel motor vehicles. It is not desirable to mislead the public into thinking a shift to EV's for everyone is possible.

We have a moral obligation more so than less developed countries and future generations to do everything we possibly can do to bring emissions down as fast as possible. Our targets should therefore be more ambitious.

TRANSPORT

The draft considers some of the benefits from a shift to active transport and low emission public transport, however there was insufficient focus on the costs of not reducing emissions, which many studies around the world are showing greatly outweigh the cost of even the most expensive actions.

The draft RLTP could use clear articulation of the co-benefits to make a more compelling case for action. Reduction in traffic has massive health co-benefits from reduced respiratory impacts to accident reduction, active transport would reduce obesity rates and improve health. Make it clear this is a public health issue.

Many of our members are disabled or parents of disabled children. A disability centred approach to transport and urban design is sorely lacking in this draft.

JC1-1049

The RTLP needs a more people centred policy approach i.e. substantial investment and goals for active transport to make it the easiest choice. If parents have access to safe infrastructure they will be enabled to use it.

We would like to see language change around electric vehicles and more on e bikes - these have potential to disrupt the transport sector - See article from Alex Macmillan
<https://www.nzma.org.nz/journal-articles/the-climate-change-act-will-now-shape-the-nations-health-an-assessment-of-the-first-policy-recommendations-to-reach-our-zero-carbon-target>

More emphasis that investing in active transport is a much lower cost than other options and can help many more people than subsidies for EV private vehicles. There are many low cost temporary infrastructure options that can be put in place to do this quickly, as has been demonstrated in Europe as a result of the pandemic.

The Waka Kotahi Innovative Streets projects could be sped up and better resourced. More ambitious reductions, bolder policy and strategic support for modal shift.

Product driven emissions are needed, not consumer, therefore wherever we are sourcing the EVs from have that burden of emissions reduction. EV's are part of the solution but must not take the focus away from public and active transport modes.

Removal of Fringe benefit tax exemptions for double cab utes would help reduce demand for these from those who don't need them.

Advertising has played a key role in driving the popularity of climate unfriendly car choices such as utes and SUVs. Banning advertising of these products, including all petrol and diesel vehicles, in a similar manner to banning cigarette advertising, would reduce demand.

We support the investment in the regional transport network. A nationwide joined up public transport network including rail, buses and minibuses, perhaps joining up with school bus transport would help reduce transport emissions.

We surveyed parents and whanau: "Do you support the recommendation to develop an integrated national transport network to reduce travel by private vehicles and increase walking, cycling, low emissions public and shared transport?"

Respondents also indicated the following:

- 9% of respondents own an electric bike
- 14.6% of respondents would travel more than they currently do by train or bus if it were cheaper.
- 17.8% of respondents would seriously consider purchasing an electric bike if it were more incentives (better cycleways, cheaper cost etc).
- 27% of respondents would cycle more if there were more separated/protected cycleways (i.e. something better than just a painted on cycle lane).
- 31.6% of respondents would travel more than they currently do by train or bus if there were better services/a wider range of destinations on offer.

Survey quotes:

"Public transport should be construed as infrastructure (just like roads), instead of as service."

"Improved public transport services are a must."

"I think more emphasis should be on active transport and e-bikes as opposed to e-vehicles." Many variations of this type of comment including accessibility and affordability.

"I would like to see serious effort put into building strong active transport infrastructure allowing New Zealanders to have more choice in how they move around without relying on switching vehicles. Especially if we make the urban form changes needed."

JC1-1050

“There is too large a focus on EVs. We need to bring the ban of imports of second hand fossil fuel cars earlier, in line with the UK regs so that we don't become a dumping ground, and I don't get why we can't ban imports of any ICE vehicles from 2030. We need to change the car centred culture at the same time as electrifying transport.”

LAW

In our view, the draft RLTP does not comply with the legal requirements. The advice is not consistent with what is required to keep global warming to less than 1.5° Celsius. This is a fundamental error that must be corrected before the advice is finalised.

We also question whether the draft RLTP recommendations are in keeping with the purpose of the Climate Response Amendment Act which is to:

provide a framework by which New Zealand can develop and implement clear and stable climate change policies that—

- (i) contribute to the global effort under the Paris Agreement to limit the global average temperature increase to 1.5° Celsius above pre-industrial levels; and
- (ii) allow New Zealand to prepare for, and adapt to, the effects of climate change:

Therefore we firmly believe the proposed 3 year targets in the draft report are simply not ambitious enough. Auckland Transport should be aspirational and not making incremental slow changes. Further, Aotearoa New Zealand's international reputation will be at risk if we fail to adopt budgets and policies consistent with doing our fair share to keep global warming to less than 1.5° Celsius.

PUBLIC AWARENESS & EDUCATION

Not everyone understands climate change or the impact's the climate crisis can lead to.

Survey quotes:

“I only know what I read in the paper. It's confusing and I don't know what it really means.”

“I find it very upsetting to read this stuff, I need someone to help me put the information into context.”

We recommend a significant focus on Article 12 of the Paris Agreement of public awareness and education for all people. We need an education campaign similar to Covid-19 and as persistent as reducing smoking or road safety. This education focus is key for people to:

1. Understand the problem
2. Understand the need for change
3. To rally around a set of shared values
4. To enable communities, tangata whenua and businesses to take action themselves
5. To support the mental health of all our people, as by being truthful and proactive we can minimise hopelessness

Too much emphasis is put on gaining 'social acceptance' around decisions before implementing any kind of changes given that our current processes for gaining 'social acceptance' are extremely undemocratic and hugely favour white, older, wealthy people (e.g. council consultations and even processes like this).

Messaging around Covid-19 was values based - people stepped up to do the right thing for our elderly and at risk whānau and must be trusted to do the same for our children and grandchildren. More social science evidence is needed in the recommendations for this area.

JC1-1051

NZ needs regular updates, just like Covid-19, on what the problem is, what we need to do and how. A campaign like road safety is necessary and will buy more social licence to be more transformational. Referred to in other sections.

Must have regular communications, education campaigns and community led education and plans
 - accessible, clear language - work with community leaders to disseminate information and work with communities in engagement and feedback.
 - a ban on advertising climate harming products such as fossil fuel vehicles, as per anti smoking measures could help.

EVIDENCED BASED POLICY

We welcome this opportunity to share our voice. However, an incorrect weighting of consultation vs. scientific, evidenced based best-practice should take priority. Consultation is biased towards privilege and upholding the status quo. This shouldn't be allowed to cancel out equitable, evidence-based interventions, especially when Auckland Council has declared a climate emergency.

Covid-19 showed us the importance of an evidence-based scientific response to a national and global pandemic. It also showed us the importance of values and how they too underpinned our response. Immediate and decisive action made a major difference to the impact of Covid-19 to New Zealand compared to much of the world. We placed the health and wellbeing of people above the economy.

EQUITABLE, INCLUSIVE AND WELL-PLANNED CLIMATE TRANSITION

We asked our respondents "What does an equitable, inclusive and well-planned climate transition look like for you?" and received very clear messaging that it started with centring Te Tiriti o Waitangi, a true Māori led partnership with all the principles honoured. They also felt very strongly about no one being left behind and inequity is drastically reduced, not increased by ensuring "Children, disabled people, low income, Māori and marginalised people are centred."

Survey quotes:

"Free public transport for essential workers. E-bike subsidies and share bike schemes everywhere. A wide recognition that we're done with business as usual, because we have better ideas than that. An approach that takes the weight off those who can least afford it - the housing-poor, the young and very old. A communications approach like our Covid response that will be emulated by the world and taught for centuries to come.

Includes cheaper, non fossil-fueled public transport that goes to more places, more often, with better mobility access so that those with mobility challenges (prams, crutches, wheel chairs, large haul of groceries etc) can use it more easily."

"The goal of decarbonisation should be something all New Zealanders are part of and share, as we all lose if this is not a priority. It looks like taking into account all sectors of the community, not just the loudest and the richest, and drawing on (and centring) Te Ao Māori and indigenous knowledge. Not everyone is going to agree about how we do this, but there needs to be a collaborative and constructive spirit as this transition is in everyone's interests."

"It will involve courageous leadership by politicians (and others) with a long term vision beyond getting back into government at the next election. It will mean being brave enough to take steps which seem radical and constitute a marked departure from the status quo. Anything less will be inadequate. It will involve unprecedented coordination between different stakeholders and sectors, as well as different government departments. We're not very good at that, so we're going to have to get much better, very quickly. It will involve huge chunks of society getting new skills and new jobs,

across the entire socioeconomic scale. The changes in power and messaging and policy will have expression in visible physical changes. It will involve rehabilitation of a range of ecosystems - grasslands, forests, wetlands. People will notice new things in their physical surroundings - in shops, on the streets, in their neighbourhoods - and the explanation will be "emissions reductions".

SUMMARY

Many of the changes needed will improve most people's lives. The co-benefits however are not widely known, which creates a barrier to change as in the vacuum of information there are numerous assertions that in reducing emissions will only hurt us and we have way too much to lose. We would like to see a more comprehensive section of the co-benefits in the final report.

We want an Aotearoa New Zealand and wider world that values and cares for each other and our environment. We want our tamariki and mokopuna to grow up with clean air, safe streets, well planned 15/20 minute cities, where the easiest transport choice is climate friendly, affordable and accessible, and by ensuring we centre our most vulnerable and marginalised communities - we are then looking after everyone. We want a safe climate for our children and loved ones.

Submission contributors Alicia Hall and Rebecca Sinclair,
With special thanks to Olivia Hyatt, Sonya Bissmire, Lauren McLean and 251 survey respondents

Increased fines for unsafe driving - tick box

Very important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Very important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Less important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Very important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Yes

The Warkworth Area Liaison Group

Do you think we have correctly identified the most important transport challenges facing Auckland?

- Tick box

Yes

Please tell us why - Challenges

Rail Freight opportunities are not addressed i.e. Freight to North Port, freight to Wayby Landfill

Climate change - tick box

Very important

Safety Projects - tick box

Very important

Travel choices - tick box

Very important

Better public transport connections and roading - tick box

Very important

Walking and cycling - tick box

Very important

Auckland's growth - tick box

Very important

Managing transport assets - tick box

Very important

Other Projects - tick box

Very important

Having considered all of the projects included in the RLTP, please let us know if there are any other projects that you feel should be included?

Warkworth Roding i.e. Hill Street intersection; Southern Interchange; Western Collector; Sandspit Link Road.

Do you have any other feedback on the draft RLTP?

JC1-1054

I understand that you will be able to forward our submission with attachments. The Warkworth Area Liaison Group is an open forum for both individuals and local residents groups representatives to come together to discuss local issues and make joint submissions. Attendance at monthly meetings usual exceed 35 persons.

Regional Land Transport Plan 2021-2031 (10 year)

Warkworth Area Liaison Group Submission 20-4-21

The following are key items to be included in the 2021-2031 RLTP for the Warkworth area:

1. HILL ST INTERSECTION:

Hill St intersection remains the most severe congestion point in the Warkworth/Mahurangi roading network. Even with the completion of the new Puhoi to Warkworth motorway and Matakana Link Rd (MLR), congestion will remain a major factor because all traffic from Mahurangi East, Algies Bay and Snell's Beach will pass through Hill St with a right turn manoeuvre at the Hill St traffic lights to go north to the motorway exacerbating current problems. There is also planned growth in the NE of Warkworth which will increase traffic flows through Hill St significantly.

1.1. Permanent Solution

At the Transport and Infrastructure Forum held in Warkworth on 6 December 2019 involving Members of Parliament, Councillor Greg Sayers, Community leaders and representatives from Waka Kotahi and Auckland Transport the forum was informed of the following:

'The Board of Auckland Transport approved a preferred option for the design of the permanent Hill St solution and that funding had been allocated for detailed design and a detailed business case'

This was further confirmed verbally by the Mayor in discussion with members of One Warkworth.

We had been informed that this work would be funded by Auckland Transport and the share of funding of the construction, to commence immediately on completion of the Matakana Link Road and the Puhoi-Warkworth Motorway, was still being negotiated between AT and Waka Kotahi.

Appendix 1 (Page 5) of the Draft RLTP budgets \$18.8m for Hill St with all funding to come from the National Land Transport Fund (NLTF). This differs from the earlier agreement.

Congestion continues to worsen and once the motorway is complete right turns into the existing SH1 will exacerbate current congestion.

It is totally unsatisfactory that the previous agreements and commitments have been reneged on and urgent agreement on funding between AT and Waka Kotahi is required so that construction is ready to proceed on completion of the motorway and the MLR .

1.2. Temporary Mitigation

An interim low cost modification to the signals and road layout will be required before the motorway opens to manage current congestion issues. This modification will also be valuable for managing traffic during Hill St Intersection construction. This could be funded now from Operational Capital Programs Budget.

2. MOTORWAY SOUTHERN INTERCHANGE.

The Warkworth to Wellsford Motorway Hearing Committee acknowledged that the Warkworth Southern Interchange was not in their scope to consider but never less ruled that the Regional Land Transport Plan 2021-2031 (10 year) was to address this issue.

The Warkworth Structure Plan predicts live zoning of this area as early as 2028 so the Southern Interchange needs to be in place once this development is completed and planning needs to occur well before this.

Private Developers are currently preparing plans for the Southern Cells of Urban Growth. Unless roading decisions are made by SGA and route security undertaken, then roading options may soon be compromised by Private Plan Change applications.

The interchange needs to be in the RLTP and Supporting Growth Alliance must commit to driving this process.

JC1-1055

3. Supporting Growth Program

Warkworth has been designated as a satellite town to Auckland. As such infrastructure to support this growth must be included as a priority area.

SGA must initiate planning of an integrated transport network for the area as soon as possible.

These projects would include the Sandspit Link Road, the Western Collector and its interface with the Southern Motorway Interchange.

Matakana has become a significant traffic congestion location at times rivalling Hill St. SGA must also initiate planning for traffic solutions at Matakana.

4. Transport Demand Forecasting Model

The model should be a live document to be used to inform future planning.

Updating the model on a regular basis is essential to ensure reliability and validity of the tool for informing planning and decision making.

5. Unsealed Roads Improvements

Rodney has the largest number of unsealed roads of any district in New Zealand. Unsealed roads cause health and safety issues from dust, uncontrolled run-off and potentially unsafe road surfaces. The original budget of \$121m must be reinstated to continue satisfactory road improvements and maintenance.

An action plan is required to prioritise roads to be sealed and identify other improvements required on remaining unsealed roads to meet health and safety standards and flooding damage to adjacent properties.

Prepare a high level maintenance plan to maintain unsealed roads to a satisfactory standard and to minimise damage to the roads and neighbouring properties.

Increased fines for unsafe driving - tick box

Moderately important

Demerit scheme to address persistent unsafe driving - tick box

Moderately important

Introduce demand-based road pricing to tackle congestion in phases, supported by improved public transport services and measures to assist financially vulnerable members of our communities - tick box

Less important

Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions - tick box

Very important

Incentives to promote electric vehicle ownership - tick box

Very important

Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees - tick box

Moderately important

Do you support the proposal to vary the Regional Fuel Tax Scheme? - tick box

Yes

JC1-1056

Te Ākitai Waiohua

Further to your presentation at the AT Mana Whenua Forum North-West of WED 05 MAY, herewith a collection of PT specific rants and observations for your consideration. Appreciate that I've missed the FRI 14 MAY cut-off, but I thought I'd land this on your desk for MON 17 MAY and chance my luck nevertheless!

PUBLIC TRANSPORT NETWORK

I'm a firm believer in the benefits that a high quality PT network can deliver, and accordingly, support and advocate for greater investment across the ever expanding AT Metro PT network. As a regular daily user of PT- the bus network primarily, I enjoy the "me time" that this mode of travel affords me, not to mention the fact that I needn't worry about carparking. As a regular daily user of PT, I am nevertheless immediately impacted on a daily basis by a PT network that is- presently, neither sufficiently attractive nor genuinely affordable: a fact that is borne out by the (ever growing?) number of single occupant vehicles that otherwise clog the road network and necessarily impede the progress of my morning/afternoon/evening commute. Whilst I appreciate that the number of individual trips across the network are increasing and continue to increase, I'm remain frustrated by the current levels of investment and provision of service, which I can't help but perceive as a knee jerk reaction to a wide open gate with not a horse in sight..

For our PT network to be genuinely attractive and affordable, routes, frequency and reliability need to improve exponentially, and fares must come down and not be subject to six monthly increases: it is not for PT to generate income, and this appears to be well understood in those international cities that have cracked the PT nut.

Whilst the provision of cross town routes and services- across the network, have improved considerably, the network remains overwhelmingly focused on the CBD-centric radial model, which is fine if- like me, the focus of your workday is indeed the CBD...

AT METRO 22R ROUTE

I live in Avondale on the Rosebank peninsula, and for my sins I am required to rely on the wholly unreliable 22R service.

I have- for the most part, given up complaining about the service as it appears that nothing is ever done to address the cause for my complaints*: that being reliability, i.e. turning up on time, or failing to turn up at all.

(* Also, I can't help but suspect that my complaints are automatically blocked and consigned to the trash bin outright!).

As a kid growing up on the Rosebank peninsula, the bus journeys to and from the city seemed to take forever, and now- as an adult, nothing appears to have changed: a forty minute journey is exceptional, but is just that, i.e. the exception. Morning peak hour travel times of no less than an hour are the norm, whereas the return journey can be as much as 1hr 20mins.

I do appreciate that travel times are symptomatic of the ever expanding rush hour gridlock: simply traversing the Victoria Street-Bowen Ave-Water Quadrant-Symonds Street corridor typically take no less than 15-20mins. Nevertheless, that a journey- that would otherwise take no less than 20 to 35mins in a private vehicle, should take an hour to an hour plus to complete from uplift to drop-off is not the stuff that attractive PT is made off, but is rather a barely tolerable daily grind. Which is made only worse when the scheduled bus fails to turn up at all- which is not uncommon, or as is the norm, turns up late amid the steady stream of timely New Lynn bound 22N, 24B & 24R buses. Rosebank is- without a doubt, the poor cousin of New Lynn.

The 22R service cannot be relied upon to turn up on time, and individual services are regularly cancelled or fail to turn up at all.

The 191 Lynnfield service serves only those on the route and effectively preclude customers north of Avondale Road.

The 138 links the Rosebank peninsula to Henderson and New Lynn but is a weekday service only. There is no integration of services between Rosebank Road and Great North Road, nor the train service at Avondale Station.

CLEARWAYS

I see the use of clearways as an essential tool in the delivery of effective peak hour services across the PT network, so- not unsurprisingly, it frustrates me sorely to see these regularly blocked by private vehicles, the owners of which are either ignorant or overly self-entitled: particularly those who intentionally choose to park in clearways well in advance of the permitted window.

I would dearly love to see greater enforcement- over and above the level presently in effect, and an extension of the current operating hours, given that peak hour traffic volumes are already sufficiently high to warrant an extension on either side of the present operating windows.

RFT: SIGNALISED INTERSECTIONS & PEDESTRIAN CROSSINGS

Unless I'm very much mistaken, I'm sure I heard you indicate that signal phasing was a component part of the RFT programme?

I recall a recent study- some two years ago now perhaps, that reported on the not inconsiderable cost incurred to the local economy, through overly protracted pedestrian wait times at signalised intersections.

i understand that Kathryn King was looking at this piece of work, but in the meantime, there appears to have been little or no change across the city.

It is disappointing to note that the ability to cross in a safe and timely manner- within the allocated green man-flashing red man phase and without Mr & Mrs Hurry Up And Get Out Of My Way bearing down upon you, without having to wait through interminably long phases and sub phases, remains all but a utopian dream at present.

In terms of wait times and ridiculously mean crossing intervals, Fanshaw Street is particular challenging: The Nelson Street intersection for example, or nearer home the Halsey Street intersection, specifically, crossing from the Fonterra Building to the AT Building.

I've been banging on about this in the AT Forum for years now, and I am genuinely fed up with being treated like a second class citizen by simple dint of my chosen active mode of transport: it would be truly refreshing to see a sea change in space, but I dare not hold my breath in the interim.

End of rant.

Appreciate all that you've brought to the table in the course of the last few of presentations: Kia ora rawa atu ki a koe e Mark!

JC1-1058

New Zealand Walking Access Commission

Submission on the Draft Auckland Regional Land Transport Plan 2021-2031

Introduction

The New Zealand Walking Access Commission Ara Hikoi Aotearoa is the Crown agency responsible for providing leadership on outdoor access issues. Our role is to provide New Zealanders with free, certain, enduring and practical access to the outdoors.

We administer a national strategy on outdoor access, including tracks and trails. We map outdoor access, provide information to the public, oversee a code of responsible conduct in the outdoors, help resolve access disputes and negotiate new access.

The Commission has a team in Wellington and a network of regional field advisors. An independent board governs our work. Our governing piece of legislation is the Walking Access Act 2008. Much of our work focuses on active transport. We support the creation, maintenance, enhancement and promotion of walking and cycling connectivity both for recreation and for commuting to local destinations such as schools, places of work and shops.

Strategic and Policy alignment – delivering on objectives In order to align with the GPS and the Auckland Plan objectives, the RLTP should be aiming to:

- Reduce overall carbon emissions from transport
- Reduce vehicle kilometres travelled year-on-year as a measure of a safe and sustainable transport system
- Significantly increase the amount (in kms) of cycle network delivered each year to provide safer trips for Aucklanders. The draft RLTP funds approximately 16 kms of new cycleway across the first 3 years = not quite 5.5 km per year
- Significantly improve the transport environment for both pedestrians and micro mobility users
- Rapidly increase public transport provision i.e. coverage, frequency and route directness

Our work supporting trail-building communities across the Auckland region indicates that there are key opportunities to assist with mode-shift towards active transport, and to provide connectivity and resilience benefits by connecting rural and urban communities, and connecting between rural towns. Outside of the urban areas, the commission strongly recommends the RLTP includes provision for utilising rural roadside berms and road shoulders to provide efficient, safe and effective active transport infrastructure connecting urban and rural landscapes.

We draw your attention to our Franklin-North Waikato Tracks & Trails Strategy 2020 – included with our submission as Appendix A. The strategy was developed in partnership with iwi and communities, with funding support from Waikato Regional Council and Waikato District Council – as well as support-in-principle from Franklin Local Board. The vision is to:

- Connect the trails and journeys of this place with the path of the Waikato River
- Connect locals and visitors with the Awa and the ways we can all care for the river's health, life and stories, both now and for generations to come
- Through these connections grow a trail network that creates active, healthy, and connected communities

With this vision in mind, and connecting to the wider transport system servicing a rapidly growing Franklin area, our submission on the RLTP supports the key strategies of:

JC1-1059

- Provision of multi-modal transport and compact urban form for high-growth areas
- Safe and appropriate speeds and safe network improvements, particularly around schools
- Growing public transport and active transport mode share in urban & high-growth areas
- Growing inter-connected cycle, micro-mobility and accessible pedestrian networks in urban areas
- Enhancing passenger rail in the Auckland-Hamilton corridor with the addition of walking and cycling connectivity to train stations
- Improving access and mobility for rural areas and for the transport disadvantaged.

Further specific submission points for consideration:

1. We have concerns that walking & cycling infrastructure investment is concentrated in urban Auckland. We urge Auckland Transport to consider ways the RLTP can connect rural communities to each other for active transport and recreation, and to reconnect existing and new urban areas with rural landscapes.

2. We propose that you amend the RLTP to adopt the vision and support implementation of Franklin-North Waikato Tracks and Trails Strategy. The Strategy highlights the key opportunities for connecting rural towns to each other and to the river; enhancing connectivity between marae and the awa, and implementing a cycle corridor for commuting between settlements.

3. We urge a bold RLTP – taking every opportunity to maximise benefits from past and current active transport investment and repurposing existing transport assets:

- We recommend that it is both practical and cost effective to include walking and cycling facilities at the design phase of intersections, bridges and rural road improvement projects in all parts of the Auckland region. This removes future barriers to growing mode shift and negates the need for future expensive retrofits.
- We are strongly supportive of completing planned cycling network infrastructure and a plea to achieve this early in the RLTP, thus maximising the potential reduction of Greenhouse gas emissions from mode shift towards walking, cycling and micro mobility.
- We propose a highly flexible and cost-effective approach to walking & cycling alongside rural roads, and utilising unformed legal roads. Start simple with gravel paths and if they are well used, upgrade them. We suggest that communities are best placed to guide the development of such an approach, and the benefits include being able to trial new trails without making them permanent – which makes for a highly adaptive, resilient and efficient approach to infrastructure provision.
- We would comment that there is a real and urgent opportunity for the RLTP to utilise unformed legal roads as part of the active transport network to provide safe, low cost, low maintenance connectivity for walking & cycling. This would also enable local communities to volunteer their time and resources to help build tracks and trails.
- Gravel Riding is undergoing enormous growth in many parts of the country – and this RLTP is a real opportunity to fund a relatively low-cost, low impact, safe and highly usable trail network, through the steps already mentioned.
- We encourage the RLTP to look beyond the crowded formal roading network: Pipes and other major infrastructure corridors can be ideal for walking & cycling access – e.g. light track & trail infrastructure is easily reinstated whenever repairs are required for underlying pipes - it is usually cheaper than digging up roads.

Thank you for the opportunity to submit on the Auckland RLTP; the Commission would welcome the opportunity to speak to our submission.

JC1-1060

Te Uri o Hau- Environs Holdings Ltd

ABOUT TE URI O HAU

Te Uri o Hau is a Northland hapū of Ngāti Whātua whose area of interest is located in the northern Kaipara region. Te Uri o Hau descends from Haumoewaarangi who is the tribe's founding ancestor, and includes people who affiliate to ngā marae tuturu: Otamatea, Waikāretu, Oruawharo, Arapaoa.

In total there are 14 marae within the tribal boundaries.

Te Uri o Hau settled its historical grievances with the Crown in 2002. Te Uri o Hau Settlement Trust has an elected board of 8 trustees charged with the responsibility to govern over the tribal assets, provide opportunities to enhance the wellbeing of its members and protect all interests of the hapū.

The Taumata Kaunihera (Council of Elders) oversees all matters relating to tikanga (protocol). Today Te Uri o Hau has over 7,000 members many whom live in Tāmaki Makaurau.

ABOUT ENVIRONS HOLDINGS LIMITED

The purpose of Environs Holdings Limited is to advocate and support kaitiakitanga throughout the rohe as well as in the management and development of Te Uri o Hau resources

As the environmental subsidiary of Te Uri o Hau Settlement Trust Environs is responsible for the implementation of activities that advance the well-being of the hapū and its environment within the statutory area of Te Uri o Hau. Environs are mandated by Te Uri o Hau Settlement Trust to advocate, protect, maintain and preserve the kaitiakitanga status and rights of Te Uri o Hau on behalf of its people.

Figure 1: Te Uri o Hau cultural redress properties

Figure 1: Te Uri o Hau cultural redress properties



PART A

Transport challenges facing Auckland

OUR COMMENTS

We thank you for the opportunity to submit on the draft plan.

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Climate change and the environment are the most important areas for Environs Holdings Limited. Overall, we think Auckland Transport has identified the most important transport challenges facing Auckland, however we are concerned about the low prioritisation of funding for the environment, sustainability and climate change.

Notwithstanding the expenditure on improving public transport and encouraging shifts in transport choices we understand vehicle kilometres have continued to increase and question whether the public transport system is meeting the needs of Aucklanders particularly those located further away from central Auckland and other main centres of employment in terms of total time to final destination and cost. We also question whether Auckland Transport has sufficiently considered the impact of COVID on the public's willingness to take public transport.

Focus area: Climate change & the environment

The environment and the impacts of climate change is the most important focus area for Environs. We believe funding for the environment, sustainability and climate change is under-allocated and note the small amount of \$20 million over 10 years for a programme of works "to reduce greenhouse gas emissions, provide resilience to climate change, mitigate pollution (air, noise, land and water), protect and enhance biodiversity, and support innovation in sustainability." (see Appendix 1 page 4). This contrasts significantly with the amount spent on walking and cycling tracks (see also Appendix 1, page 4). While we understand some funding for mitigating environmental impacts is provided within individual project budgets no detail is provided.

Increased population into the region will put further stress on the environment. We encourage Auckland Transport to give priority to and be more proactive in working with Council's Healthy Waters unit in implementing solutions to address impacts on the region's waterways. In general we support the reduction of emissions through decarbonising of Council's vehicle fleet and the bus and ferry fleet and initiatives to encourage shifts in transport modes. However we are highly concerned about the use of policy levers to increase the public's uptake of electric vehicles given the high purchase cost of electric vehicles.

Focus area: Walking and cycling

OUR COMMENTS

We support Council's efforts to encourage mode shifts and increased sport and recreation . When building shared pathways close to the water's edge we request Council give due consideration to the impact on waterways and to climate change projections.

Other

We look forward to working with Rodney Local Board and the local community on achieving mutual aspirations and goals.

Beyond the Regional Land Transport Plan

Te Uri o Hau and Environs Holdings supported the implementation of the RFT in our submission to the 2018 Draft Regional Land Transport Plan We note the conclusions of the Sapere Report titled "Analysis of the regional fuel tax and increase to national Fuel Excise Duty" prepared for the Independent Māori

Statutory Board (July 2018). In particular:

1. The prioritisation by government agencies of efficiency arguments i.e. easy to implement and administer, difficult to avoid, revenue-generating over equity considerations which has resulted in a disproportionate impact of the RFT on lower-income households including Māori, and
2. The risk of the RFT not achieving its objectives and as technology changes the way people travel other alternatives (such as congestion and road pricing) then become more attractive.

Therefore while Environ's Holdings Limited support efforts to encourage transport mode shifts and to reduce carbon emissions, we have concerns about the following:

- i. Congestion charging where it is not preceded by a public transport systems that is efficient, safe and priced to meet the needs of lower-income households including Māori and other disadvantaged groups.
- ii. Higher standards for fuel emissions to reduce the number of cars on our roads which emit higher emissions. We are concerned such standards will result in disproportionate negative outcomes for lower-income households including Māori and other disadvantaged groups. We welcome further information and opportunities to discuss.
- iii. The use of policy levers such as priority parking to increase the uptake of electric vehicles. This will create unequal and unfair outcomes and we welcome further details and opportunities to discuss.

Part B: Questions relating to the Regional Fuel Tax (RFT)

Te Uri o Hau and Environs Holdings supported the implementation of the RFT in our submission to the 2018 Draft Regional Land Transport Plan. The proposed changes to the scheme don't impact on projects on which Environs is currently engaged so we leave it to the relevant Mana Whenua to decide.

Generation Zero

The submission below is based on the editable proforma that Generation Zero provided for its members/followers to use as the basis of their submissions.

Comments on RLTP Challenges

A plan that increases transport emissions by 6% by 2031 is simply unacceptable and incomprehensible

I strongly ask Auckland Transport to go back to the drawing board and produce a plan that aggressively reduces emissions and reduces demand for private vehicle travel.

Significant emission reductions are needed to align the RLTP with legislation including the Local Government Leaders' Climate Change Declaration, Government Policy Statement on Land Transport, Auckland Climate Plan, and Zero Carbon Act.

An equitable transition to a low carbon future means dropping expensive roading projects to prioritise rapid roll out of safe cycling and walking provisions, accessible public transport and a compact urban form.

Auckland's most significant challenges are climate change and the environment, travel choices, and providing climate-resilient infrastructure. We must decarbonise transport in Tāmaki Makaurau by 2030 to align with our climate commitments.

Are any other projects that you feel should be included in the RLTP?

The important challenge of accommodating Auckland's growth must be achieved in an equitable and low-carbon manner. Urban sprawl increases emissions and car dependency, and reduces social cohesion. Instead, I urge the RLTP to support a compact urban form through further investment in rapid transit, completing the cycling network

free up significant funding for more active and public transport projects (such as accelerating the roll-out of light rail and the long delayed Auckland Urban Cycleways Programme).

Are any other projects that you feel should be removed from the RLTP?

An equitable transition to a low carbon future means dropping expensive roading projects to prioritise rapid roll out of safe cycling and walking provisions, accessible public transport and a compact urban form.

The important challenge of accommodating Auckland's growth must be achieved in an equitable and low-carbon manner. Urban sprawl increases emissions and car dependency, and reduces social cohesion. Instead, I urge the RLTP to support a compact urban form through removing funding for greenfield roading projects.

Projects that prioritise roading and increase car dependence like Mill Road and Penlink should be immediately removed from the RLTP. This would free up significant funding for more active and public transport projects (such as accelerating the roll-out of light rail and the long-delayed Auckland Urban Cycleways Programme). As it currently stands, this plan does not comply with the law and needs to see large shifts in funding to prioritise reducing vehicle kilometres travelled and emissions.

Do you have any other feedback on the draft RLTP?

I support AT advocating to central government for further initiatives through congestion charging and fringe benefit tax changes that are equitable.

Improving safety and transport connections means upholding Vision Zero. It cannot be used as an excuse to fund roading projects and increase roading capacity. Roads must be redesigned to protect their most vulnerable users through reallocation of roading space, roll out of low traffic neighbourhoods across Auckland, and reduced speed limits.

These focus areas must be actioned through honouring and upholding the articles of Te Tiriti o Waitangi and providing tino rangatiratanga to Māori as tangata whenua.yes

Do you have any comments on the Regional Fuel Tax Scheme?

Request further changes to the Regional Fuel Tax (RFT) Scheme so that funds can only be used on public transport and active modes infrastructure. There must be stronger efforts to provide sustainable alternatives for Aucklanders, especially for those who have been historically underserved by active and public transport infrastructure.

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.

Attachment 5: How the draft RLTP 2021-2031 meets the requirements of section 14 of the LTMA

1. The Land Transport Management Act (LTMA) requires that, before the RTC submits an RLTP to the regional council, it must meet the conditions set out in section 14 of the Act. Section 14 is set out in the appendix.
2. This Annex sets out our evaluation against those considerations. Evaluation against section 14(a)(i) and (ii) is set out in detail below, with the remainder of the evaluation in a table.

SECTION 14(a)(i) - THE RTC MUST BE SATISFIED THAT THE REGIONAL LAND TRANSPORT PLAN CONTRIBUTES TO THE PURPOSE OF THE ACT

Requirement

3. Section 14(a)(i) of the LTMA requires the RTC to be satisfied that the RLTP contributes to the purpose of the Act, which is to contribute to an effective, efficient, and safe land transport system in the public interest.
4. The Government Policy Statement on Land Transport 2021/22-2030/31 (the GPS) provides a clear indication at page 47 of how the purpose of the LTMA should be interpreted:

Without limiting the legal interpretation of these terms, for the purpose of GPS 2021, a land transport system is:

- *effective when it moves people and freight where they need to go in a timely manner*
- *efficient when it delivers the right infrastructure and services to the right level at the best cost*
- *safe when it reduces harm from land transport*
- *in the public interest where it supports economic, social, cultural and environmental wellbeing*

Evidence

5. The draft RLTP 2021-2031 sets out six outcomes relating to mode choice, environment and sustainability, access and connectivity, safety, supporting growth and asset management. The objectives are aligned with the 2021 GPS and Auckland Plan. The first five objectives are agreed objectives in ATAP, with the addition of the 'Sound Asset Management' objective by the RTC.
6. The RLTP's contribution to "an effective, efficient and safe land transport system in the public interest" is outlined below. Many of the contributions arising from the RLTP investment programme are overlapping and cumulative – for example effective transport interventions will support and enhance contributions to public interest and efficiency. The key reasons why the RLTP contributes to the purpose of the LTMA are as follows:
 - (i) **Effective:** The RLTP investment programme contributes to an effective land transport system by:

- a. Investing heavily in infrastructure and services to improve the speed, frequency, attractiveness and safety of the public transport and cycling networks. Examples are the City Rail Link and supporting projects, the Eastern Busway and Connected Communities, along with increased frequency and coverage of rail and bus services. This, in turn, will encourage mode shift away from private vehicle travel, improving conditions for those that continue to need to move on the road network, such as many freight operators.
 - b. Increased investment to ensure the transport system is appropriately maintained and renewed.
 - c. Investment across different modes to improve access to employment, social and cultural opportunities.
 - d. Investment in 'Community Connect' to make public transport more affordable to those on Community Services Card.
 - e. Major investment to support growth in the spatial priority areas and help ensure sustainable transport (public transport and active) mode use and reduced congestion. As an example, this includes over \$400 million in investment in the Auckland Housing Programme development areas.
 - f. Examples of the forecast results delivered by this investment between 2016 and 2031 include:
 - i. a 60 per cent increase in the number of jobs accessible to the average Aucklanders by a 45-minute public transport journey and a 14 per cent forecast increase in the number of jobs accessible by a 30-minute car journey at peak times (see 'Measuring outcomes: access and connectivity'). Access to social and cultural opportunities is expected to improve by a similar amount.
 - ii. A 55 percent reduction in time spent in congestion on the public transport network.
 - iii. A slight improvement in average travel speed across the road network in both the morning peak and interpeak.
 - g. Advocating for The Congestion Question as the primary tool to improve accessibility and travel speeds. Responsibility for implementing road pricing rests jointly with the government, Council and AT.
- (ii) **Efficient:** The RLTP investment programme contributes to the efficiency outcome as it has been rigorously developed and tested through the multi-party ATAP process to ensure the right mix of projects at the right scale of investment was selected to best address Auckland's transport objectives (and therefore legislative requirements). This includes use of the Portfolio Investment Analysis tool which is an appropriate approach to evaluating land transport investment and has also been applied by the MOT to prioritise government investment programmes. Specific analysis around land use and climate change priorities has also been undertaken. This prioritisation included identifying projects that were 'Committed or Essential' and recognising that there was very little discretionary funding available to invest in new areas.
- A major increase in investment in renewals on the local road and local public transport will also contribute to efficiency by ensuring the network is renewed at the appropriate time to avoid higher costs in the long-term.
- (iii) **Safe:** The RLTP contributes to reduced harm from the transport system through the adoption of Vision Zero principles along with:

- a. Investment in AT's Safety programme (including the Safe Speeds programme), Marae and Papakainga Turnouts programme, School Speed Management and other safety programmes, as well as Waka Kotahi's Safer Networks and other programmes.
- b. A major investment in mode shift, to encourage a greater take-up of this safer mode of travel.
- c. The delivery of over 200 kms of new or improved safe cycling infrastructure.
- d. The promotion of several policy levers to make the transport system safer.

These investments are expected to see a 67% reduction in deaths and serious injuries between 2018 and 2031.

(iv) **In the public interest:** In addition to the above, the RLTP contributes to the public interest as follows:

- a. Supporting economic, social and cultural wellbeing by investing in new transport capacity, particularly in the public transport network, to ensure that the transport system can accommodate Auckland's future growth and still function effectively. This includes delivering a forecast 60% increase in access to employment by public transport and a 14% improvement in access to employment by private vehicle between 2016 and 2031.
- b. Significant investment to support growth and new housing in the spatial priority areas in a manner that supports sustainable transport outcomes and reduced congestion.
- c. Supporting a safer transport system, by adopting the principles of Vision Zero and targeting a significant reduction in deaths and serious injuries on Auckland's roads.
- d. Developing the public transport and the cycling networks, to encourage greater take-up of these more sustainable modes. The RLTP expects:
 - i. 64% of new trips in the AM peak will be taken up by public transport and active modes; and
 - ii. 200 kms of new or improved cycling infrastructure will be delivered.
- e. Providing an investment programme that, along with initiatives already signalled by Government, will contribute to emission reductions goals by achieving a reduction in emissions between 2016 and 2031 - despite a 22 percent increase in Auckland's population over the same period. When coupled with other policy levers promoted in the RLTP, much larger reductions in GHG emissions could be achieved.

Section 14 (a)(ii) CONSISTENCY OF THE RLTP WITH THE GPS ON LAND TRANSPORT

Requirement

7. The RTC must be satisfied that the RLTP is consistent with the 2021 GPS.

Evidence

8. The following section sets out how the RLTP supports the four strategic priorities of, and is consistent with, the 2021 GPS. Note, this analysis was completed ahead of the Government's 13 June 2021 Clean Car Standard announcement.

GPS Priority - Safety: Developing a transport system where no-one is killed or seriously injured

9. The RLTP objective of "Making Auckland's transport system safe by eliminating harm to people" maps to this GPS Priority.

10. This GPS Priority is also supported by the RLTP objective of "Providing and Accelerating better travel choices for Aucklanders", which has a co-benefit of improving safety by moving away from private vehicle use and improving active mode safety.

11. Consistency with the GPS approach to delivering safety outcomes is achieved by a range of initiatives within this RLTP, including:

- significant investment in safety infrastructure across the local road and State highway networks included in the RLTP
- application of a Vision Zero approach across AT's programme
- investment in a variety of safety programmes, such as road safety education
- incorporation of safety elements across the range of improvement projects included in this RLTP
- supporting a shift to other modes and reducing demand for vehicle travel and associated harmful emissions
- delivery of over 200 kilometres of new or upgraded safe cycling facilities
- advocacy for a range of policy initiatives to further enhance safety outcomes
- major investment in renewals to ensure transport assets meet a reasonably standard and are safe

12. The Primary Outcome for safety is as follows:

The primary focus on this priority is to develop a transport system that advances New Zealand's vision that no-one is killed or seriously injured while travelling. New Zealand roads will be made substantially safer.

13. The RLTP investment programme is consistent with this outcome by reducing deaths and serious injuries on the local road network by 67% by 2031. This is also consistent with the GPS delivery expectations of 'reduced number of deaths and serious injuries' and 'a safer land transport network'.

GPS Priority - Better Travel Options: Providing people with better travel options to access places for earning, learning and participating in society

14. The following RLTP objectives map to this priority:

- Providing and accelerating better travel choices for Aucklanders
- Better connecting people, places, goods and services
- Enabling and supporting Auckland's growth, focusing on intensification in brownfield areas and with some managed expansion into emerging greenfield areas

15. Consistency with the GPS approach to delivering the Better Travel Options priority outcomes is achieved by a range of initiatives within this RLTP, including:

- major investment in the rapid transit network, bus network and cycling network to accelerate mode change towards sustainable travel modes and help shape a more sustainable and attractive urban form
- major investment in maintaining and renewing the existing transport network to ensure it continues to enable people to get to places where they want to live, work and play
- major investment in key growth areas, particularly brownfields areas, with a focus on encouraging use of sustainable transport modes
- implementation of the Auckland priorities included in the New Zealand Rail Plan
- new investment to improve transport accessibility for people with accessible needs, consistent with the intent of the NZ Disability Action Plan and Auckland Accessibility Action Plan
- continued investment in specialised services to support accessibility, such as the total mobility scheme
- delivery of ATAP via the RLTP programme.

16. The Primary Outcome for better travel options is:

Providing people with better travel options to access places for earning, learning and participating in society.

17. The RLTP investment programme achieves consistency with this Outcome and its associated delivery expectations by:

- improving access to social and economic activities – particularly by public transport but also by active modes and private vehicle
- increased availability and access to public transport and active modes options
- increased share of travel by public transport and active modes
- reduced greenhouse gas emissions, when combined with government initiatives.

GPS Priority - Improving Freight Connections: Improving Freight Connections to support economic development

18. The RLTP objective of Better Connecting people, places, goods and services maps to this objective. It is also supported by the Providing and Accelerating better travel choices for Aucklanders.
19. Consistency with the GPS approach to delivering the Improving Freight Connections priority outcome is achieved by a range of initiatives within this RLTP, including:
- Rail network investment, particularly new tracks on key Auckland chokepoints (the 'Third Main'), consistent with the New Zealand Rail Plan to enhance freight movement by rail
 - A range of corridor improvement and optimisation projects which will improve conditions for the freight and courier movements that continue to need to be made on the road network.
 - Major investment in mode choice to reduce, relative to a no-investment scenario, demand for private vehicle travel, reducing pressure on the road network and freeing up space for freight
 - A major increase in investment in renewals to ensure critical road and other links are renewed to an appropriate standard.
20. The Primary Outcome for freight is:
- Improving freight connections to support economic development*
21. Freight Delivery expectations are: freight routes that are more reliable; freight routes that are more resilient; reduced greenhouse gas emissions and reduced air and noise pollution.
22. The RLTP investment programme achieves consistency with the freight objective and delivery expectations by improving rail freight operations and providing a relative improvement in road freight conditions compared to a do minimum situation.

GPS Priority - Climate Change: Transforming to a low carbon transport system that supports emission reductions aligned with national commitments, while improving safety and inclusive access

23. The following RLTP objectives map to the Climate Change priority:
- Improving the resilience and sustainability of the transport system, significantly reducing the GHG the system generates
 - Providing and accelerating better transport choices for Aucklanders
24. Consistency with the GPS approach to achieving Climate Change outcomes is achieved by a range of initiatives within this RLTP, including:
- major investment in public transport and active modes, particularly cycling, to encourage a transformative shift to lower carbon sustainable modes and support shaping urban form and land use in a way that reduces car dependency over the long-term.

- Over half of the capital improvements programme is directed to investment in low carbon modes, while other programmes such as the optimisation and technology programmes also support emission reductions by encouraging use of sustainable modes or improving flow in congested conditions.
 - A rapid transition in investment from the recent period, which saw construction of significant state highway capacity including the Waterview Tunnel and Western Ring Route, to a future state which will see all significant road capacity construction end in around 2027.
 - Assessment using the Waka Kotahi's RCAT assessment tool shows that overwhelming majority of the RLTP programme is either climate neutral or positive. The main elements that may have a negative climate impact (while supporting other GPS objectives such as the Freight Connections priority) are either committed or funded by the Crown and are therefore unable to be addressed by the Auckland Regional Transport Committee as part of RLTP development.
- major investment to support more sustainable transport for priority growth areas, particularly in brownfields
 - funding allocations to support sustainability initiatives and encourage electric vehicle take-up, including electrification of 50% of Auckland's contracted bus fleet by 2031
 - advocacy for a range of policy initiatives to incentivise emissions reductions by improving the efficiency of the private vehicle fleet
 - an allocation within the renewals budget to address the resilience impacts of climate change.

25. The Primary Outcome for Climate Change is as follows:

Investment Decisions will support the rapid transition to a low carbon transport system and contribute to a resilient transport sector that reduces that reduces harmful emissions, giving effect to the emissions reduction target the Climate Change Commission recommended to Cabinet until emissions budgets are released in 2021.

26. The GPS delivery expectations are: Reduced greenhouse gas emissions, reduced air and noise pollution, improved resilience of the transport system.

27. In the Auckland context, the forecast 22% increase in population between 2016 and 2031 would, in a do-minimum scenario, lead to a similar sized increase in greenhouse gas emissions by 2031. However, the combination of RLTP investment¹, improved vehicle efficiency as forecast

¹ The impacts of RLTP investments are modelled using the Auckland Forecasting Centre's macro strategic model. The structure and robustness of this model has been peer reviewed by international experts, and the model has been validated to 2016 conditions on the Auckland network.

in Vehicle Emissions Prediction Model 6.¹² and planned government interventions such as the Clean Car Standard and biofuels improvements are expected to lead to a small absolute emissions reduction (in the order of -1%) for Auckland between 2016 and 2031.

28. Inclusion of the figures for the Clean Car Standards and Biofuels blend is based on advice and announcements from the Minister of Transport that government is moving aggressively to introduce Clean Car Standards and to mandate a Biofuels blend³. It is therefore reasonable to assume that these will be implemented as proposed by the Government. Note the overall estimates do not include the additional reductions that could be expected from completion of the City Centre to Mangere light rail project.
29. The above figures are based on a comparison with the 2016 base year. The results therefore include the impact of projects, including the significant investment in the Western Ring Route, and population growth between 2016 and 2021 which is outside the scope of the 2021 GPS. Accounting for the rate of population growth (which is a proxy for increases in demand) relative to forecast improvements in fleet efficiency, the impact of announced government interventions and the strong emphasis on public transport and active modes in the RLTP from 2021 onwards, we are confident of a greater absolute reduction in emissions between 2021 and 2031. This reduction is estimated to be in the order of order of 5%. In the time scale of transport change, this scale of reduction represents a rapid shift from the nine years between 2009-2018⁴ which saw an 11 percent increase in emissions.
30. Forecast emissions reductions are consistent with the priority of 'Transforming to a low carbon transport system that supports emissions reductions that align with national commitments.' They are also consistent with key elements of the Primary Outcome – particularly:
- *supporting* a rapid transition to a low carbon transport system and
 - “*contributing* to a resilient transport sector that reduces harmful emissions, giving effect to the emissions reduction target the Climate Change Commission (CCC) recommended to Cabinet until emissions budgets are released in 2021”.
31. Forecast emissions reductions are, however, likely to be less than the CCC's emission budget in its advice to the Government. Nevertheless, as required by the Primary Outcome the investment decisions as incorporated in the RLTP do *contribute* to and support this outcome. In addition, as the points below illustrate, there is little ability to further reduce overall emissions through RLTP direct investment in infrastructure and services.

² The Vehicle Emissions Prediction Model (VEPM) has been developed by Waka Kotahi and Auckland Council to predict emissions from vehicles in the New Zealand fleet under typical road, traffic and operating conditions. The model provides estimates that are suitable for air quality assessments and regional emissions inventories

³ Government support for the Clean Car Standard and biofuels improvements, along with forecast scale of effects, has been outlined in the correspondence to the Mayor of Auckland, along with the ATAP media release and confirmed in recent correspondence with the Ministry of Transport. The scale of reductions from the Clean Car Standard and Biofuels changes is based on the average & medium point for estimates provided by Ministry of Transport officials, which correspond to the figures advised by the Minister of Transport. The Ministry noted that the estimate for biofuels are indicative only. Using the range advised by the Ministry, the estimated change in vehicle emissions compared to 2016 is between +2 and -4% and the estimated change compared to 2021 is between -3 and -8%.

⁴ This is the most recent CO₂e emission data we have available.

- Fundamentally, investment in infrastructure or services only has a very minor impact on total emissions, whether positive or negative. Even the biggest projects may only account for changes in the order of one percent of total. Scenario testing as part of ATAP development, along with analysis of other scenarios as background to the Te Tāruke ā Tāwhiri (Auckland Climate Plan), shows that plausible changes to the programme are unlikely to yield materially different results. External variables such as demand associated with population growth or improvements in fleet efficiency have a much larger impact on total emissions.
- With the possible exception of a Crown allocation to complete the City Centre to Mangere light rail project, no further funding appears likely for additional sustainable modes. Assumed funding from the NLTP is already at the \$16.3 billion allocation set out in the GPS. Meanwhile, Council funding for additional public transport services is also limited, with the final allocation being smaller than desirable (although increased on the original draft).
- There is limited practical scope to relocate elements of the programme from roading projects to further increase investment in public transport and active modes. The bulk of major roading projects included in the RLTP are either committed or included in the NZUP programme, which cannot be altered by the RTC.
- It is not a given that roading projects will automatically lead to increased tailpipe emissions. For example, Penlink is likely to result in a net reduction in tailpipe emissions as it significantly shortens the connection to the North Shore and reduces congestion while managing demand through tolling. As an illustration, a modelling test for the 2031 year shows that removal of the Penlink and the full Mill Road project (as originally announced in the NZUP package) would lead to a very small (0.15%) increase in CO2 emissions due to an increase in total VKT and higher congestion⁵. Remaining projects will also make important contributions to other objectives including safety, connectivity overall effectiveness and freight access – or may be multi-modal in nature.
- General road space reallocation towards cycling and other sustainable modes has also been proposed by submitters as a way of addressing climate issues. This is already occurring as part of the wider cycling programme and projects such as Connected Communities that will provide for bus lanes, bus priority and cycling and safety improvements. As noted, there is no available funding for further reallocation. In practice, it is also likely that gains from deterring car travel through lane reallocation alone would be largely offset by the increase in emissions associated with increased congestion⁶ and diversion amongst the remaining traffic. Reallocation of general traffic lanes without additional effective alternatives (which cannot be funded) would also materially reduce the RLTP's contribution to LTMA objectives around effectiveness and economic, social and cultural public interests.

32. Although there is limited scope to further reduce emissions through RLTP investment, we anticipate further interventions from government, beyond the already announced clean car standard and biofuels, that will support achieving the Climate Change Commission budgets. These further interventions are discussed below.

⁵ The test assumed that all other variables are held constant

⁶ For example, the Vehicle Emissions Prediction Model shows emissions per kilometre increase significantly as average traffic speeds get closer to zero – especially with heavy vehicles.

33. In terms of delivery expectations, as discussed above, we expect to see an absolute reduction in emissions (between 1% and 5%) between 2021 and 2031. Relative reductions in air⁷ and noise pollution and relative improvements in transport system resilience are also expected under the RLTP investment programme.

Further emissions reductions from likely future policy initiatives

34. Further emissions reductions are expected as a result of additional government policy interventions. These will be necessary as the investment allocation and direction outlined in the GPS itself does not achieve the transport sector contribution to national commitments under current policy settings. For example, the CCC's base case, which presumably includes the effects of transport investment consistent with the GPS, anticipates a 6 percent increase in national transport emissions between 2016 and 2031 without new tools. The Hikina te Kohupara reference case also anticipates similar increases over the same period.

35. In practice, it is clear that achieving the GPS priority of 'Transforming to a low carbon transport system that aligns with national commitments and CCC emissions budgets at a national level depends on additional major national scale policy interventions that have yet to be put in place by government. This is evident from paragraph 72 of the GPS, which anticipates further elements in a Transport Emissions Action Plan as follows:

“the outcomes for the Climate Change strategic priority in GPS 2021 Reflect the Government’s move towards setting emissions budgets to make sure New Zealand achieves its emission reduction goals. The independent Climate Change Commission (the CCC) is developing emissions budget which will set a cap for emissions in five-year periods (2022-2025, 2026-2030 and 2031-2035). The CCC will provide advice on the direction of policy required for an emissions reduction plan for the first budget, by February 2021. The government will respond with its plan to achieve the first budget by 31 December 2021. All investment decisions will need to be consistent with the transport component of that plan, which will be informed by the Transport Emissions Action Plan.”

36. The reliance on further policy initiatives is also clear from the CCC's draft emissions budget and the Hikina te Kohupara modelling, which both depend on major new policy initiatives to achieve emission reductions targets. For example:

- the CCC's draft emissions budget has proposed new policies to incentivise much faster uptake of electric vehicles as a key part of its transport programme
- Hikina te Kohupara canvasses significant changes, including EV incentives and distanced based pricing, as key mechanisms to achieve transport emissions budgets. Meanwhile, the release of the document itself demonstrates that government expects further policy changes are required.

37. The implementation of the type of new climate change policies that can have effect at scale is beyond the scope of the RLTP as an investment programme or even local government more generally. The GPS recognises this situation, noting “Government should lead [on the reduction of

⁷ Some types of air pollution are expected to reduce dramatically as a result of more of the vehicle fleet meeting Euro 6 standards.

greenhouse gas emissions] because it has a range of tools available to reduce land transport emissions from regulations and standards to direct investment, urban planning requirements and incentive schemes”.

38. In an Auckland specific context, the Minister of Transport’s ATAP media release also provides confirmation of further policy intervention, stating that:

“To achieve meaningful reductions, changes are required in the vehicle fleet which require wider Government policy levers to be implemented to encourage electric and hybrid private vehicles.

As Government we are developing multiple policies in order to achieve forthcoming emissions budgets and the long-term goal of net zero CO2 emissions by 2050 as required under the Climate Change Response Act 2002. We recently introduced a CO2 reduction in light vehicle imports by 2025 (the Clean Car Standard), to introduce a biofuel mandate in principle, to decarbonise the public transport bus fleet by 2035.”

39. Overall, given the CCC’s carbon budget process and Government’s commitment to further policy initiatives, emissions reduction outcomes well in excess of the current modelled forecasts can be expected. For example, implementation of the EV incentives outlined in the CCC’s draft advice would see Auckland’s transport emissions reduce by a further 12 percent by 2031 beyond the reductions discussed above. T. Consequently, we can be confident that the additional policy initiatives signalled by government will further support the initiatives in this RLTP towards achieving the GPS Primary Outcome for climate change, including CCC budgets.

Government agreement to ATAP implicitly supports consistency of the RLTP with the GPS

40. Based on the above, it can be concluded that the RLTP is consistent with the GPS. In addition, the ATAP process and its incorporation within the GPS is consistent with this conclusion. ATAP is an aligned strategic approach between Government and Auckland Council and is recognised in the GPS as a key element of delivery of GPS outcomes in Auckland.

The GPS identifies ATAP as an aligned strategic approach between Government and Auckland Council

41. This RLTP is guided by and aligned to the ATAP programme agreed by Cabinet and Auckland Council for 2021. In its summary of key policy direction documents, the GPS describes ATAP as follows:

The Auckland Transport Alignment Project (ATAP) is an aligned strategic approach between the Government and Auckland Council to develop a transformative programme that addresses Auckland’s key challenges over the next 30 years. The GPS makes explicit reference to supporting ATAP 2018 projects. The RLTP for Auckland is fully aligned with ATAP 2018 and the NLTP must give effect to the Government’s priorities that for Auckland [sic] are embodied in the ATAP package.

42. As noted, delivery of ATAP is identified as one of the key expectations of the GPS and is highlighted as a key means by which the GPS expects to achieve its outcomes. The GPS makes explicit reference to supporting ATAP 2018 projects. In particular, the GPS indicates funding to give effect to the Government’s commitment to the next ATAP will be factored into future GPS updates. So, given Cabinet agreement to the 2021 ATAP, we expect to see the same support for ATAP 2021 in future GPS documents.

MOT involvement in development of the ATAP investment programme and Cabinet endorsement

43. The 2021 ATAP report states that the Auckland Plan and GPS provide key strategic direction to ATAP. This key strategic direction is reflected in the agreed ATAP objectives around responding to climate change, growth, better transport choices, safety and connectivity outlined above. These objectives were developed in conjunction with the MOT officials, endorsed by a Governance Group with the MOT's Chief Executive and finally agreed by the Minister of Transport via the ATAP Terms of Reference.
44. Like the ATAP objectives, the agreed ATAP investment programme was developed through a joint working group lead by the MOT, with Waka Kotahi as a core party, and overseen and agreed by a Governance Group jointly chaired by the Chief Executive of the MOT and including the Chief Executive of Waka Kotahi.
45. The ATAP package was then agreed by Cabinet after advice on the expected outcomes, including emissions. The core involvement of MOT officials in developing the ATAP programme and its agreement by Cabinet provides a reasonable basis to assume that the ATAP programme is consistent with Government's policy objectives, implicitly including the GPS.
46. This is further reinforced by the Minister of Transport's request that officials progress work on funding rules to enable full utilisation of the GPS 2021-31 commitment of \$16.3 billion for Auckland – essentially to implement the 2021 ATAP programme. This includes modifying the 2024 GPS to increase the allocation to Local Road Maintenance Activity Class.
47. As the LTMA requires that the Waka Kotahi ensure approval of funding for activities is consistent with the GPS, and the ATAP programme was supported by the Waka Kotahi along with the Minister and Ministry, it is reasonable to assume these agencies considered the ATAP programme to be consistent with the GPS. Otherwise, the resulting RLTP and NLTP would not meet legislative requirements. This can reasonably be taken into account as supporting the overall conclusion that the ATAP programme is consistent with the GPS.
48. The RLTP investment programme is directly aligned to the ATAP investment programme and achieves the same results. Therefore, Cabinet and central agency support for ATAP is consistent with a conclusion that the RLTP is consistent with the GPS. However, given the evaluation above, the RLTP is consistent with the 2021 GPS in any event.

Summary

49. In summary, the 2021 RLTP is consistent with the 2021 GPS as it:
 - seeks to achieve a set of objectives that are consistent with the four GPS investment priorities
 - follows an investment approach that is consistent with the GPS
 - is forecast to achieve outcomes that are consistent with the Primary Outcomes and delivery expectations included in the GPS.
50. This conclusion is consistent with the fact that the RLTP itself derives from the ATAP programme, which was:
 - Developed in conjunction with the MOT and Waka Kotahi and proposed to Cabinet, indicating that these agencies considered the RLTP to be consistent with the GPS

- Agreed by Cabinet, who were advised of the anticipated results, which supports the overall conclusion that the ATAP programme, and thus the RLTP, is consistent with the GPS.

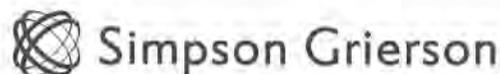
Other requirements in s.14 of the LTMA

Before a regional transport committee submits a regional land transport plan to a regional council or Auckland Transport (as the case may be) for approval, the regional transport committee must -

| | |
|---|--|
| <p>(b) have considered—</p> <p>(i) alternative regional land transport objectives that would contribute to the purpose of this Act;</p> <p>(ii) the feasibility and affordability of those alternative objectives</p> | <p>The RTC approved the regional land transport objectives at its meeting of 29 October 2021. Those objectives were identified following an Investment Logic Mapping process undertaken through the Future Connect project. The ILM process considered alternative objectives, and alternative formulation of objectives. The RTC considered the objectives and added an additional objective of ‘Sound Asset Management’.</p> <p>The feasibility and affordability of this objective was considered in the context of additional investment needed to ensure an appropriate and sound level of asset management.</p> |
| <p>(c) have taken into account any—</p> <p>(i) national energy efficiency and conservation strategy; and</p> | <p>The NEECS 2017-22 identifies three priorities, of which ‘Efficient and low emissions transport’ is most relevant to the RLTP. In addition to matters discussed above, the RLTP supports the NEECS by:</p> <ul style="list-style-type: none"> • inclusion of programmes to decarbonise the PT fleet (the conversion of 50% of the bus fleet to electric/ hydrogen-powered by 2031), starting to decarbonise the ferry fleet, electrification between Papakura and Pukekohe and new electric trains) • Projects to expand the reach and capacity of the Rapid Transit Network, supporting greater intensification around transport hubs • Programmes to support ITS • Projects that support freight and passenger movement by rail <p>The EV take-up target in the NEECS (Electric vehicles make up two per cent of the vehicle fleet by the end of 2021) relates to the full vehicle fleet. However, the RLTP contains programmes and possible policy levers to support the uptake in EVs and advocates for further action in this area.</p> |
| <p>(c) have taken into account any—</p> <p>(i) relevant national policy statements and any relevant regional policy statements or</p> | <p>The National Policy Statement on Freshwater Management 2020. The NPS on Freshwater Management was released during RLTP development. NPS objectives around improved water quality were taken into account via the “Improving the resilience and sustainability of the transport system, significantly reducing the GHG the system generates” objective. The RLTP sets out a range of initiatives to improve water quality, including via general mode change and specific water related</p> |

| | |
|--|--|
| <p><i>plans that are for the time being in force under the Resource Management Act 1991; and</i></p> | <p>initiatives and includes a target to reduce the impact of runoff from Auckland’s busiest roads. Further work underway to identify more specific responses to the revised 2020 NPS.</p> <p>The National Policy Statement on Urban Development’s objectives around urban form and greater density taken into account via the “Enabling and supporting Auckland’s growth, focusing on intensification in brownfield areas and with some managed expansion into emerging greenfield areas” objectives. The relationship between this policy statement and development of the rapid transit network is specifically discussed in the RLTP in the section “Rapid transit and the National Policy Statement on Urban development”.</p> <p>Auckland Unitary Plan - Development of the RLTP has taken account of the Auckland Unitary Plan in that the RLTP objectives, investment programme and outcomes align with the transport objectives in the AUP of</p> <p><i>(1) Effective, efficient and safe transport that:</i></p> <ul style="list-style-type: none"> <i>(a) supports the movement of people, goods and services;</i> <i>(b) integrates with and supports a quality compact urban form;</i> <i>(c) enables growth;</i> <i>(d) avoids, remedies or mitigates adverse effects on the quality of the environment and amenity values and the health and safety of people and communities; and</i> <i>(e) facilitates transport choices, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.</i> <p><i>The expected form of land use under the Auckland Unitary Plan has also been a key input to development and modelling work for the RLTP, along with identification of priority growth areas.</i></p> |
| <p><i>(c) have taken into account any—</i></p> <ul style="list-style-type: none"> <i>(i) likely funding from any source</i> | <p>The RTC has considered the funding sources through the development of the draft RLTP investment programme. This consideration is set out in the RLTP:</p> <ul style="list-style-type: none"> • Section 8 sets out the likely funding sources. • RLTP reflects the ATAP investment programme and the funding commitments from the Government and Council. |

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| | <ul style="list-style-type: none">○ The Government's funding commitment is in the GPS (for ATAP 2018), with an expectation that the funding commitment for 2021 will be reflected in a future GPS.○ AT's capital and operating investment has been made consistent with AC's LTP.● The RLTP indicates how AT's capital programme will be amended if funding shortfalls arise. |
|--|---|



15 June 2021

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Tēnā koe Joanne

Preparation of the Auckland Regional Land Transport Plan

1. Simpson Grierson has provided legal advice on a range of matters relating to the preparation of the Auckland Regional Land Transport Plan (**RLTP**). This has included advice on the relevance of issues raised by submitters concerning the impacts of greenhouse gas emissions from the transport network on climate change. Our advice has also included a comprehensive summary of all of the relevant legal requirements for the preparation of the RLTP, which address a broader range of issues than climate change.
2. The advice has been prepared in draft and finalised after comment from AT staff to ensure that the advice is comprehensive and based on an accurate understanding of the facts. We understand that AT staff have generally adopted our advice when providing their advice to the Regional Transport Committee (**RTC**). We have also attended workshops with the RTC to discuss our advice and answer questions. In our view, therefore, staff and RTC members have a thorough understanding of the legal framework they are working within.
3. In terms of the RTC's role, the provisions of the Land Transport Management Act 2003 (**LTMA**), and section 14 in particular, are of central importance. Section 14(a) requires the RTC to "be satisfied" that the RLTP "contributes to the purpose" of the LTMA, and is "consistent with the GPS on land transport". In doing so, the RTC must consider and take into account the matters listed in section 14(b) and (c). In our view, from what we have seen, the RTC and staff have understood and carefully considered the section 14 requirements. In particular there has been a thorough analysis of the GPS in its entirety, what it requires and whether the RLTP will be consistent with it. This has included a consideration of the views expressed by submitters.
4. The staff's advice to the RTC has addressed each of the section 14 requirements and provided an evidential basis for a conclusion that each requirement is met. We understand that this advice is acceptable to the RTC. On that basis, in our view, the RTC's decision-making process appropriately addresses these requirements.

Yours faithfully
SIMPSON GRIERSON

Gerald Lanning
Partner

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Minutes

Regional Transport Committee

Date: 18 June 2021
 Time: 9.00AM – 9.51AM
 Venue: Room 1.04, Auckland Transport, 20 Viaduct Harbour Avenue, Auckland
 Board and Councillor Attendees: Adrienne Young-Cooper, Chair
 Wayne Donnelly
 Kylie Clegg
 Mary-Jane Daly
 Tommy Parker
 Abbie Reynolds
 Darren Linton
 Steve Mutton
 Gwyneth McLeod

Executives/Presenters: Jenny Chetwynd - EGM Planning and Investment
 Hamish Bunn - GM Investment, Planning and Policy
 Mark Fleming - Principal Adviser, Investment Planning
 Andrew Downie - Governance Lead
 Tamarisk Sutherland - Governance Specialist

| Item | Topic | Update / Actions | Responsible |
|------|--|------------------|-------------|
| 1. | Welcome/Acknowledgements | | |
| | The Chair opened the meeting and welcomed all present. She noted that the draft Regional Land Transport Plan 2021 – 2031 (RLTP) would be presented to Auckland Council’s Planning Committee for endorsement at its meeting of 24 June 2021 and subsequently to the Auckland Transport Board for approval at its meeting of 28 June 2021. | | |
| 2. | Opening Karakia | | |
| | The Chair led the karakia. | | |





Minutes

| Item | Topic | Update / Actions | Responsible |
|---------------------------|--|------------------|-------------|
| 3. | Apologies | | |
| | Dr Jim Mather. Nicole Rosie. | | |
| 4. | Interest Register – Declarations/Conflicts | | |
| | Mr Mutton advised that he was the Director of Regional Relationships at Waka Kotahi New Zealand Transport Agency. The Chair noted this was a statutory appointment so not a conflict of interest. Ms Daly advised that she had not taken part in any discussions related to development of or investment in Drury through the development of the RLTP, given her position as a director of Kiwi Property Group Limited. | | |
| 5. | Approval of the Draft RTC Minutes – 29 April 2021 | | |
| | The committee approved the minutes of the meeting on 29 April 2021 as a true and accurate record. (Ms Reynolds Mr Parker): Carried. | | |
| Items for Approval | | | |
| 6. | Regional Land Transport Plan 2021-2031 | | |
| | The EGM Planning and Investment presented the RLTP, noting that: <ul style="list-style-type: none"> • 18 months of work, analysis, consultation and reflection has gone into the plan. • It meets the objectives of both Council and government. • It includes identification of policy initiatives for the first time. • It is a significant package of transport related investment for the next 10 years. Feedback was sought from the community during the preparation process and incorporated. This included: <ul style="list-style-type: none"> • Support for active mode transport from many areas of the community. • Feedback from the Road Carriers Association that supporting efficient movement of freight transport is important. • Feedback from the Automobile Association that the RLTP did not reflect the needs of how the majority of people move around the region (i.e. by car). | | |





Minutes

| Item | Topic | Update / Actions | Responsible |
|------|--|------------------|-------------|
| | <ul style="list-style-type: none"> Feedback from certain groups that the RLTP does not go far enough in terms of reducing carbon dioxide emissions. <p>The EGM Planning and Investment noted that the RLTP is consistent with the objectives and outcomes of the Government Policy Statement on Land Transport 2021/22 – 2030/31 and meets the requirements of the Land Transport Management Act 2003.</p> <p>The EGM Planning and Investment passed to Mr Bunn who noted:</p> <ul style="list-style-type: none"> The lengthy process to develop the draft RLTP, including multiple meetings with the Regional Transport Committee along with the Auckland Transport Board and its committees. That the RLTP has been developed in consultation with Council staff, the Ministry of Transport and Waka Kotahi New Zealand Transport Agency (Waka Kotahi) and supported by Cabinet through the Auckland Transport Alignment Project (ATAP). The draft RLTP was unanimously endorsed by Council's Planning Committee. That the RLTP is comprised of \$31 billion of direct investment and \$36 billion of investment when contributions from Aucklanders are included, the largest ever amount. This includes extensive funding of rapid transport, such as the City Rail Link and Eastern Busway. A significant focus on sustainable public transport and active modes, with 60% of the funding going towards sustainable modes, including 200km of safe cycling routes. No substantial road capacity is added, beyond that which is already in construction or in design, under the RLTP beyond 2026. Substantial investment in rapid transit such as CRL, Eastern Busway, extension to the Northern Busway, electrification to Pukekohe, enhancement to bus services to the Northwest, and including the initial phases of the Northwest Busway and Airport to Botany. \$580 million of investment in Connected Communities. A shift in emphasis of the investment programme over time towards sustainable modes, including to address climate change challenges. That the package includes only \$2 billion of discretionary funding which would enable enhanced mobility access to the transport network, freight efficiency, growth in the form of brownfields investment and investing in public transport and active modes. | | |





Minutes

| Item | Topic | Update / Actions | Responsible |
|------|--|------------------|-------------|
| | <ul style="list-style-type: none"> That it is estimated the RLTP, in combination with confirmed government policies, will enable a 5% reduction in carbon emissions during the 10 years from 2021 – 2031. The Chair observed that a 16% increase in the region's population is expected between 2021 and 2031. <p>Mr Bunn advised that management are aware that more action on climate change is required, and that policy levers (including the clean car standard and biofuels) and action from Central Government are needed.</p> <p>Mr Bunn noted that modelling work had been completed to evaluate travel behaviours. This used the Auckland Forecasting Centre's dynamic multi-modal model, which was externally peer reviewed during its development. Modelling included assumptions around vehicle efficiency from Waka Kotahi. Several scenarios were modelled for the 2016 – 2031 period which demonstrated extensive road user pricing interventions would be required to alter travel behaviours enough to come close to achieving climate change objectives.</p> <p>Mr Donnelly noted the feedback provided by the Automobile Association and that it would be incumbent on the organisation to deliver alternatives to single occupancy vehicle use via public transport or active modes given there would be no substantial additional road capacity was added to the network beyond 2026. Mr Fleming presented to the committee, noting that the draft RLTP was approved for public consultation in late March 2021. A period of consultation and engagement ran from 29 March to 2 May 2021 and included:</p> <ul style="list-style-type: none"> Print and digital media. Hui with mana whenua. Drop-in centres, presentations to advisory groups. Hearings for submitters to present in person. Consultation with Council's Planning Committee and the 21 local boards. <p>Mr Fleming advised the committee that in response to feedback on the draft RLTP gathered during the consultation and engagement process and from the Auckland Council's Planning Committee, the following changes were included in the final version:</p> <ul style="list-style-type: none"> An additional \$20 million investment over ten years in new footpaths over the current \$49 million in the draft RLTP. \$12 million for the Dairy Flat Highway and The Avenue intersection to address safety concerns. | | |





Minutes

| Item | Topic | Update / Actions | Responsible |
|------|---|------------------|-------------|
| | <ul style="list-style-type: none"> 25% share of funding for the Hill Street intersection in Warkworth. The draft RLTP had indicated that this project would be fully funded by Waka Kotahi although this now seems to be unlikely. Bringing forward \$2 million of funding for a Lake Road detailed business case and design. Confirmation 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 facilitate the economic growth of regional New Zealand. <p>Mr Fleming also advised the committee that changes to the New Zealand Upgrade Programme (NZUP) were being incorporated, noting that on 4 June 2021, the Minister of Transport announced changes to NZUP which included:</p> <ul style="list-style-type: none"> A revised scope for the Mill Road project. Confirmation of three rail stations in Drury and Paerata. A separate walking and cycling bridge across the Waitemata Harbour. <p>Mr Fleming advised the committee that the above changes would be reflected in the text and tables of the final RLTP. He also noted that other changes would be made to the investment programme to reflect an updated capital profile, including efficiency savings of \$5 million and National Land Transport Funding for bus and ferry services. Funding of \$90m has also been included in the first three years of the RLTP for establishment, investigation and consenting work related to the Auckland Light Rail project.</p> <p>Mr Fleming indicated that in his opinion the right balance had been found in the RLTP, given the funding available, to address the key themes of reducing emissions and congestion and the varied feedback provided by the community and interest groups during the consultation process.</p> <p>Mr Fleming then advised the committee of several technical changes to the RLTP that ensure its compliance with the Land Transport Management Act 2003.</p> <p>The EGM Planning and Investment outlined the work that had begun with Council to determine a set of pathways to achieve a substantial reduction in CO2 emissions from the transport system in Auckland over the next decade, in line with Council's modelling of a 64% reduction included in the Council's Climate Action Plan. She noted that reducing emissions would need to be a combination of reducing vehicle kilometres travelled and vehicle efficiency measures, and that a wide range of policy, behaviour and investment levers would be considered.</p> <p>The EGM Planning and Investment confirmed the compliance of the RLTP with section 14 of the Land Transport Management Act 2003 and the independent assurance provided by Simpson Grierson of the processes followed by Auckland Transport in preparation of the RLTP.</p> | | |





Minutes

| Item | Topic | Update / Actions | Responsible |
|------|---|------------------|-------------|
| | <p>The committee:</p> <ul 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 2021-2031 Regional Land Transport Plan (RLTP) was developed in accordance with the Land Transport Management Act (2003) (LTMA). c) Agreed that it is satisfied that the RLTP complies with the LTMA including that it: <ul style="list-style-type: none"> i. contributes to the purpose of the LTMA; and ii. is consistent with the Government Policy Statement on Land Transport 2021/22- 2030/31 (GPS). d) Adopted the significance policy presented in Appendix 11 of the RLTP (in accordance with Section 106(2) of the LTMA). e) Approved the proposed changes from the draft RLTP outlined in this paper resulting from feedback during the consultation period and where appropriate as a result of changes to Central Government programmes funded from outside the National Land Transport Fund (the New Zealand Upgrade Programme) and Central Government policy (the Clean Car Discount) announced after the commencement of consultation on the draft Regional Land Transport Plan. f) Recommended the attached RLTP: <ul style="list-style-type: none"> i. to Auckland Council's Planning Committee (Planning Committee) for endorsement at its meeting on 24 June 2021, noting minor changes may to be made to it prior to this meeting to reflect for clarity and consistency purposes. ii. to the Board of Auckland Transport (board) for approval at its meeting on 28June 2021, noting minor changes may to be made to it prior to this meeting to reflect for clarity and consistency purposes. g) Agreed that minor and technical changes may to be made to the RLTP with the approval of the Chief Executive prior to submission to Planning Committee and the board. <p>(Mr Donnelly Ms Daly): Carried.</p> | | |
| 7. | General Business | | |
| | The Chair asked for a briefing on the work management is doing with Auckland Council to reduce carbon emissions. | | |





Minutes

| Item | Topic | Update / Actions | Responsible |
|---------------------------|---|------------------|-------------|
| | The EGM Planning and Investment noted that the methodology is being worked on currently and will be confirmed by August 2021. | | |
| 8. | Closing Karakia | | |
| | The Chair led the closing karakia. The meeting finished at 9.51am. | | |
| Next Meeting – N/A | | | |

Signed as a true and correct record

17 Sep, 2021 8:32:00 AM GMT+12
Adrienne Young-Cooper
 CHAIR

10 Sep, 2021 2:50:32 PM GMT+12
Wayne Donnelly

10 Sep, 2021 2:30:29 PM GMT+12
Kylie Clegg

10 Sep, 2021 12:23:30 PM GMT+12
Mary-Jane Daly

10 Sep, 2021 9:36:01 AM GMT+12
Tommy Parker

10 Sep, 2021 10:17:04 AM GMT+12
Abbie Reynolds

14 Sep, 2021 11:44:55 AM GMT+12
Darren Linton



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 |
|---|---|
| <p>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.</p> | <p>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</p> |
| <p>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.</p> | <p>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.</p> |
| <p>Funding availability for continuous programmes: Waka Kotahi continuous programme funding approval is lower than assumed in the first 3 years of the LTP.</p> | <p>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.</p> |
| <p>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.</p> | <p>AT has undertaken a comprehensive review (including independent legal review) to ensure that the RLTP meets statutory requirements.</p> |
| <p>Asset condition: AT's infrastructure assets fail due to insufficient funding for maintenance and renewals.</p> | <p>Maintenance and renewals spend has been prioritised so that critical assets are maintained and renewed to expected standards.</p> |

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:

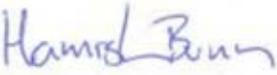
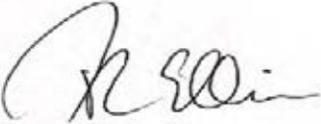
- a. The Transport Emissions Reduction Pathway, as discussed above.
- b. Ensuring transport funding setting enable delivery of the 2021-2031 ATAP package (and therefore the RLTP).
- c. Identifying the high-level ATAP investment programme for 2031 to 2051.
- d. Identifying options to address inequity 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 |

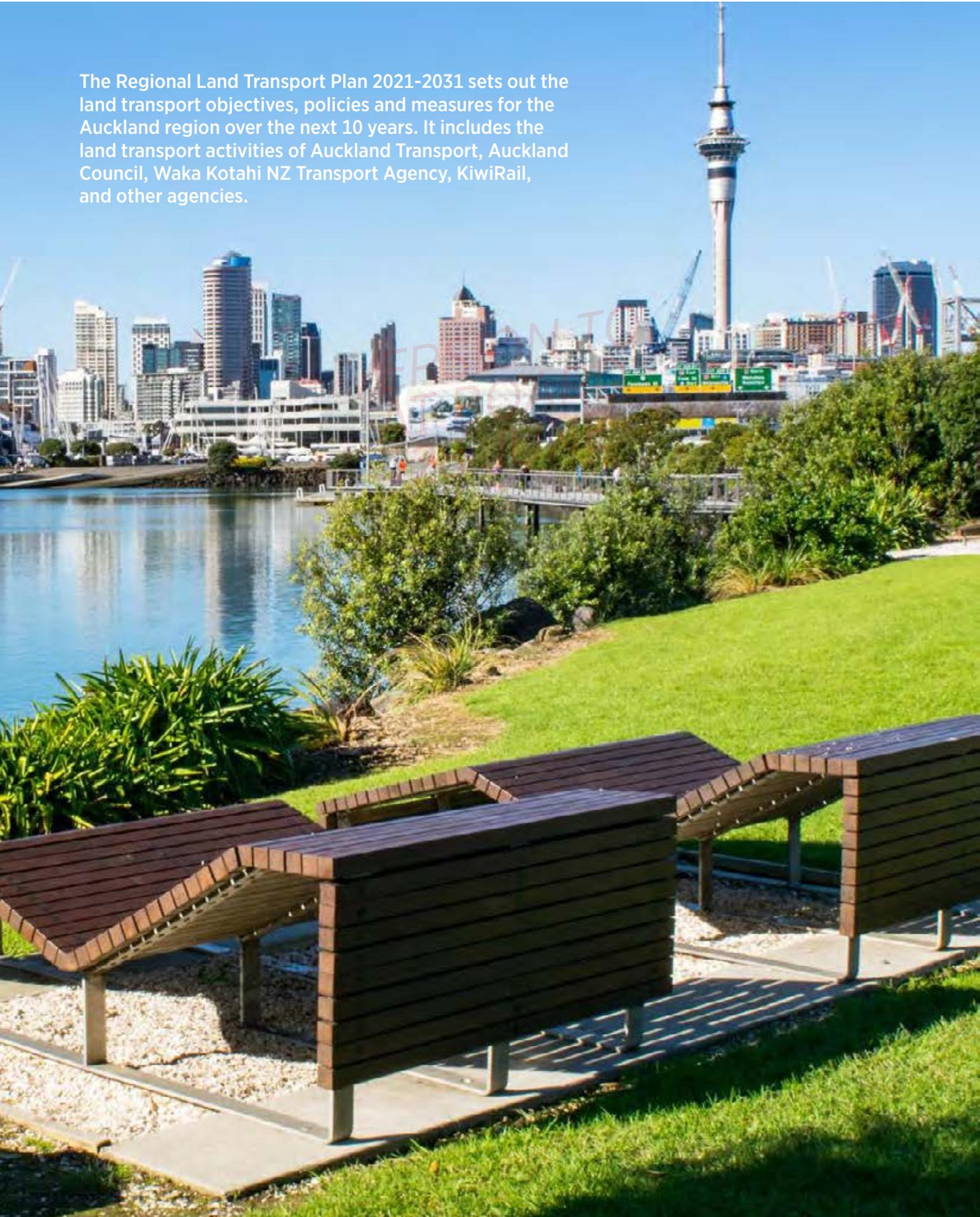
Te pou whenua tuhinga / Document ownership

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

Auckland Regional Land Transport Plan 2021-2031



The Regional Land Transport Plan 2021-2031 sets out the land transport objectives, policies and measures for the Auckland region over the next 10 years. It includes the land transport activities of Auckland Transport, Auckland Council, Waka Kotahi NZ Transport Agency, KiwiRail, and other agencies.



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VERSION TO
AT BOARD
28 JUNE

01.

Introduction from the Chair



VERSION TO
AT BOARD
28 JUNE

To come



VERSION TO
AT BOARD
28 JUNE

02.

Context

Auckland, Tāmaki Makaurau, is home to 1.7 million people – one third of all New Zealanders – and is forecast to grow by another 260,000 over the next decade, reaching around 2.4 million by 2050. This rapid population growth presents a number of challenges in our quest to be a liveable, climate-friendly and productive city.

Growth represents opportunity but when combined with Auckland's challenging natural setting and urban form the outcome has been increased congestion and limited connectivity. When we add in housing affordability, a global climate emergency and the Covid-19 health pandemic, Auckland has a lot to contend with.

Over the past 20 years, Auckland's civic leaders and central government have significantly boosted investment in transport and significant effort has gone into providing Aucklanders with more choices about how they travel around the region. A committed effort has been made to improve bus, train and ferry services and develop better infrastructure for those who walk and want to use a bike.

Evidence tells us that Aucklanders like the improved experience, particularly on rapid and frequent bus and train services where the number of trips has almost doubled in 10 years.

In 2019, Tāmaki Makaurau achieved a milestone with more than 100 million public transport boardings made – the first time that number had been achieved since the early 1950s, but we need many more Aucklanders to access better transport choices to reduce congestion, greenhouse gas emissions (GHG) and deaths and serious injuries (DSI) on our roads.

More than a third of Aucklanders live within 500 metres of a frequent public transport service, yet the majority of us still choose to use our private motor vehicle for most of our trips.

Auckland needs a well-coordinated and integrated approach to help people and freight get around quickly and safely – one that significantly reduces harm to the environment and where there are multiple transport choices.

This Auckland Regional Land Transport Plan 2021–2031 outlines our response to these challenges over the next 10 years.



The big picture – what has changed since the last RLTP

While it's only been three years, a lot has happened that makes updating the Auckland Regional Land Transport Plan 2018-2028 (2018 RLTP) necessary.

The 2018 RLTP represented a step-change in transport investment for Aucklanders, with a transformational programme to tackle existing and future transport problems. The introduction of a Regional Fuel Tax (RFT) and a \$28 billion package to deliver 14 large-scale infrastructure projects provided the region with certainty and sparked accelerated momentum.

Focus on climate

Late 2019 Auckland Council declared a climate emergency, with strong pledges to introduce improved fuel emissions standards and accelerate the decarbonisation of Auckland's public transport bus fleet. In July 2020 the council unanimously passed the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, which boldly aims to halve Auckland's GHGs by 2030. The plan's main transport actions are to encourage more of us to utilise public transport and active modes, decarbonise Auckland Transport (AT) contracted buses, and advocate to central government for policies to support lower and zero-emission vehicles.

This year, the New Zealand Climate Change Commission issued its advice to central government. Transport features strongly with advice to decarbonise the light vehicle fleet, step up to challenging growth targets for public transport, walking and cycling, and reduce the need to travel through remote working practices.

In 2019, an additional 16,600 cars (330 per week) were registered in Auckland, adding to congestion, contributing to increased emissions, clogging freight movements and costing Aucklanders time and money.

The road transport system contributes to 38.5 percent of Auckland's emissions and the Commission's advice and central government's response to it is critical to tackling climate change.

Aucklanders tell us they are supportive of tackling climate change yet the way to successfully execute the transition is both complex and unclear. It must be tackled using both a systems and evidence-based approach, and result in equitable outcomes.

Context cont.

The Impact of Covid-19

The team of five million has done a great job managing the risks of Covid-19. As a result, the economic impacts have been less than many initially anticipated. The transport response has also been very good when compared internationally¹ and as a consequence, the use of buses, trains and ferries has been much better than almost all other international cities.²

But Covid-19 has changed the way we work and travel. The rise of office meeting software such as ‘Zoom’ and ‘Teams’, has significantly impacted transport in Auckland, with major structural shifts in the need to travel for work purposes. People travel on buses, trains and ferries less frequently, while some have returned to the perceived ‘safety’ of private motor vehicles.³ As a result, Covid-19 has severely impacted key cash revenue streams. AT has had to rely on greater funding support from Auckland Council, the National Land Transport Fund (NLTF) and the Covid-19 Response and Recovery Fund to maintain services and top-up reduced capital expenditure through the government’s ‘shovel-ready’ programme.

Covid-19 has also impacted some parts of our community harder, raising social equity issues. It’s raised the need for a continued focus on sustainable procurement practices and a heightened response to Māori, Pasifika and low income communities.

Transport through the provision of supporting services can be an enabler of more housing supply and help shape the type of housing that is built. In 2021 housing affordability and funding to provide roads for light vehicles, freight, buses and people on bikes, as well as train and ferry services to support housing growth at the scale required, remain challenges to be solved.

Review of Auckland Council Controlled Organisations

In 2020 the Independent Review of Auckland Council Controlled Organisations (CCOs) highlighted opportunities to improve responsiveness as well as the delivery of minor projects. A key recommendation was that Auckland Council and AT work with the Ministry of Transport (MoT) and Waka Kotahi NZ Transport Agency (Waka Kotahi) to streamline funding processes. This goes to the heart of delivering the transport system Auckland needs at a greater pace.

Transport system progress

Safety

Consultation on the Draft 2018 RLTP showed that Aucklanders were firmly behind greater investment to make the roading network safer. While much more needs to be done, subsequent investment has helped to reduce the number of DSI across Auckland’s transport system.

In 2017, over 800 people died or were seriously injured on Auckland roads. DSI results have improved since the 2017 peak, with 525 DSI recorded on Auckland roads during 2020. This represents a 37 percent reduction, minimising the burden of road trauma on whanau and saving hundreds of millions of dollars in socio-economic costs to New Zealand. But we can do better.

Auckland continues to have one of the highest rates of pedestrian, cyclist and motorcyclist road deaths in the world and, following the second Covid-19 lockdown in Tāmaki Makaurau with less traffic on our roads, we saw the average speeds at which people travel in their cars increase, along with a significant uplift in DSI. Eleven people died during the last two months of 2020 and a further seven people died on Auckland’s road network in February 2021 alone.

¹ AT’s Covid-19 Response: A Review, January 2021, Draft for Discussion – An independent review completed by PwC

² Covid-19 Ridership Evolution, March 17, 2021 prepared by UITP

³ AT RLTP Public Preferences Study, January 2021



Rapid and frequent train and bus services

Aucklanders have voted with their feet since the Britomart Train Station opened in 2003 and the Northern Busway opened in 2008. Use of these rapid transit networks has substantially increased, indicating that rapid and frequent public transport is critical to helping people move around the city. Annual train patronage increased 755 percent between 2003 to 2019 (2.5 million to 21.4 million) and annual bus patronage grew from 43.6 million in 2008 to 73.1 million in 2019.

As a result of broad scale effort, over \$7.5 billion of new rapid transit projects are now either in construction or are in detailed design.

Since 2018, more electric trains have been delivered and more pieces of the Rapid Transit Network (RTN) are progressing including construction of the transformational City Rail Link (CRL), Eastern Busway, Puhinui Interchange to Auckland International Airport

rapid bus services and Northern Busway extensions. The design of the Northwest Bus Improvements along SH16 and electrification of the rail network from Papakura to Pukekohe are also underway.

A third track between Wiri and Westfield is progressing. This will eventually allow express train services between the south and the city centre and unlock more freight capacity from the Ports of Auckland to distribution centres throughout Auckland and other regions.

Changes to rail legislation will also benefit Auckland by aiming to address longstanding rail funding issues and arrest the ‘managed decline’ of rail infrastructure.

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Context cont.

The bus and ferry network

Auckland's modern bus fleet does the heavy-lifting in terms of public transport services. Coupled with the roll out of more dedicated bus and transit lanes that have increased productivity of key arterial roads, a regionwide new bus network was rolled out in 2018, doubling the number of Aucklanders who have nearby access to frequent bus services.

Early steps have been taken to decarbonise the bus fleet. Battery electric buses have been trialled and new electric fleets have been commissioned on Waiheke Island, on services between Puhinui and the Airport, and on CityLink services running between Karangahape Road and Wynyard Quarter.

A smaller but still important transport task is undertaken by ferries. The new ferry basin in Downtown Auckland will be the jewel in the crown of the ferry network. In the mid to longer-term we believe further improvements for ferry customers are an important part of Auckland's transport future.

Fare initiatives and promotions

Investment in new infrastructure and services has been supported by new public transport fare initiatives such as Child Fare Free Weekends, discounted off-peak fares and ferry fare integration.

AT's 'Home Free' promotion held on the last Friday evening before Christmas 2018, promoted public transport and, with the support of the New Zealand Police, discouraged drink-driving. This initiative was repeated in 2019 and 2020.

Safe cycleway infrastructure and shared paths

New safe cycleway infrastructure and shared paths have been built, and progress is being made on the remaining elements of the Urban Cycleways Programme such as Te Ara Ki Uta Ki Tai (Glen Innes to Tāmaki Shared Path).

The following projects are completed or progressing:

| | |
|-----------------------------|---|
| 2020/21 Completed | Herne Bay to Westhaven Cycleway |
| | Victoria Street Cycleway |
| | Murphys Road Corridor Improvements |
| | Karangahape Road Streetscapes Upgrade |
| 2020/21 To be completed: | Tāmaki Drive Cycleway and Flood Resilience Project – Separable Portion 1 |
| 2021/22: Planned | Eastern Busway Stage 1 Shared Path |
| | New Lynn to Avondale Shared User Path |
| | Glen Innes to Tāmaki Drive Shared Path – Section 2 (delivered by Waka Kotahi) |
| | Links to Glen Innes Cycleway – Package 1 |
| | Tāmaki Drive Cycleway – Separable Portion 2 |
| 2022/23: Planned | Waitematā Safe Routes Cycleway – Section 1 |
| | Great North Road Cycleway |
| | Links to Glen Innes Cycleway – Package 2a |
| | Glen Innes to Tāmaki Drive Shared Path – Section 4 |
| 2023/24: Planned | Waitematā Safe Routes Cycleway – Section 2 |
| | Links to Glen Innes Cycleway – Package 2b |
| | Point Chevalier to Westmere Cycleway |

There has been a 16 percent increase in trips on bikes since 2016 and this will accelerate once the Urban Cycleways Programme (from the inner west to Glen Innes) and the Northern Pathway are completed.

New Lynn to Avondale Shared User Path artist rendering



Roading

Over the past three years there has been significant capacity improvements on our state highways to the northwest and south of Auckland. Similar improvements are underway between Puhoi and Warkworth.

Roading optimisation projects, including the introduction of transit and dynamic lanes on Whangaparāoa Road and Redoubt Road, have reduced travel times for locals and boosted productivity. Multi-modal roading projects such as Murphys Road, Medallion Drive Link and Matakana Link Road are helping to unlock housing developments.

Congestion in some parts of the region is affecting the productivity of the arterial roading network, which impacts freight movements and private journeys. Intersection improvements have been made at Great South Road/Church Street, Ti Rakau Drive/Gossamer Drive, and Favona Road/Savill Drive.

In early 2020, central government announced the transfer of some RFT-funded projects and other projects to the New Zealand Upgrade Programme (NZUP). It was revised on 4 June 2021. The programme brings large-scale investment forward through multi-modal projects such as the South Auckland Package and Penlink on

the Whangaparāoa Peninsula, the Northern Pathway, electrification of the rail line from Papakura to Pukekohe, and new train stations in Franklin.

Value for money and financial sustainability

There has been a significant escalation in programme costs. As well as land costs, real effort has been made to ensure workers – such as bus drivers – enjoy wages and conditions which make the industry attractive to work in. The demand for more services over time will mean more frontline staff are required to make our transport system work.

Parts of the construction industry have struggled over the last three years and it’s clear that New Zealand needs a construction industry which is financially sustainable and safe. Auckland is just one of a cluster of cities in Australasia investing heavily in transport, and the way we procure, share risk and partner with industry is crucial to bringing this RLTP to life.

Context cont.

Looking to the future

The experience we give customers – whether making a trip in a car, in a truck, on a bike, bus, train, ferry or on foot – are at the heart of a successful transport system. An efficient, safe, connected transport network is critical to get everyone where they want to go, deal with freight, encourage more sustainable transport choices, and serve as a catalyst for a more compact city.

For the last 15 years transport agencies have worked to maintain a growing stock of existing and new infrastructure. There is still more to come, including additional Waitematā Harbour connections and rapid transit, but funding is limited and decisions are required in terms of priority projects.

New Zealanders are beginning to see the consequences of existing infrastructure failing and are quickly understanding it needs to be looked after. The 2020 closure of the Auckland Harbour Bridge (which led to significant reductions in lane capacity for close to three weeks), rail track problems, and issues with water infrastructure have all highlighted the impact and disruption that can occur when assets are damaged by weather or inadequate maintenance and renewals.

We must look after transport assets on behalf of the region. Auckland does not have the same economies of scale as some other like-minded cities so a focus on innovation, technology, value for money and integrated planning is key to deliver what people want.

This 2021 RLTP builds on the 2018 RLTP, but seeks to speed up progress. It has a greater emphasis on looking after the region's transport assets, safety and climate change.

The need for sustained investment in transport infrastructure, built as soon as possible, is a top priority. As underpinned by central government in its Covid-19 response, there is an opportunity for infrastructure works to generate jobs and help New Zealand recover while providing safe travel choices for residents and visitors, and better accommodating our daily lives and special events.

Transport in Auckland over the next 10 years might be viewed as a decade of two halves. In the first half we plan to finish what is already underway. Some very big construction projects are underway – the CRL, the Eastern Busway, Northern Busway extension, Matakana Link Road and the Urban Cycleways Programme.

KiwiRail is advancing with electrification of rail services between Papakura and Pukekohe, and a little further behind are interim bus improvements to the northwest and the Northern Pathway.

In the second half of the period under this RLTP, a range of new programmes will gather momentum. Projects and programmes such as Connected Communities, service-led improvements on the Airport to Botany rapid transit route, and investment in renewals will really come into focus.

The link between technology and transport is more and more obvious. Covid-19 highlighted the value of previous investments in AT HOP and the AT Mobile app, and we are increasingly seeing the role technology can play in making our roads safer through the likes of red light cameras and more productive dynamic lanes. E-scooters and e-bikes for hire and car-sharing schemes are further evidence of how technology is enabling changes in the way we travel. The ongoing investment in technology with a focus on transport customers is an important piece of the puzzle when it comes to delivering a better transport system.

Now, more than ever, we need all those involved in setting the policy and regulatory framework, whether at a central government or local government level, to step up to the significant challenges of delivering an effective, efficient and safe transport system in the public interest. This needs to be done in a way which recognises that the transport system of Tāmaki Makaurau serves a diverse range of communities in what is New Zealand's largest and fastest growing region. What works in rural New Zealand may not be fit for purpose in Auckland, and vice-versa.

There are a number of opportunities to bring transport policy and regulation in line with the needs of Auckland's transport system. Whether it be safety outcomes to improve the deterrence framework, roading productivity outcomes and the existing ways in which Aucklanders pay to use their roads or parking or climate change, our future transport regime must look different.

The outcomes from the 2021 RLTP are covered in Section 8.

For the first time this RLTP includes a programme of activities targeted at policy and regulatory interventions which will provide Aucklanders with better outcomes from their transport system.

Population growth and the reliance Aucklanders have on their motor vehicles means it's essential to have conversations with other agencies about potential interventions to meet Auckland and New Zealand's climate change targets. We are already investing in low-emission buses and electric trains, completing scheduled cycle, bus and rail projects, creating low-emission vehicle zones, introducing charging stations for electric vehicles (EVs), and promoting cycling and walking. However, there is the potential to achieve so much more with financial incentives to purchase EVs, an increased use of biofuels, and improved vehicle fuel-efficiency standard regulations. There have been clear recent signals that central government is considering some of these changes.

Road pricing (or congestion pricing) is another important area of regulatory change. The current way Aucklanders pay for using their roads does not incentivise them to be used in the most productive way, or support climate change outcomes.

A better transport system depends upon regulation and policy, and this RLTP outlines a plan for policy advocacy and policy change. In many cases such change requires political assent, and so the plan is clear about where change must be driven from and the outcomes sought. It's crucial that the full range of tools is being used to deliver value for money for ratepayers and taxpayers.

The ATAP 2021 investment programme for Auckland is historically significant and substantial in the Covid-19 impact context. So much, like the CRL or the Eastern Busway, is already underway or core to keeping

Auckland moving. Having so much already in construction or well advanced in project development is a good thing – it's a sign of progress. On the downside it leaves limited room for new or additional investments.

After operations, maintenance, renewals, committed and essential capital works, \$2.1 billion is available for new investments to deliver the transport outcomes Aucklanders want. Any new investment can only be progressed late in the decade when the funding demands of big transformational projects (such as the CRL and the Eastern Busway) ease off, or if additional funding above and beyond that signalled in ATAP becomes available.

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03.

Feedback from consultation

This section summarises the feedback received through submissions on the Draft 2021-2031 Regional Land Transport Plan.

Public consultation on the Draft 2021-2031 RLTP ran from 29 March to 2 May 2021. We presented at five hui (attended by 12 Iwi), held 21 local board workshops, 11 public drop-in sessions, two webinars, a workshop with advisory panels and a partner and stakeholder event.

The consultation was promoted in a number of ways, including:

- Distributing printed fliers to nearly 530,000 properties and post office boxes around the region
- Digital advertising which reached 744,000 unique devices in the Auckland region
- Newspaper advertising in the NZ Herald, 18 community newspapers around the region, AUT and Auckland University publications as well as the Chinese Herald, Kakalu O Tonga, Mandarin Pages and the Indian Weekender
- Advertising on digital screens across Auckland's transport network – located at exits and entrances at rail, bus and ferry terminals
- Posters on trains, buses and ferries which had the potential to reach 280,000 commuters each day
- A Facebook advertising campaign which reached 82,389 people in Auckland
- Translating consultation materials into Te Reo Māori, Tongan, Samoan, Simplified Chinese, Korean and NZ Sign Language.

We sought specific feedback on:

1. Whether we correctly identified the most important transport challenges facing Auckland
2. Funding allocation
3. Projects to add and/or remove from the RLTP
4. Policy changes.

Feedback received

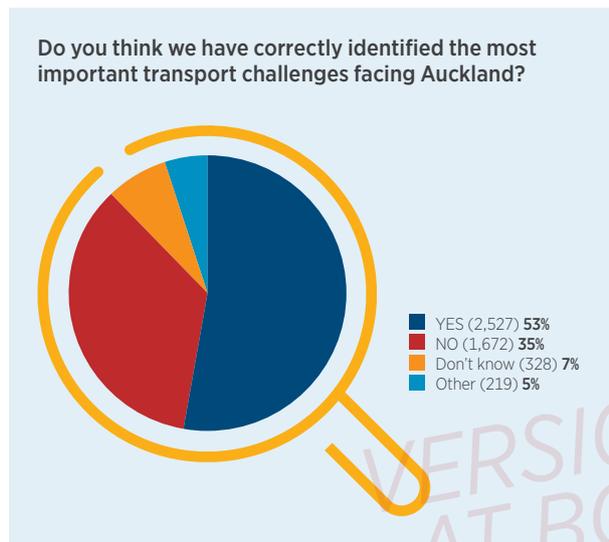
We received 5,818 submissions, including 110 from partners and stakeholders. This included submissions from all 21 democratically elected local boards who together represent 100 percent of Auckland’s population.

Submitters responded to a mix of tick-box and open-ended questions in the consultation feedback form, and we received submissions via email and in person.

The feedback received was carefully considered. Every submission was read, analysed and collated into a public feedback report which is available at <https://at.govt.nz/rltp>.

The following is a high-level overview of the responses we received.

1. Have we correctly identified the most important transport challenges facing Auckland?



We asked people if they felt we had correctly identified the most important transport challenges facing Auckland, which were:

- Climate change and the environment
- Travel choices
- Safety
- Better public transport connections and roading
- Auckland’s growth
- Managing transport assets.

Fifty three percent of submitters agreed we have correctly identified the most important transport challenges facing Auckland.

Of those that did not select ‘yes’, many took the opportunity to:

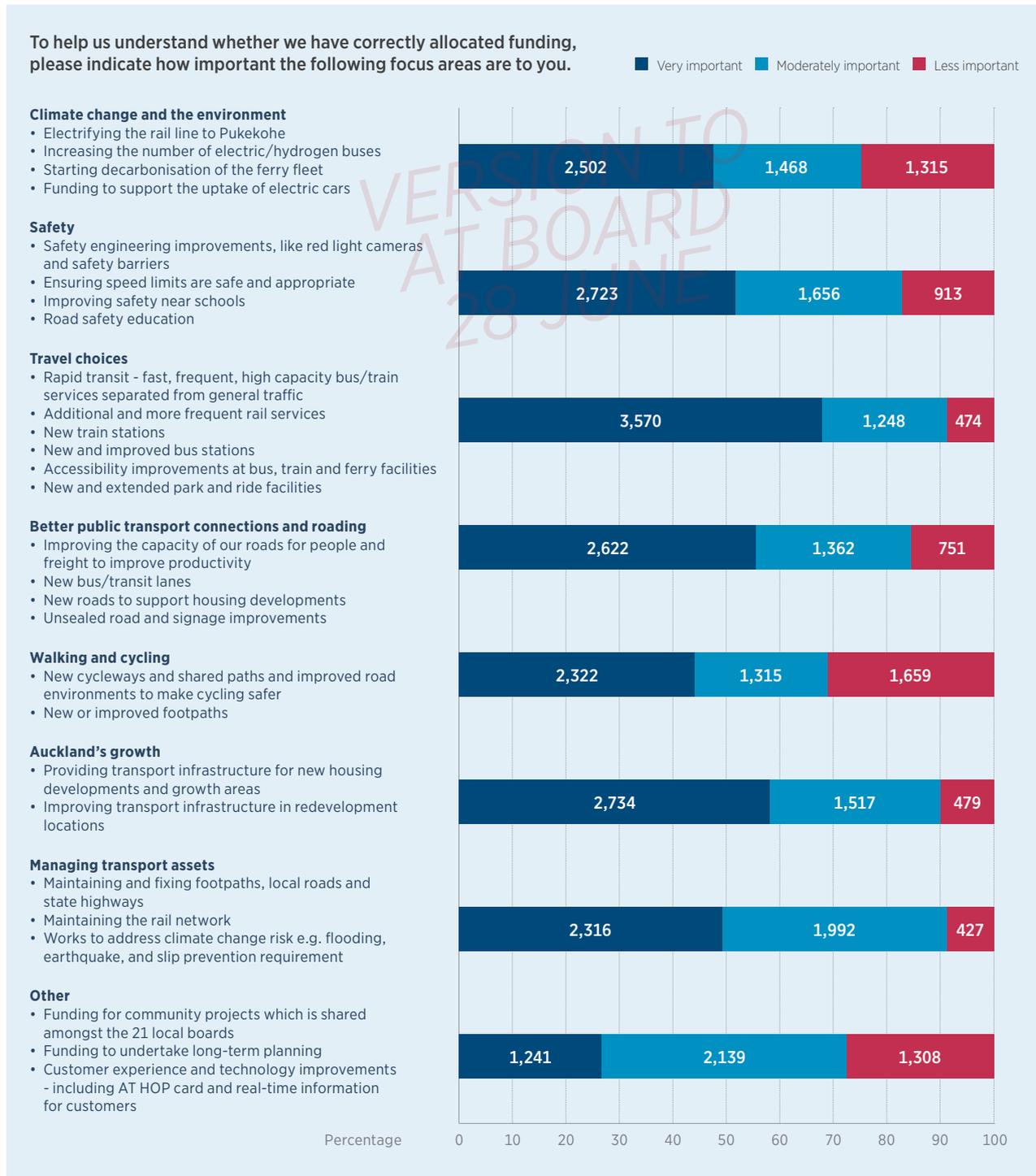
- emphasise the importance of one of the challenges already raised,
- identify challenges they didn’t support, or
- give a specific example of a project or activity they felt was important.

The most popular themes in the responses to this question are captured on page 16.

Feedback from consultation cont.

2. Funding allocation

We sought feedback on the level of support for specific areas of focus that inform the prioritisation of funding. Between 68 percent and 91 percent of submitters said they were very or moderately important areas to allocate funding towards.



Top themes – sentiment on challenges/focus areas

| Feedback theme | No. of mentions |
|--|-----------------|
|  Heavy rail is important and/or should be the priority | 1,673 |
|  Bus network is important and/or should be the priority | 1,639 |
|  Ferry transport is important and/or should be the priority | 1,530 |
|  Bus rapid transit is important and/or should be the priority | 1,405 |
|  Cycling is important and/or should be the priority | 1,337 |
|  Roads are not important and/or do not invest in roads | 1,193 |
|  Walking is important and/or should be the priority | 1,123 |
|  Climate change is important and/or should be the priority | 1,119 |
|  Safety is important and/or should be the priority | 1,007 |
|  Roads are important and/or should be the priority | 889 |

Other viewpoints

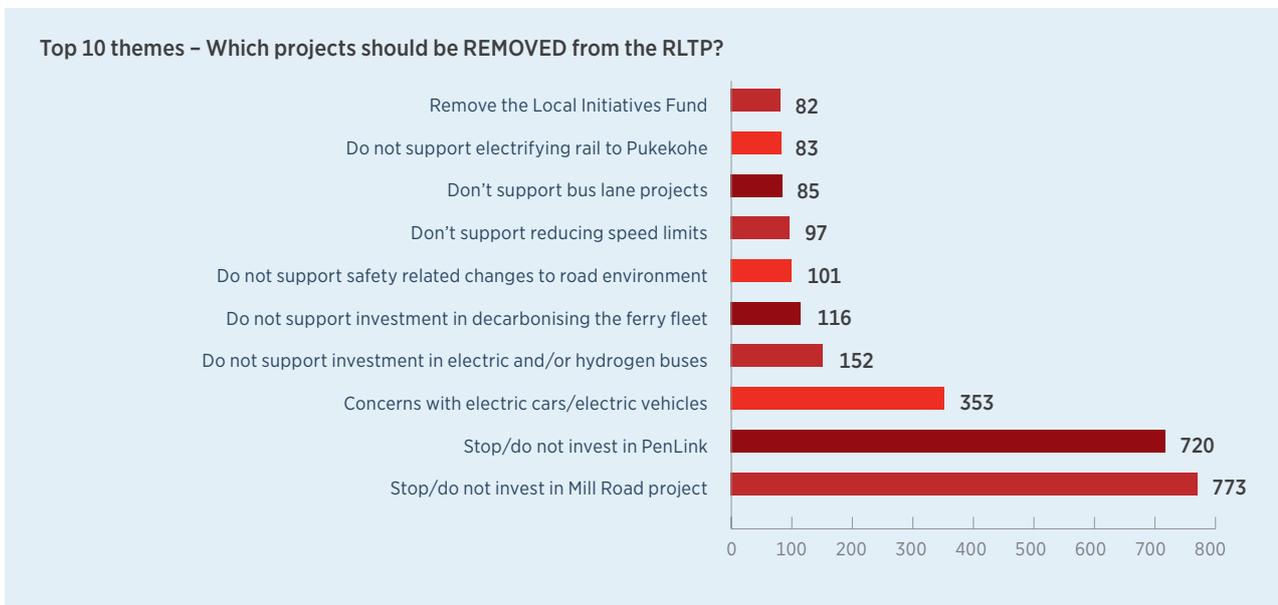
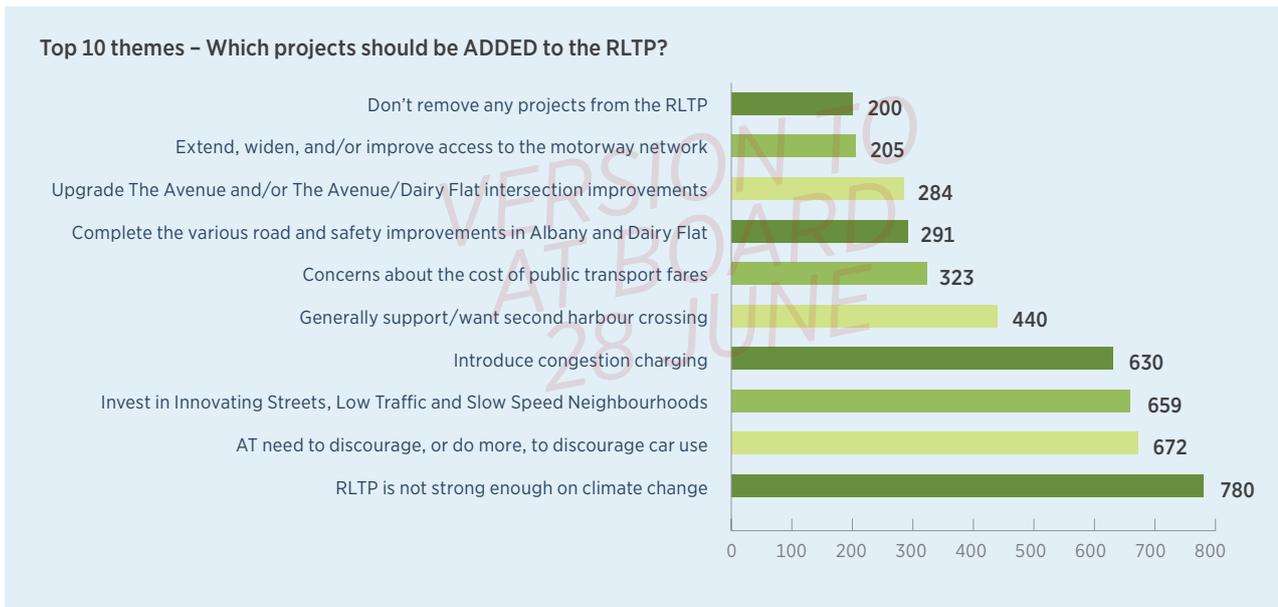
We received 110 submissions from partners and stakeholders, who, in some cases, represented large groups of people, businesses and industry sectors. Their submissions covered a range of matters, many of which are not reflected in the condensed commentary above.

Some submitters, particularly those that represent road users, noted their concerns at the levels of congestion in Auckland and the concern that this could worsen. This impacts negatively on access and connectivity for road users, including freight. They felt the RLTP should have a greater focus on easing congestion for people and freight which make up the majority of users of the network.

All partner and stakeholder submissions are available in full in the public feedback report on our website.

3. Projects to add / remove from the RLTP

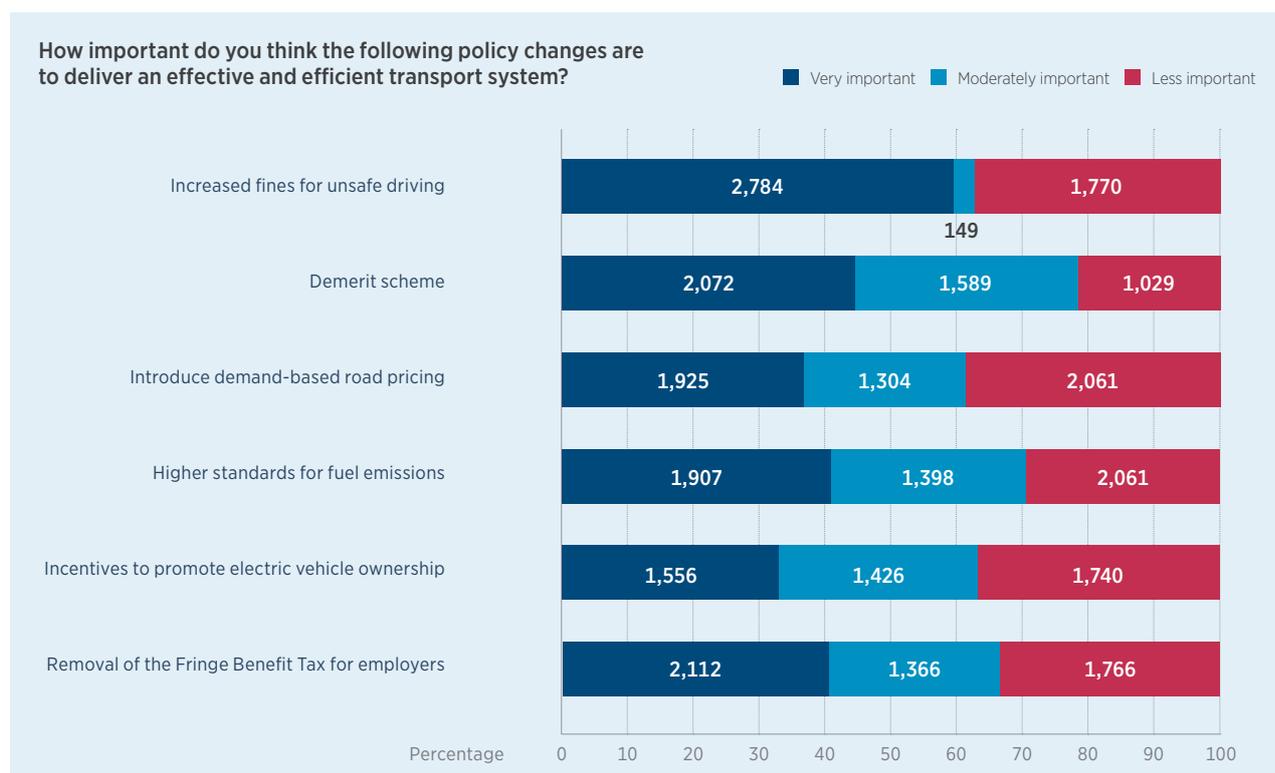
We asked people to consider all of the projects included in the draft RLTP and let us know if there are any other projects they felt should be included. And if so, which project(s) would they remove in order to add any new projects.



4. Policy change

Delivering a transport system that works effectively and efficiently relies on transport policy and regulations. In order to further improve the safety of our roads, reduce congestion and tackle climate change, policy changes will be required. Some changes can be implemented by AT but the most significant ones would need to be led by central government. This would require strong advocacy to central government to progress.

Between 61 percent and 78 percent of submitters felt the policy changes put forward were very or moderately important to deliver an effective and efficient transport system.



Key themes from Māori

AT presented at five hui attended by 12 iwi. The feedback provided at the hui covered a range of issues, including:

- Safety, particularly around schools but also rural roads
- The uptake of electric vehicles, including leadership by Auckland Council and AT in converting to hybrid/ electric vehicles,
- The environment, including impacts of transport on freshwater management, and
- The Regional Fuel Tax (RFT).

We received written submissions from Te Ākitai Waiohua, Ngāti Whātua Ōrākei Whaimāia and Te Uri o Hau. A summary of the themes raised through these written submissions follows.

Electric vehicles and higher standards for fuel emissions

There were concerns that policies that reduce the number of higher-emitting vehicles, or that incentivise the uptake of EVs, can disadvantage lower income households including Māori who may be unfairly impacted by these policies or unable to access the benefits from these incentives.

Environment and climate change

There were concerns about the 'low' prioritisation of funding for the environment, sustainability and climate change. Increased population will put further stress on the environment and more resource needs to be dedicated to reducing carbon emissions. It was noted that no chemicals should be used on roading and footpath projects, (especially near waterways), to avoid polluting waterways.

Feedback from Consultation cont.

Travel choice, walking and cycling

There was support for projects which encouraged mode shift and active modes of transport, and for greater investment in the public transport network. Iwi felt more needs to be done to reduce public transport journey times and make it more attractive, reliable, affordable and better integrated.

It was also pointed out that there are limited travel choices for communities in the outer areas of Tāmaki Makaurau, who are often lower income earners.

Equity

Iwi said the RLTP needs to give more consideration to lower income communities who are also adversely affected by RFT.

Clearways and transit lanes

Iwi want greater enforcement to improve bus journey times by reducing the number of vehicles illegally parking in clearways and transit lanes.

Congestion

More needs to be done to reduce the number of single occupancy vehicles clogging our roads. One hapū expressed support for congestion charging on urban arterial routes that are already well-catered for by public transport. Another expressed concerns about implementing congestion charging where it is not preceded by a public transport system that is efficient, safe and priced to meet the needs of lower-income households including Māori and other disadvantaged groups.

Local Board feedback

Auckland Council staff carried out an analysis of the draft RLTP feedback from local boards (which can be viewed in full in the public feedback report on the AT website).

Below is an overview of the main themes which came through in the feedback from the 21 local boards.

Local Board Initiatives Fund (previously Local Board Transport Capital Fund)

All local boards endorse the proposed investment package in the 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.

Climate change and the environment

Local boards broadly supported the key shift from the previous RLTP to respond to climate change and its impacts, but observed that the actions outlined will not reduce emissions enough to achieve the targets outlined in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.

Mode shift

Ten boards expressed support for projects and programmes that encouraged Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth.

Four local boards noted that public and active transport is not a choice available for many Aucklanders, particularly for those in greenfield developments, semi-rural and rural areas.

Electric/hydrogen buses

Eight local boards supported a funding acceleration of the Low Emissions Bus Roadmap to ensure at least half of Auckland's bus fleet is low emission by 2031.

Funding to support the uptake of electric cars

Seven local boards supported the inclusion of funding to support the uptake of EVs.

Most boards see the appropriate role for AT as providing and supporting charging infrastructure, and several local boards would like to see this extended to electric bicycles and other micro-mobility modes as well.

Impacts of climate change on the transport system

Eight boards supported investment in projects that mitigate the impact of climate change on the transport system.

Their concerns included sea level rise, extreme weather events (including drought), wave inundation, flood-prone areas and run-off systems, and slips. This is especially so in those rural and island areas where there are no alternative access points. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.

Green infrastructure

Ten local boards supported increased investment in infrastructure that reduces negative environmental impacts and increases the restoration and regeneration of the environment.

Rapid transit

Twelve local boards supported investment which increases the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic

Local boards emphasised the importance of local connections to rapid transit hubs, including for people walking and on bikes.

Active transport

Fourteen local boards supported initiatives that increase the safety of people on bicycles across the wider transport system.

Ten local boards would like to see AT invest more in creating and maintaining safer footpaths and walkways.

Nine local boards supported investment in walking and cycling as core business for AT, and would like to see a greater investment in these areas.

Accessibility improvements

Six local boards supported investment in accessibility improvements at bus, train and ferry facilities.

New park and rides

Eight local boards supported investment in new and extended park and ride facilities.

Ferry services

Nine local boards supported the inclusion of funding to start decarbonising the ferry fleet.

Four boards would like to see an increased focus on the ferry network and associated infrastructure (including feeder buses) to enable coastal communities to engage in off-road transport options.

Public health and safety

Eleven local boards supported continued delivery of the safety programme as set out in the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019, and supported investment in transport that reduces DSI, noting that the RLTP investment aims to reduce DSI by 67 percent over the next 10 years.

Schools

Nine local boards supported investment which improves safety near schools.

Speed limits and traffic calming measures

Ten local boards supported measures that addressed speed limits and other traffic calming measures.

Access and connectivity

Local boards supported providing transport infrastructure for new housing developments and growth areas so long as this is focused on public transport and connections for active modes.

Managing transport assets

Several local boards noted that low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) has created a renewal backlog and support 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. They felt the renewal approach should include a review process that tests for mode shift opportunities rather than a default to like-for-like replacement, or that the budget allocated for road renewal and road improvements be combined so that roads can be assessed for improvement or renewal at the time of renewal.

Unsealed roads and chip seal

Five local boards supported investment in unsealed road and signage improvements.

Several local boards requested changes are made to sealing methods, particularly with cycling in mind.

Franklin and Rodney Local Boards advocated for increased renewal, rehabilitation, and maintenance funding to be made available to AT to renew at least 12 percent of Auckland's sealed roads and bridges in any given year (currently below nine percent).

Congestion charging

Five local boards expressed their support for congestion charging.

Process and communication

Several boards have requested that the process and timeframes for local boards to input effectively into the RLTP are improved. They wanted the opportunity for more input into the draft RLTP and to ensure feedback from their local communities.

04.

Purpose and scope

The Regional Land Transport Plan

The statutory purpose of the RLTP is to set out the Auckland region's land transport objectives, policies and monitoring measures for the next ten years. It includes the land transport activities of AT, Auckland Council, Waka Kotahi, KiwiRail, City Rail Link Limited (CRL) and other agencies, and must be prepared every six years in accordance with the Land Transport Management Act 2003 (LTMA).

The RLTP must contribute to the purpose of the LTMA and be consistent with the GPS and take into account a range of other matters, including likely funding from any source and any relevant national and regional policy statements. RLTP development is also expected to align with guidance provided by Waka Kotahi, which includes setting out specific problem statements, challenges, expected outcomes and funding priorities.

The vast majority of publicly funded land transport activities in Auckland are contained in the RLTP, including:

- Transport planning and investment in improvements for customers
- The road network, including state highways
- Road safety activities delivered in partnership by AT, Waka Kotahi, and the New Zealand (NZ) Police
- Public transport (bus, rail and ferry) services
- Improvements to bus stops, rail stations and ferry wharves, and the creation of transport interchanges and park and ride facilities
- Footpaths, shared paths and cycleways
- Management and improvement of rail track infrastructure by KiwiRail and CRL
- Parking provision and enforcement activities
- Travel demand management.

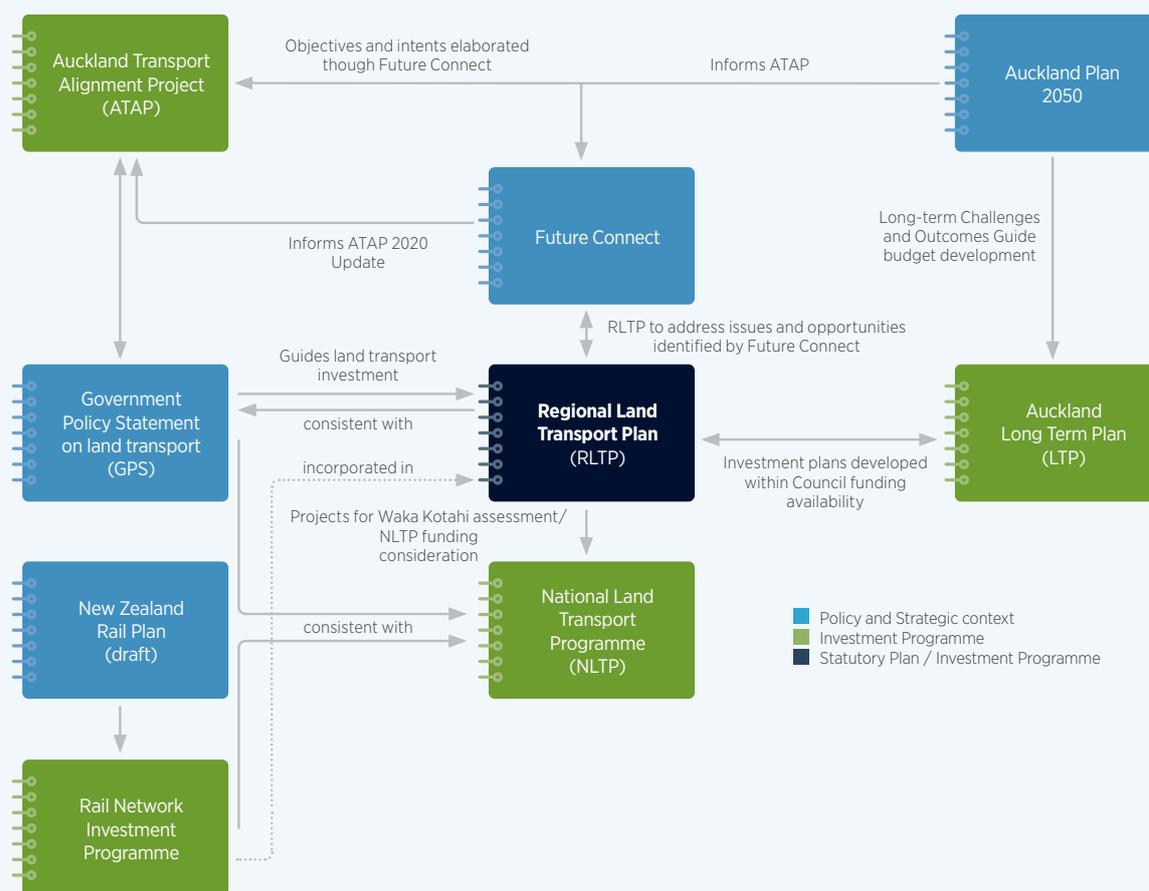
The RLTP does not cover transport activities carried out by private entities, such as private developers or Auckland International Airport Ltd (AIAL) or, for example, the important role that NZ Police play in keeping our roads safe.

The Regional Transport Committee (RTC), which comprises the AT Board and representatives of Waka Kotahi and KiwiRail, is required to prepare a new RLTP every six years, and to review it during the six months prior to the end of the third year of the plan to ensure it is relevant, aligned with the strategic context, and responds to the GPS.

Additional steps are being taken in the development and approval of this RLTP to reflect the Review of Auckland Council's Council Controlled Organisations (CCOs) which recommends:

*'AT and the council jointly prepare the RLTP, the draft of which the council endorses before going to the CCO's board for approval.'*⁴

⁴ Report of Independent Panel (2020). "Review of Auckland Council's council-controlled organisations", P4.



Policy context

The figure above provides an overview of how the RLTP interacts and aligns with strategic policy documents, and central government and Auckland Council investment programmes.

Key planning documents and other information that have guided the preparation of this RLTP are briefly described below.

The 2021 Auckland Transport Alignment Project

In 2015, the New Zealand Government and Auckland Council joined up to address Auckland’s transport challenges and ensure the opportunities of a growing and diverse region are maximised. This strategic approach to transport was agreed through the Auckland Transport Alignment Project (ATAP).

ATAP includes a cross-agency partnership including the MoT, Waka Kotahi, KiwiRail, the Treasury, Auckland Council, AT and the State Services Commission, and decision-making with respect to ATAP rests with the Government and Auckland Council.

Since 2015, ATAP has delivered a series of strategic reports and develops an indicative 10-year package of transport investments for Auckland (the ‘ATAP package’) on a regular basis. This package informs statutory processes including the National Land Transport Programme (NLTP) and this RLTP.

In 2020, central government and Auckland Council requested that the ATAP 2018 package be updated to reflect:

- The impacts of Covid-19, including the impacts on Auckland Council and government revenue
- The NZUP of transport investment in Auckland
- Climate change and mode shift as increasingly significant policy considerations
- The need to provide direction to the upcoming round of statutory planning processes including the RLTP, the Auckland Long Term Plan (LTP), the GPS and the NLTP
- Emerging priorities for urban development (such as housing) in Auckland.

Purpose and scope cont.

Central government and Auckland Council also agreed a revised set of objectives for the ATAP 2021:

- Enabling and supporting Auckland's growth, focusing on intensification in brownfield areas, and with some managed expansion into emerging greenfield areas.
- Providing and accelerating better travel choices for Aucklanders
- Better connecting people, places, goods and services
- Improving the resilience and sustainability of the transport system, significantly reducing the GHG emissions the system generates
- Making Auckland's transport system safe by eliminating harm to people
- Ensuring value for money across Auckland's transport system through well-targeted investment choices.

One particular benefit of ATAP for Aucklanders is a dramatic increase in the funding available for transport investment. Because of the lead times for new infrastructure projects the noticeable benefits of this will become more apparent over the next three to four years.

For more information on ATAP 2021 visit www.transport.govt.nz/area-of-interest/auckland/auckland-transport-alignment-project

ATAP and the RLTP

The terms of reference for ATAP 2021 were explicitly intended to provide direction for this RLTP, along with other relevant statutory documents. In line with that direction, the ATAP process involved a detailed and extensive technical assessment of potential investment options and has provided a solid foundation for the development of this RLTP.

The agreed ATAP objectives, funding assumptions and investment programme underpin this RLTP.

The ATAP agreed objectives reflect the GPS and Auckland Plan.

This RLTP has been developed on the basis that the ATAP partners will continue to work together to realise the funding required to deliver the ATAP 2021 package, and make policy initiatives set out in the ATAP report. Specifically, that will mean making changes to the way current funding rules are applied. As discussed in later sections, this is critical to realising the full ATAP programme.

ATAP 2021, which has been agreed by Cabinet and Auckland Council, is seen as delivering the best possible outcomes, so long as it is accompanied by the policy changes identified in this RLTP.



The Auckland Plan 2050

The Auckland Plan 2050 is a long-term strategy for managing Auckland’s growth and development over the next 30 years. It considers how we will address the key challenges of high population growth and environmental degradation, and how we can ensure shared prosperity for all Aucklanders.

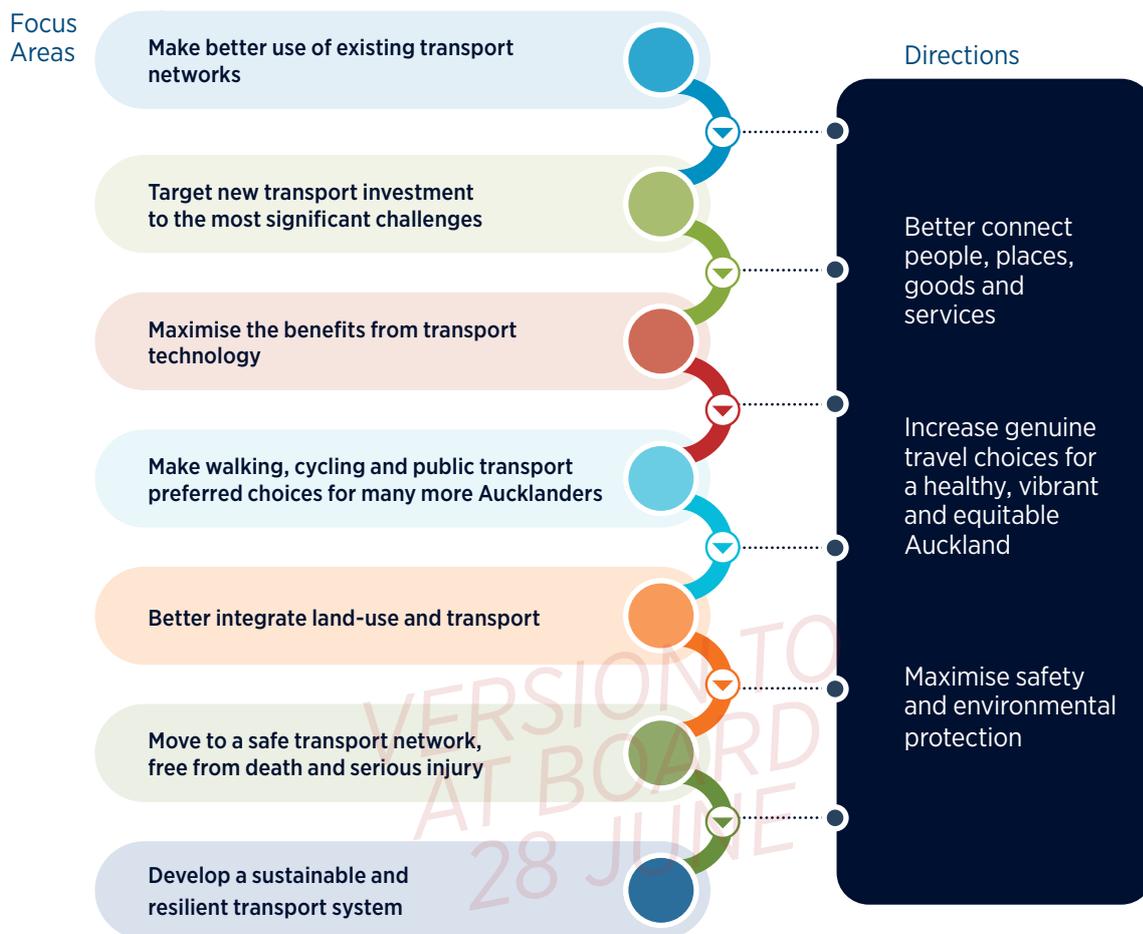
The first Auckland Plan was produced in 2012 and included a highly detailed series of objectives and targets. The Auckland Plan 2050, adopted in June 2018, is a more streamlined spatial plan with a simple structure and clear links between outcomes, directions (how to achieve the outcomes) and focus areas (how this can be done).

The plan aims to achieve the following outcomes:

- Belonging and participation
- Māori identity and wellbeing
- Homes and places
- Transport and access
- Environment and cultural heritage
- Opportunity and prosperity.

Transport contributes to achieving all six outcomes, with the strongest links to ‘Transport and Access’ (see below).

Aucklanders will be able to get where they want to go, more easily, safely and sustainably.



Purpose and scope cont.

Future Connect 2021-2031

Future Connect is a 10-year system planning tool for Auckland’s integrated transport system. It sets out strategic networks for each transport mode, outlines the deficiencies and opportunities expected in the next decade, and identifies Indicative Focus Areas for further investigation as future projects. The Strategic Case summarises the challenges facing Auckland’s transport system, objectives and performance measures.

Future Connect has been developed by AT in partnership with Waka Kotahi and Auckland Council in collaboration with Mana Whenua, and in consultation with MoT, KiwiRail and Kāinga Ora and major stakeholder groups such as the Freight Reference Group, Tāmaki Makaurau Road Safety Governance Group, Bike Auckland, NZ Automobile Association and Living Streets Aotearoa.

Problem statements

Travel options

A lack of competitive travel options and high car dependency as the city grows is limiting the ability to achieve the quality compact urban approach for Auckland

Climate change and the environment

Emissions and other consequences of transport are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change

Safety

The transport system has become increasingly harmful and does not support better health outcomes

Safety

Make Auckland’s transport system safe by eliminating harm to people

Climate change and the environment

Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates

Access and connectivity

Existing deficiencies in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities

Growth

Enable and support Auckland’s growth through a focus on intensification in brownfield areas and with some managed expansion into emerging greenfield areas

Travel choices

Provide and accelerate better travel choices for Aucklanders

Asset management

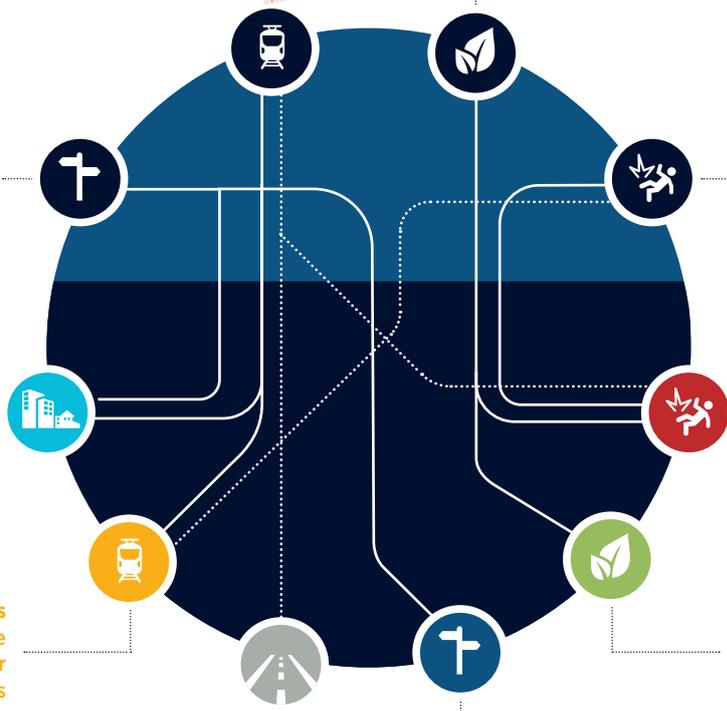
Sound management of transport assets

Access and connectivity

Better connect people, places, goods and services

Objectives

*Includes education, retail, recreation and community



Other relevant documents

The Land Transport Management Act 2003 sets out the planning, funding and operating framework for New Zealand’s land transport infrastructure and services, including roading, public transport, the rail network and traffic safety.

The Government Policy Statement on land transport (GPS) sets out the government’s NLTF expenditure priorities over the next 10 years. The GPS 2021-2031 is guided by four strategic priorities: Better Travel Options, Safety, Improving Freight Connections, and Climate Change.

It notes that providing and maintaining a transport system that will improve wellbeing and liveability requires coordination and investment by a number of different agencies and decisionmakers – both in central and local government. It also notes that a large proportion of land transport will continue to be focussed on maintaining the transport system at acceptable levels of service, taking account of the strategic priorities in GPS 2021. New investment (over this base) will be strongly driven by the strategic priorities, and four specific Government Commitments for GPS 2021, including ATAP.

The RTC must be satisfied that an RLTP contributes to the purpose of the LTMA 2003, which seeks an effective, efficient and safe land transport system in the public interest, and is consistent with the GPS.

The National Land Transport Programme (NLTP) is a three-year programme that sets out how Waka Kotahi invests land transport funding on behalf of the Crown to create a safer, more accessible, better connected and more resilient transport system.

The Regional Public Transport Plan (RPTP) sets out AT’s policies, guidelines and activities for the delivery of Auckland public transport focused over a three-year period with a 10-year horizon.

The Auckland Long-Term Plan (LTP) underpins AT’s RLTP programme by providing committed funding from Auckland Council and enabling AT to secure support from Waka Kotahi.

The Auckland Unitary Plan (AUP) seeks to help Auckland meet its economic and housing needs by determining what can be built and where, how to create a higher quality and more compact Auckland, how to provide for rural activities and how to maintain the marine environment. Of particular relevance for this RLTP are the objectives and policies for transport contained in the AUP.

Te Tāruke-ā-Tāwhiri: The Auckland Climate Plan

sets a pathway to rapidly reduce GHG emissions (50 percent reduction by 2030) and helps prepare Auckland for the impacts of climate change. Transport is one of eight priorities, and road transport accounts for about 38.5 percent of Auckland’s total emissions in 2018. Of particular relevance, are the seven transport actions and one built environment action involving AT as either one of the lead or implementation partners, which are set out in the Implementation Summary Table.

The Climate Change Response (Zero Carbon)

Amendment Act 2019 provides a framework by which New Zealand can develop and implement clear and stable climate change policies that ensure New Zealand has net-zero GHG emissions by 2050 and prepare for and adapt to the effects of climate change.

Vision Zero for Tāmaki Makaurau is a transport safety strategy and action plan to eliminate DSI on Auckland’s transport network by 2050. It is a partnership between AT, Auckland Council, NZ Police, Waka Kotahi, ACC, Auckland Regional Public Health Services and the MoT.

New Zealand Energy Efficiency and Conservation

Strategy 2017-2022 seeks to have an energy productive and low emissions economy for New Zealand. It encourages businesses, individuals, and public sector agencies to take actions that will help us to unlock our renewable energy, and energy efficiency and productivity potential, to the benefit of all New Zealanders. The current strategy was put in place in 2017 and has three priority areas:

- Renewable and efficient use of process heat
- Efficient and low emissions transport
- Innovative and efficient use of electricity.

The target for efficient and low emissions transport in the strategy is for electric vehicles to make up two per cent of the vehicle fleet by the end of 2021.

The National Policy Statement on Urban Development

2020 (NPS-UD) seeks to ensure that new development capacity enabled by councils is of a form, and in locations, that meet the diverse needs of communities and encourage well-functioning, liveable urban environments.

The National Policy Statement for Freshwater

Development 2021 seeks to ensure that natural and physical resources are managed in a way that prioritises first, the health and well-being of water bodies and freshwater ecosystems; second, the health needs of people (such as drinking water); and third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.

Purpose and scope cont.

The (draft) NZ Rail Plan 2019 is a non-statutory planning document to guide investment in the rail system over the longer-term. It sets out the government's strategic vision and investment priorities and describes the changes made to the Land Transport Management Act to enable KiwiRail to access the NLTP. It also identifies the two investment priorities for a resilient and reliable network, both of which are relevant to Auckland: investing in the national rail network to restore rail freight and provide a platform for future investments for growth; and investing in metropolitan rail to support growth in our largest cities.

The Rail Network Investment Programme (RNIP) is a three-year investment programme and a 10-year forecast for the rail network, developed by KiwiRail. The draft NZ Rail Plan and the GPS guide the development of the RNIP, which needs to be reflected in the RLTP. The RNIP will be funded from the Rail Network activity class and the Public Transport Infrastructure activity class for metropolitan rail activities, supported by Crown funding.

Arataki 2020 is Waka Kotahi's 10-year view of what is needed to deliver the government's current priorities and long-term objectives for the land transport system.

The Auckland Freight Plan 2020 identifies the critical challenges for freight movement, desired outcomes, and includes an action plan to achieve them. It has been developed by AT in partnership with Auckland Council, Waka Kotahi and key freight stakeholders, including MoT, KiwiRail, Ports of Auckland, AIAL, the Automobile Association, the National Road Carriers Association, Mainfreight and the Road Transport Association NZ.

The AT Māori Responsiveness Plan (MRP) outlines operational-level actions to enable AT to fulfil its responsibilities under Te Tiriti o Waitangi – the Treaty of Waitangi – and its broader legal obligations in being more responsible and effective to Māori.

Auckland Council Local Board Plans are developed by the 21 local boards across Auckland. Each local board plan includes outcomes related to transport and specific actions the relevant local board wishes to see progressed.



05.

Transport funding

Over the last three years Auckland Council and central government have invested more in transport than ever before in an effort to address Auckland's infrastructure deficit.

Auckland faces significant challenges in funding its critical infrastructure, including its transport network. The city's population has grown on average by 1.8 percent annually over the past 10 years and is expected to increase a further 260,000 (1.5 percent each year) by 2031.

Growth at this level requires additional capacity on the transport network. Where the growth is in greenfield areas (future urban areas), new roads, new stations, public transport, walking and cycling infrastructure and new services are required. In brownfield areas (existing urban areas), population growth puts pressure on the roading network, adding to congestion, as well as creating capacity constraints on the public transport network. In addition, population growth increases the rate of deterioration of roads and other transport assets, which increases the cost of maintenance and renewals.

How transport is funded in Auckland

Transport activities in Auckland are traditionally funded by Auckland Council (rates, development contributions and debt), central government (through funding from the NLTF and other Crown allocations for rail projects including the CRL) and user pays service charges (e.g. parking fees and public transport fares).

The level of future transport investment required for Auckland to meet its strategic transport objectives has meant a need to move beyond these funding arrangements.

One significant new source of funding has been the Regional Fuel Tax (RFT). From 1 July 2018, a 10-cent per litre tax on petrol and diesel has applied in Auckland through the Land Transport Management (Regional Fuel Tax Scheme – Auckland) Order 2018. The collection of RFT allows Auckland Council to fund transport projects with positive economic, social, environmental and safety impacts.

By the end of January 2021, approximately \$220 million of money collected through RFT had been invested in transport projects. Combined with other funding from Auckland Council and central government (such as Waka Kotahi's NLTF), RFT has enabled over \$565 million in investments that would not otherwise have got underway, for example, the Downtown ferry terminal redevelopment, Puhinui Interchange and safety projects.

The timing of RFT collection does not align with when it is spent. This reflects the fact that at the time it was created RFT could only be applied to new projects (as opposed to projects already progressing), the need to secure additional matching funds (Auckland Council contribution and the NLTF) and the need to support a larger scale and pace of expenditure of many projects once they move into construction.

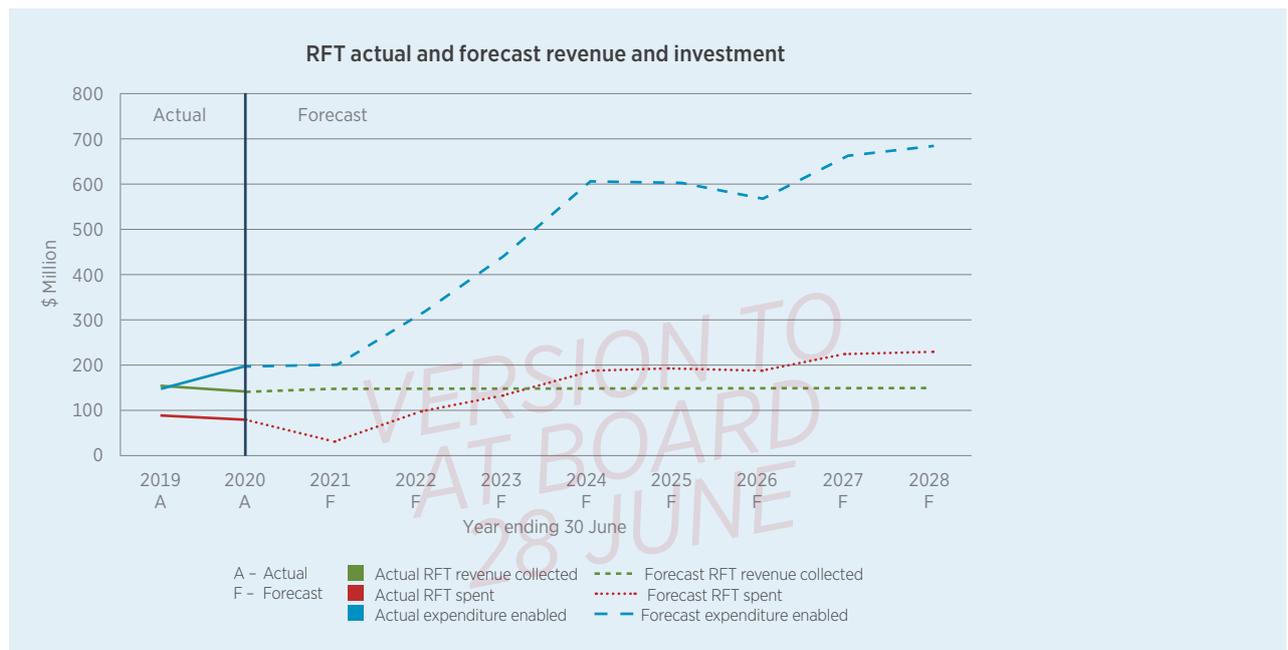
The following graph sets out the expected timing of collection and expenditure and the total transport investment enabled by RFT.

In January 2020, the government announced the New Zealand Upgrade Programme (NZUP), which included a \$3.48 billion package of investments for Auckland that allows earlier delivery of already planned road, rail, public transport and walking and cycling infrastructure.

The NZUP programme was revised in June 2021, with the funding increased to around \$4.3 billion and changes to the scope, cost and timing of these projects.

In July 2020 as part of its Covid response, the NZ government announced its 'Shovel Ready' initiatives, which provided funding for a number of transport projects that might otherwise have struggled to be completed (such as Puhinui Interchange and the Downtown Ferry Terminal) or be started quickly, creating jobs and benefitting the region. The Northwest Bus Improvements will see faster and more reliable bus services along SH16 with improved station and stop facilities at Westgate, Lincoln Road and Te Atatu.

The Government has also provided special purpose vehicles (SPVs) to allow funding of specific new growth-related projects, such as infrastructure for the Milldale development at Wainui. It's likely more of this funding approach will be required in the future.



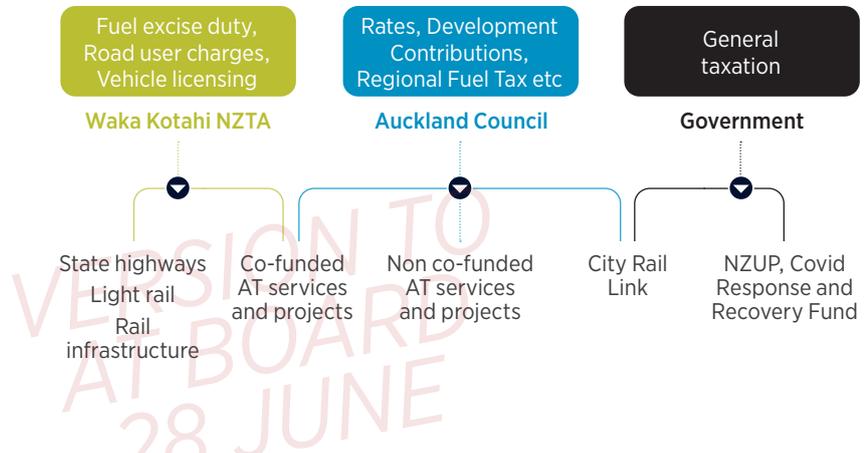
Transport funding cont.

Planned transport funding for Auckland

The ATAP 2021 Agreement between Auckland Council and the Government signals \$31.4 billion of funding for a programme of specified transport investments in Auckland over the next 10 years, endorsed by Cabinet and Auckland Council. This is an increase of \$3.4 billion when compared with that signalled in the 2018 RLTP. In June 2021, the government revised the NZUP programme with a further allocation of \$800 million.

Another \$4.8 billion of direct user pays fees, such as parking revenue and public transport fares, supports the investment being made in day-to-day transport services delivered by AT.

Funding sources by broad category



| TRANSPORT FUNDING 2021-2031 (INCLUDING DIRECT USER CHARGES) | ATAP FUNDING |
|--|-----------------------|
| Auckland Council for AT Operations | \$ 3.4 billion |
| Auckland Council for AT Capital | \$ 5.5 billion |
| Auckland Council for CRL | \$ 1.3 billion |
| National Land Transport Fund | \$ 16.3 billion |
| Crown funding for CRL | \$ 1.3 billion |
| Crown funded NZUP | \$ 3.5 billion* |
| Crown funded COVID-19 Response and Recovery Fund | \$ 0.1 billion |
| Subtotal: ATAP Agreed Funding | \$31.4 billion |
| AT User Pays Fees (PT fares, parking fees) | \$ 4.8 billion |
| Total Transport Funding 2021-2031 | \$36.2 billion |

* This figure does not reflect the further \$800 million allocation signalled by the Government in June 2021.

Consistent with the ATAP Agreement, the RLTP assumes that the NLTF will provide \$16.3 billion between 2021 and 2031. The delivery of the programme in this RLTP depends on the availability of the funding set out in ATAP 2021 and critically, ensuring that it is allocated according to the agreed ATAP programme. This is most important for AT’s elements of the ATAP/RLTP programme, which depends on financial assistance from Waka Kotahi.

ATAP has identified around \$11.4 billion of capital projects that would be delivered by AT. Of these, AT considers that around \$400 million relating to level crossings and school speed management should be fully funded from the NLTF, although the funding arrangements for these are not finalised. Implementation of the ‘Community Connect’ Public Transport Concession Card Trial will be fully funded by the Crown.

This leaves an AT capital programme of around \$11 billion to be co-funded by Auckland Council and the NLTF. Auckland Council has committed \$5.5 billion in its LTP giving an \$11 billion envelope aligned to the ATAP assumptions. In practice, the matching co-funding from Waka Kotahi can vary, as individual projects are assessed for subsidy through a business case process. The share of AT’s capital funding from the NLTF over the past three years has been less than the levels assumed in ATAP.

The ATAP Parties have agreed to re-examine the funding arrangements for AT, as without a change to these arrangements, AT will not be able to deliver the programme set out by ATAP and presented in this RLTP. However, changes take time to implement, and still may not achieve the level of co-funding assumed. We have decided, therefore, to present the implications of these different co-funding scenarios.

Depending on the funding scenarios above, we will prioritise according to the categories below.

Category One (Committed and Essential)

This scenario is based on the assumption that AT continues to receive the NLTP subsidy at past rates across its capital programme, historically around a 59:41 funding split between Auckland Council and the NLTF. This would provide a capital funding envelope for AT projects of around \$9.3 billion which is \$1.7 billion less than the preferred allocation to AT in the agreed ATAP programme.

Category One projects reflect the highest priorities and are included in the ATAP Recommended Programme's Committed and Essential category.

Category Two (Prioritised)

This scenario is based on the assumption that all AT eligible projects and programmes receive the full 51 percent NTLF financial assistance rate at the cost levels included in this RLTP. Historically, this has not always occurred. Under this scenario, the expected level of funding for AT's capital programme increases to around \$10.4 billion.

Category Two projects reflect the second highest priority within the programme. RFT projects in Category Two will be the highest priority.

Category Three (Requires changes to current funding settings)

This scenario assumes that Waka Kotahi is able to use discretion within its funding rules to enable the full funding of the AT programme included in ATAP, for example, by applying a higher financial assistance rate for nationally significant rapid transit projects being delivered by AT (such as the Eastern Busway). Under this scenario, the expected level of funding for AT's programme would be \$11 billion, plus projects funded fully from the NLTF, which is the same funding level that Auckland Council has assumed in its 2021 LTP.⁵

Category Three projects, although still very important, are the lowest priority in the programme, and will be the first to be deferred if assumed funding levels are not achieved.

Although changes to Waka Kotahi funding approaches are needed to deliver the total ATAP programme, including AT projects, the overall Waka Kotahi funding allocation remains within the \$16.3 billion signalled for Auckland within the GPS.

As part of the ATAP Agreement, it is expected that the allocation to the Local Road Maintenance Activity Class in the 2024 GPS will need to be increased in the context of broader trade-offs and affordability. This is to ensure sufficient funding is available to cover the increase in renewals included within this programme.

Funding for operations

In addition to the above, there are challenges around the availability of operational funding. However, extra funding of \$200 million has been included in the AT budget for bus and ferry services compared to the draft RLTP. Auckland Council has agreed an additional \$50 million funding as part of its decisions on the final 2021 LTP, to be matched by an equivalent amount of funding made available by AT from operational savings, and co-funding from Waka Kotahi.

Other changes arising due to changes to Auckland Council's Long Term Plan

AT has also made changes to the phasing of its capital programme over the 10-year period. These changes arise due to an assessment of the deliverability of a large capital programme in the early years of the RLTP, as well as a re-phasing by Auckland Council of its capital funding to AT as part of its final 2021 LTP decisions.

⁵ Although it is important to note that the funding level would be reached by some AT projects receiving a higher than normal financial assistance rate to compensate for projects that do not receive any subsidy. There is no expectation of a 50:50 funding subsidy on every project.

06.

Auckland’s transport challenges

Auckland faces significant transport challenges now and into the future.

These reflect the region’s substantial ongoing population growth, a challenging natural setting and historical approach to land use, along with a legacy of under-investment (particularly in public transport and cycling), ageing roads and transport facilities, and global threats like Covid-19 and climate change.

A key part of developing this RLTP has been the upfront effort that has gone into defining the problems that need to be solved.

FOUR KEY CHALLENGES HAVE BEEN IDENTIFIED:



Climate change and the environment – Emissions and other consequences of transport are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change



Travel options – A lack of competitive travel options and high car dependency as the city grows is limiting the ability to achieve the quality compact urban approach for Auckland



Safety – The transport system has become increasingly harmful and does not support better health outcomes



Access and connectivity – Existing deficiencies in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities



Climate change and the environment

Emissions and other consequences of transport are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change

Climate change and GHG emissions

There is a growing global, national and local need to urgently address the threats posed by climate change through reducing GHG emissions. The scientific evidence is compelling. In New Zealand the Climate Change Response (Zero-Carbon) Act was enacted in 2019, which requires national GHG emissions to be net-zero⁶ by 2050. In June 2019 Auckland Council declared a climate emergency, followed by the endorsement in July 2020 of Te Tāruke-ā-Tāwhiri: Auckland’s Climate Plan.

Tackling climate change will require a very significant change to the way we travel around our region although the timing and the detail of how this change might unfold are still to become obvious.

Climate change targets

Development of the RLTP through ATAP occurred with a strong awareness of central government climate change legislation and Auckland Council climate change targets. Auckland Council – through its C40 obligations⁷ and the Auckland Climate Plan – has committed to a 50 percent reduction in emissions by 2030, the amount required to keep the planet within 1.5°C of warming by 2100.

The Auckland Climate Action Plan outlines an indicative scenario of how that might be achieved (which assumes a 64 percent reduction in transport emissions) and a series of actions.

The Zero Carbon Act has a 2050 target of net-zero emissions. The Climate Change Commission 2021 Draft Advice for Consultation provides a 2030 target of reducing New Zealand’s total emissions by 18 percent, which assumes a 19 percent reduction of transport emissions.

Auckland’s emissions and road transport

The scale of the challenge presented by achieving either the Auckland Council or legislative targets is large and in Auckland the challenge is far greater than the scale of the change required for the rest of New Zealand. In 2018, Auckland’s total emissions were 11,500 kilo-tonnes, which is around 15 percent of New Zealand’s total emissions. Auckland’s road transport is around 5.5 percent of New Zealand’s total emissions.

Road transport has consistently been Auckland’s largest single source of GHG emissions at 38.5 percent in 2018. The overwhelming majority of these emissions (80 percent) come from private motor vehicles and light commercial vehicles. Heavy vehicles (or freight and buses) account for 20 percent of land transport emissions.

Given the scale of Auckland’s contribution to New Zealand’s transport emissions, failure to make substantial emissions reductions in Auckland will severely limit New Zealand’s ability to meet its climate change targets.

2030 Climate targets

| DOCUMENT | TARGET FOR | TARGET EMISSION REDUCTION | | REDUCTION RELATIVE TO.... |
|--|-------------|---------------------------|--------------------|---------------------------|
| | | ALL | TRANSPORT SCENARIO | |
| Te Tāruke-ā-Tāwhiri: Auckland’s Climate Plan | Auckland | - 50% | - 64% | 2016 |
| Climate Change Commission 2021 Draft Advice for Consultation | New Zealand | - 18% | - 19% | 2018 |

⁶ Net zero emissions, also known as “carbon neutrality”, is where the all GHG emissions produced by an entity (such as a country, city, or organisation) are fully sequestered or absorbed (typically by trees). That is, the amount emitted equals the amount absorbed.

⁷ C40 is a network of the world’s mega-cities committed to addressing climate change.

Auckland’s transport challenges cont.

Auckland’s total GHG and road transport emissions grew seven percent and 11 percent respectively between 2009 and 2018. These increases occurred over a period when public transport ridership increased by 75 percent. However a combination of the number of trips made and the length of the trips meant that the Vehicle Kilometres Travelled (VKT) by private motor vehicles, light commercial vehicles and heavy vehicles also increased by 28 percent (2009 to 2019).

Essentially, increased demand for travel around the region (generated by an increased population and improved economic growth) has more than off-set vehicle fleet efficiency improvements and increasing per capita public transport patronage.

What drives transport emissions?

Understanding the transport emission challenge

Road transport emissions are driven by two key factors:

$$\text{Vehicle Kilometres Travelled (VKT)} \times \text{average vehicle CO}_2\text{e per km} = \text{Total CO}_2\text{e}$$

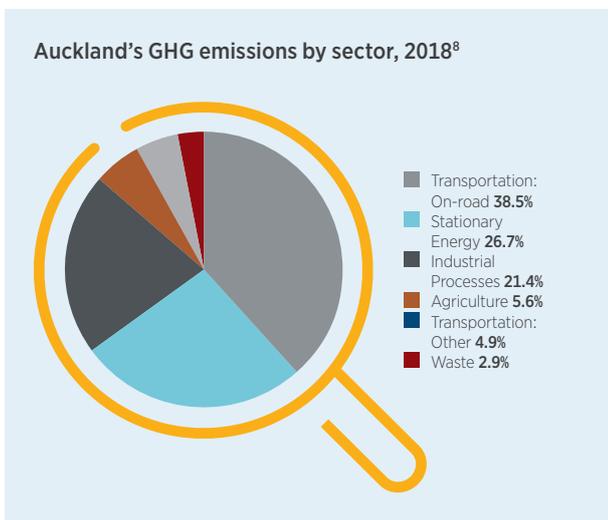
In simple terms this can also be described as ‘the length and number of trips we make in vehicles multiplied by the average carbon emissions of Auckland’s private and public vehicle fleet’.

The amount of kilometres travelled in vehicles is primarily driven by the demand for private vehicle travel, which is in turn influenced by the attractiveness of travel alternatives, trip purpose and length.

Vehicle emissions are influenced by the overall make-up and efficiency of the vehicle fleet (in terms of fossil fuel consumption), the type of fuel being used (diesel emits more than petrol) and travel speed.

Critically, as the amount of kilometres we travel in vehicles is one of the two key factors in emissions, it is total distance travelled on a weekly or (more accurately) annual basis that is key.

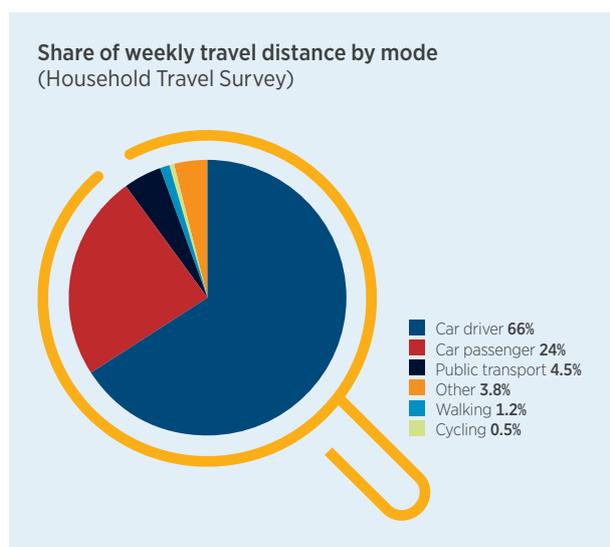
The proportion of distance travelled in private vehicles on a weekly basis (around 90 percent) is significantly higher than what we see during the traditional peak period journey to work commute. This is because trips outside peak periods are for a different purpose. They are often social, business and personal trips, are more distributed, generally involve multiple locations, passengers or moving goods, and on average, are longer. They are also less affected by congestion or parking and are harder to serve with public transport.



⁸ Source: Xie, S (2019). Auckland’s GHG inventory to 2016. Auckland Council technical report, TR2019/002.

This means that the traditional transport planning, investment and monitoring focus on peak period trips (typically with congestion in mind) must be broadened to tackle distance travelled across the day and week and year.

It's estimated the proportion of kilometres travelled in the non-peak periods make up 67 percent of all kilometres travelled on the Auckland roading network.



Looking forward

Without action, population growth will drive up emissions

Reducing transport GHGs by reducing the weekly distance travelled by private vehicles in Auckland is extremely challenging. The projected reductions that can be achieved by investing in infrastructure and services alone are very modest due to the difficulty in encouraging changes in the way Aucklanders travel outside peak periods.

Auckland’s population growth will continue, making the hill that needs to be climbed much steeper: our population is forecast to increase by 22 percent between 2016 and 2031, and we can expect a similar increase in private vehicle travel and therefore emissions.

Significantly reducing transport GHGs will require investment in projects, programmes and services that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth. However, at best, an investment-only approach could only hope to hold private vehicle travel to today’s levels, leaving the problem of existing travel and emissions.

Consequently, to achieve significant reductions in Auckland’s transport GHG emissions, we must also implement measures that move the private vehicle fleet towards low or zero emissions options as it is renewed. Unfortunately, current projections for ‘decarbonising’ the average private vehicle owned by New Zealanders do not see significant reductions in GHG emissions until 2035. Without some catalyst for change, the impacts of decarbonisation will take time to generate results, so additional measures must be introduced more rapidly if significant GHG emission reductions are to be achieved by 2030.

VERSION TO
AT BOARD
28 JUNE

Auckland's transport challenges cont.

Climate change impacts on the transport system

In addition to reducing emissions, Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.

Roughly five percent of Auckland's road and rail strategic networks are found in areas susceptible to coastal inundation, including parts of the state highway network which are crucial links for freight movements and access to key regional destinations.

Over 1,000km (or about 13 percent) of AT's local road network has recently been identified as vulnerable to a 1-in-100 year flood event. AT is currently identifying and prioritising the risks of climate change to the transport system (assets, services, customers and staff) to permit a more strategic approach to designing and managing our assets in the future.

Heat stress and drought increasingly impact the transport network with melted bitumen, low soil moisture content affecting street trees and buckling railway tracks that slow train travel.

In addition, the increasing frequency and severity of rain events is also causing damage to Auckland's transport infrastructure by creating slips, flooding road corridors and impacting seawalls that require expensive remediation, further increasing the likelihood of service disruptions.

Climate change adaptation looks at how the region's transport network can be designed and built to provide greater resilience. Changes include more green infrastructure, using natural systems to provide shade, and improved connections to stormwater.

Lifting the lower lying sections of Tāmaki Drive is an example of the work AT is currently doing in response to climate change.

Contaminants, stormwater and ecosystems

As Auckland grows, so does the impact on the environment that we live in. We need to provide infrastructure and services that reduce our impact on the environment and conserve and enhance it for future generations.

Protecting, improving, enhancing and restoring the mauri of our harbours and streams will improve the quality of life for all Aucklanders. Opportunities for green infrastructure to be incorporated into the road network include rain gardens to filter road runoff before it discharges to the harbour, and trees to provide shade, reduce runoff volumes and provide habitat and pollination pathways for insects and wildlife.



AT has raised the height of the Tāmaki Drive seawall to improve resilience to sea level rises



“My local bus connects with the Northern Express and gets me to work faster than my car. It’s cheaper, easier and better for the planet.”

Maree, North Shore

Auckland's transport challenges cont.



Travel options

A lack of competitive travel options and high car dependency as the city grows, is limiting the ability to achieve the quality compact urban approach for Auckland

Public transport

The public transport network has transformed since its low point in the 1990s, but more is needed to deliver the requirements of Auckland's transport strategy and achieve a quality compact urban form. The network effectively supports the city centre and fringe, enabling this area to grow without an increase in peak period car travel.

Outside of the central area (which only accounts for around a quarter of employment), public transport attracts a lower share of commuting trips, even after an extensive reorganisation of the bus network to improve frequency, reliability and coverage. Following the roll out of the New Bus Network, approximately 39 percent of Aucklanders currently served by public transport live within 500 metres of a rapid or frequent public transport stop.

The RTN is the part of the network most likely to act as a catalyst for more intensified development. However, it is currently limited to the rail network and Northern Busway, which provides walk-up access for just over 300,000 Aucklanders. Although there is evidence of greater housing intensification around the RTN (which will be enhanced by changes to land use regulation) it is not enough to carry compact city objectives on its own.

Much of Auckland's public transport network is simply not fast enough to compete with private car travel, even during the peak periods. This is particularly the case for much of the frequent bus network, which operates on the same congested roads as general traffic.

At present, Aucklanders can access around three times as many job opportunities within 30 minutes by car as they can by public transport in 45 minutes. Between 2013 and 2018 around 60 percent of Auckland's growth in commuting trips, and 50 percent of its employment growth, occurred in outer urban communities which are heavily reliant on private vehicles.

Looking forward

Public transport needs to be faster and more reliable if it is to absorb a greater share of future trips and act as a catalyst for intensive development in centres, and rapid and frequent services need to extend more widely across the region.

For the public transport network to fulfil its role, further investment is required to:

- Continue improving the public transport customer experience making it simpler and easier to use
- Continue to serve the growth of the city centre as an employment destination
- Extend the catchment of the RTN across Auckland's urban area and developing greenfield areas
- Effectively serve a wider range of key destinations beyond the city centre
- Improve the coverage of the FTN by increasing investment in services
- Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic
- Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes
- Replace ageing ferries required to deliver existing ferry services.



Active transport

There is significant potential for walking and cycling to play a much greater role in meeting Auckland’s transport needs. Past urban development patterns and a lack of investment in safe environments or facilities has created barriers to Aucklanders walking and cycling more.

A very small proportion of people have access to a completed cycling network that will take them safely and comfortably to their destination. Investment has been made in recent years to extend the Auckland cycle network, however progress has been slower than anticipated. Nevertheless, there have been significant increases in trips taken by bike associated with the opening of new and improved facilities. Auckland’s highest monthly total of recorded cycling trips was recorded in February 2020, just prior to the Covid-19 lockdown.

The emergence of e-bikes and micromobility is rapidly making active transport more attractive to people who previously may not have considered it a viable mode. The distances people are able to travel is about 50 percent more than on a normal bike or scooter, and the travel time is reduced. Shared micro-mobility devices can increase the range of the public transport network as many people utilise shared mobility for first and last leg journeys to public transport.

Walking also has the potential to play a much greater role in how Aucklanders move around the region, in particular for shorter journeys by people who live close to the city, near public transport, for trips to and from schools, and within local neighbourhoods. However the time taken, and the quality of the pedestrian environment, is a key barrier to increasing the number of walking trips.

Looking forward

For active transport to increase across Auckland, further investment is required to:

- Continue the delivery of the Urban Cycleways Programme to progress development of the cycle network
- Deliver cycleways in areas associated with the Cycling Investment Programme
- Deliver important travel behaviour change programmes such as safe schools and Travelwise to encourage more people to use active transport
- Continue to develop and improve safe cycling infrastructure on the cycle and micromobility strategic network
- Increase the comfort and safety of people on bikes across the wider transport system
- Make some historical cycling infrastructure fit-for-purpose and consistent with customer requirements.

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Auckland’s transport challenges cont.

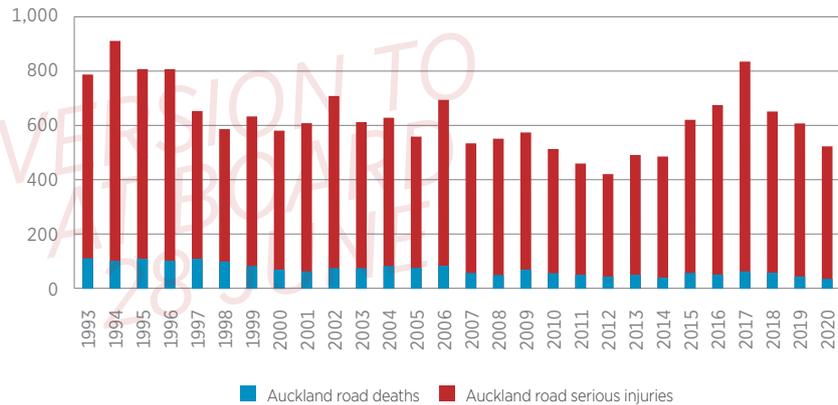


Safety

The transport system has become increasingly harmful and does not support better health outcomes

The transport system has the potential to cause both direct and indirect harm to the people of Auckland. The most direct form of harm is through death and serious injuries because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health. These include harm caused by air and noise pollution originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.

Auckland Death and Serious Injuries 1993-2020



Death and Serious Injuries

Auckland has the highest rate of DSI per kilometre of road when compared to all other New Zealand regions.

While DSI on the Auckland road network had generally declined over recent decades, this trend reversed in 2013 and there was an alarming increase in road trauma between 2013 and 2017.

In response, a significantly enhanced and accelerated safety programme was provided for in the 2018 RLTP, and Auckland adopted the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019.

Auckland’s Vision Zero goal is to have no DSI on the transport system by 2050. This approach puts people first, and recognises that humans are vulnerable and will make mistakes. The transport system needs to ensure that when those mistakes happen, no-one is killed or seriously injured.

Good progress has been made since 2017, with the increasing trend in DSI stopped and numbers dropping from the peak of over 800 DSI in 2017, to 525 in 2020. While this recent trend is encouraging, the results are still significantly above Auckland’s Vision Zero goal. In addition, we have since seen a significant upturn in DSI following the second Covid-19 lockdown in August 2020.

The following table shows the key contributing causes of DSI, and death only, on the Auckland network.⁹

| IMPORTANCE OF CONTRIBUTING CAUSE | DEATH AND SERIOUS INJURIES (DSI) | DEATHS |
|----------------------------------|-------------------------------------|--------------------------------------|
| 1st | Excess speed (22.2%) | Alcohol/other drugs (38.6%) |
| 2nd | Alcohol/other drugs (18.5%) | Excess speed (36%) |
| 3rd | Distraction (7.7%) | Non-restraint (seatbelt) use (23.3%) |
| 4th | Non-restraint (seatbelt) use (6.1%) | Distraction (6%) |

The above analysis highlights the importance of road safety education, ensuring speed limits on Auckland’s roads are safe and appropriate, and that there is compliance and enforcement with respect to alcohol and drugs, speed, and the wearing of seat belt restraints.

⁹ Drawn from Waka Kotahi Crash Analysis System data: Five-year average 2015-2019



Air and noise pollution

The transport system is a significant contributor of harmful emissions, such as nitrogen oxides (NOx) and airborne particulate matter (fine particles in exhausts).

Vehicle emissions are the largest contributors to poor air quality in Auckland. Human-made airborne particulate matter is associated with premature deaths, cardiac hospitalisations, respiratory hospitalisations and time away from work.

As the ageing vehicle fleet in Auckland is replaced with newer vehicles, the emissions from exhausts are reduced and air quality is improved. The introduction of EVs, particularly heavy vehicles like electric buses and trains, contribute significantly to improving the quality of the air we breathe along our busy roads and streets.

The transport system also creates significant levels of noise pollution, in particular for properties closest to state highway and arterial networks. Negative effects of noise pollution on humans include sleep disturbance, cardiovascular and physiological effects, mental health, and adverse impacts on the ability to perform cognitive tasks and memory.

Human health

An unsafe transport system limits the range of realistic travel options available to Aucklanders. With insufficient physical activity being a key risk factor for conditions such as cardiovascular disease, cancer and diabetes, removing barriers to walking and cycling provides a genuine opportunity to support Aucklanders to living longer and healthier lives.

Auckland's transport challenges cont.



Access and connectivity

Existing deficiencies in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities

Auckland has enjoyed a period of major investment in its public transport and motorway networks since 2005.

The public transport network has been transformed with increased public transport frequency across key corridors, the completion of the Northern Busway, the upgrade of trains, double tracking of the western rail line, investment in rail stations and electrification of the rail network. The bus network has been successfully re-organised with a significant increase in services using a modern bus fleet.

It's now easier to use buses, trains and ferries with the AT HOP Card (used for approximately 95 percent of all trips on public transport in 2019) and the AT Mobile app (used regularly by over 300,000 Aucklanders in 2019). Access and payment for AT's parking facilities has been simplified using the AT Park app.

The capacity of the motorway network and its connections have substantially increased, with improvements made to the central motorway junction, the completion of the western ring route including the Waterview Connection, improved access to the Auckland airport precinct and widening of the southern motorway.

Making it easier for Aucklanders to use multiple transport modes to complete a trip – in cars and bus, car and train, bike and bus, or bike and train – is also important. As a result there are now just over 6,000 car parks at park and ride sites (10 percent added in the last three years), and more bike facilities at public transport interchanges and in off-street car parks (such as in the Toka Puia car park in Takapuna). More of these improvements are planned at targeted locations across Tāmaki Makaurau.

As a result of these initiatives, there has been a renaissance in public transport with annual boardings reaching 103 million by November 2019 (before the impacts of Covid-19). More recently, an investment in cycleways has led to a rapid increase in the number of people on bikes in areas where safe infrastructure is available.

However, strong population growth, particularly from around 2013, has continued to put pressure on Auckland's transport network. This growth, combined with positive economic conditions, saw a major increase in per-capita car ownership, and the distance travelled by Auckland's private motor vehicle fleet, continuing to 2019. There has been an increase in congestion in both the peak and interpeak periods that was only eased with the opening of the Waterview Connection and SH16 improvements in 2017. Since then, congestion has held relatively steady at a regional level.

Substantial parts of the strategic bus and road networks are heavily congested, which impacts the everyday travel of public transport customers, and also for freight operators, who report worsening conditions impacting their business.



“As someone who takes the train all the way from Pukekohe to the city, I can’t wait for the Pukekohe to Papakura part of the line to be electrified. This will make my journey so much easier... I won’t need to change trains at Papakura and the journey will be a lot more convenient. I like to have the laptop out while I’m travelling, so being able to stay on the same train all the way to work will make a huge difference.”

Natalie, Pukekohe



Auckland’s transport challenges cont.

The following figures show deficiencies in travel time reliability of buses and general traffic.



Current deficiency on the bus network
 Indicator: Bus travel time reliability LOS (AM peak)
 High LOS F
 Moderate LOS E



Current deficiency on the general traffic network
 Indicator: Traffic travel time reliability LOS (AM peak)
 High LOS F
 Moderate LOS E

Looking forward

Auckland’s population growth is projected to continue at a similar rate for the next 30 years. This presents the opportunity to harness benefits of scale as the region develops and becomes more compact, and public transport becomes faster, has increasing geographic coverage and becomes more competitive.

Meanwhile, the number of jobs able to be accessed within a reasonable travel time by private vehicle will remain critical to Auckland’s economy, particularly for those parts of Auckland where people are dependent on vehicles.

Greater equity in access to opportunities is also important if the benefits of growth are to be spread more evenly across Auckland.

Access to the transport network goes beyond how close transport services or facilities are to a person’s home or place of work. Access is also about how affordable the transport choices are that Aucklanders have.

To achieve the benefits of scale, Auckland’s transport strategy to avoid congestion increasing is to absorb future growth in travel demand by improving the public transport and active mode networks and encouraging more Aucklanders to change the way they travel. Targeted improvements to the road network to address key small-scale choke points also need to be delivered.

Without these improvements, changes in travel behaviour will not occur, congestion will increase, inequitable access to jobs and education will remain embedded, and Auckland will not see the full benefits of its ongoing growth.

Accommodating growth

Over 1.7 million people now call Auckland home, and the region is forecast to grow substantially in the coming decades, exacerbating housing shortages.

The Auckland Plan 2050 provides Auckland's 30-year development strategy, which shows that Auckland will grow through a combination of 'brownfields' (building up) infill development and 'greenfields' (building out) future urban areas.

Auckland Council and central government have identified a number of spatial priority areas where they expect concentrated growth to occur. As these large developments will concentrate demand, specific transport infrastructure is required to support sustainable travel outcomes and minimise the effects of congestion.

Supporting spatial priority areas requires both public and private investment. Generally speaking, the local private infrastructure required for growth is delivered by developers, for example, new local roads and footpaths inside subdivisions. Accompanying public investment can take the form of wider network improvements, (e.g. arterial upgrades) and the delivery of complementary public transport, walking and cycling networks. This last set of initiatives is important, as it enables growth to occur in a way that does not create future car-dependent communities.

Maintaining and renewing the network

AT is the regional guardian of \$21.1 billion of publicly-owned assets. This includes 7,638km of arterial and local roads, 7,431km of footpaths, 348km of cycleways, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands. In addition, Waka Kotahi manages transport assets valued at around \$15.9 billion which includes state highways, bridges, road tunnels and other structures.

Maintaining and renewing these assets is a significant undertaking. The temporary closure of the Auckland Harbour Bridge last year (due to an accident caused by freak wind gusts) and ongoing issues encountered with the rail network clearly demonstrate the importance of ensuring the resilience and reliability of our infrastructure.

Since the 2018 RLTP, a number of factors have placed increased pressure on the local road and asset network:

- Auckland's increasing population and demand for travel, leading to faster deterioration of road pavements
- Increasing numbers of heavy vehicles operating on the network including growth-related construction, service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses
- An increasing local network asset base, which is growing by around 1.5 percent every year through the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities)
- Significant increases in construction costs and the cost of renewals, in particular road rehabilitation which makes up the largest share of AT's renewal spend
- Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog
- Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation.

Without action to address the impact of these factors, the local network asset base will fall below standard leading to increased reliability issues and higher costs to resolve over the long-term.

07.

Responding to Auckland’s transport challenges

The pathway forward

This section describes the transport programme to respond to the challenges outlined in the previous section.



Travel choices – Provide and accelerate better travel choices for Aucklanders



Climate change and the environment – Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates



Access and connectivity – Better connect people, places, goods and services



Safety – Make Auckland’s transport system safe by eliminating harm to people



Growth – Enable and support Auckland’s growth through a focus on intensification in brownfield areas and with some managed expansion into emerging greenfield areas



Asset management – Sound management of transport assets



Other items – Local Board programmes, technology and organisational improvement initiatives

The responses reflect the direction set out in ATAP approved by central government (Cabinet) and Auckland Council (Planning Committee).

The programme is built off the landmark programme included in the 2018 RLTP. Most of the 2018 investment programme remain, which is expected noting that we are in year three of the 10-year investment programme.

A significant amount of the total RLTP programme is required to keep the existing transport network functioning effectively, renew the existing asset base, and complete committed and essential capital works.

This RLTP is focussed on completing transport projects that are already underway (such as the Eastern Busway), investing in new electric trains and infrastructure to meet the expected patronage boost from the \$4.4 billion CRL, and maintaining momentum on core priorities like reducing DSI on the transport network.

Committed and essential items account for over 90 percent of the \$31.4 billion programme presented in this RLTP. They include \$3.5 billion government-nominated and funded upgrade projects in the NZUP, and a further \$1.8 billion of government seed funding for the city centre to Mangere (CC2M) and northwest rapid transit projects.

This leaves \$2.1 billion over 10 years – less than 10 percent of the programme for new investments. This is applied to further address the issues of existing congestion, encourage alternative modes, ensure equity of access, provide infrastructure for growth, complement other climate change policies, and respond the requirements of local communities.

Twenty billion dollars of potential projects and initiatives competed for the allocation of the remaining 'discretionary' funding. Prioritisation of projects and initiatives was done using a range of inputs and utilising different methods, including:

- Future Connect assessments
- The Portfolio Investment Approach tool (PIA)
- The Urban Growth Assessment Framework
- Business case and project information and advice
- Assessment and advice from AT, Waka Kotahi and KiwiRail on a number of programmes and projects
- Information on the Auckland Housing Programme.

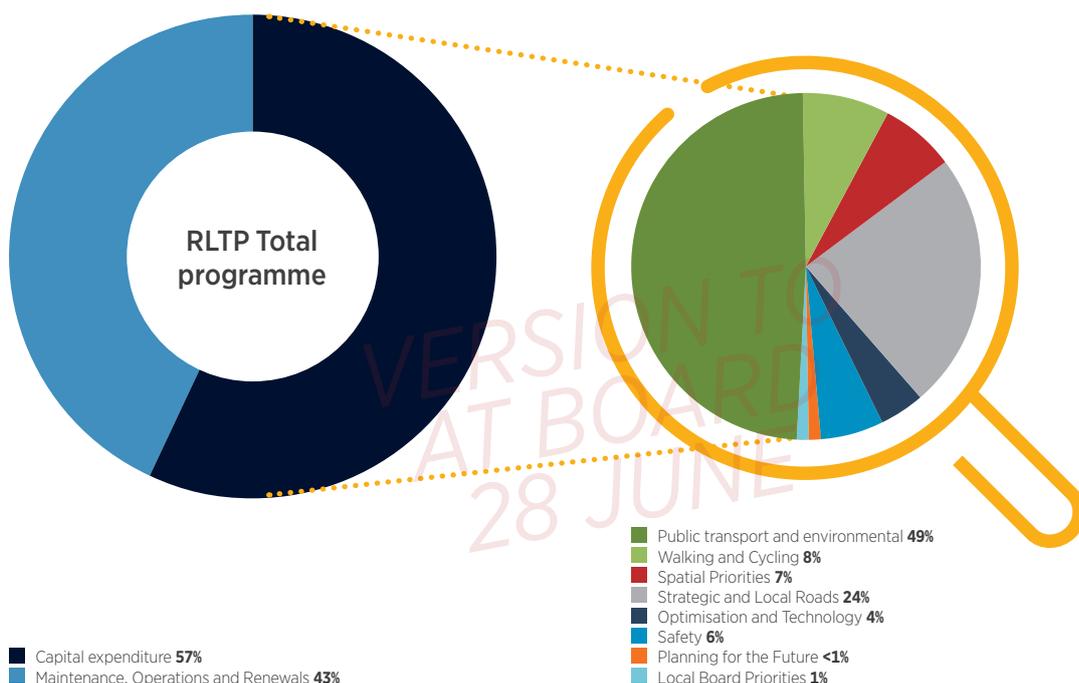
A short-list of prospective projects was evaluated using the PIA tool. These projects included existing projects not categorised as committed or essential, and new projects. The evaluation was based on Future Connect problem statements and ATAP objectives.

Multiple options or packages of investment were then developed to illustrate potential investment choices and trade-offs based on the ATAP objectives. The different packages are based on:

- a climate change option,
- a spatial response,
- a modeshift (PT) focused response,
- a modeshift (active modes) focused response,
- a Drury-focused response, and
- two blended packages.

Each option has the same base programme which accounts for \$29.3 billion of the \$31.4 billion funding available. The alternative package options focus on the potential investment choices and trade-offs for the \$2.1 billion of discretionary funds. Not surprisingly, given the limited amount of discretionary funding, there was limited difference between the packages.

The programme presented here is heavily weighted towards core expenditure on the maintenance and renewal of existing transport assets and to public transport services and other operating items. Together these make up around 43 percent (\$13.7 billion) of the total programme. Of the remaining investment in new projects and programmes, the focus is on public transport and active modes, which make up around 57 percent of the remaining package.



A full listing of the proposed programmes and projects, organised by delivery organisation, is provided in the Appendices.

Responding to Auckland’s transport challenges cont.

The proposed programme will enable significant progress and contribute to making Auckland an even better place to live. However, even with a programme of this scale – a record level of funding - Auckland’s transport challenges will not be solved in 10 years. Quite aside from funding, issues such as construction industry capacity and the community’s tolerance for much greater levels of construction are likely to limit what is required to be delivered over the next 25 years.

The need for policy change

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 includes a number of policy responses, many of which require significant advocacy from Auckland to progress. These are discussed in more detail as part of an integrated approach in Section 8.

Policy responses proposed by the 2021 RLTP

| OBJECTIVES | POLICY RESPONSE |
|---|---|
| Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates | Accelerate EV uptake with purchase incentives |
| | Change current road pricing mechanisms to better manage travel demand |
| | Motor fuel taxes (including the Emissions Trading Scheme) |
| | Greater use of biofuels for powering vehicles and vessels |
| | Improve vehicle fuel efficiency standards |
| | Employee remote working |
| Provide and accelerate better travel choices for Aucklanders | Remove the Fringe Benefit Tax (FBT) for public transport subsidies made by employers for employees |
| | Implement ‘Community Connect’ (Public Transport Concession Card Trial) which provides a 50 percent discount on public transport fares for Community Services Card holders |
| | Increase discounts for interpeak fares on eligible bus, train and ferry services |
| | Continue to offer the ‘Child Fare Free Weekend’ initiative on eligible bus, train and ferry services |
| Make Auckland’s transport system safe by eliminating harm to people | Higher penalties for speed, distraction, impairment and restraint offences |
| | Enhance enforcement of drug driving |
| | Improve the safety of heavy vehicles for vulnerable road users |
| | Introduce alco-locks for drink-driving offenders |
| | Ongoing implementation of speed limit reviews on high risk roads to ensure they are safe and appropriate |
| Better connect people, places, goods and services | Continue to develop an alternative road pricing scheme encompassing demand management to allow for more productive use of the roading network |
| | Continue to roll out automated enforcement of transit and bus lanes to ensure higher network productivity and improved safety |
| | Continue to roll out residential parking schemes in relevant suburbs |
| Enable and support Auckland’s growth through a focus on intensification in brownfield areas and with some managed expansion into greenfield areas | Increase urban density and provide new funding tools |

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Travel choices

Provide and accelerate better travel choices for Aucklanders

The 2021 RLTP focuses strongly on providing Aucklanders with better travel choices to enable more sustainable and economically productive transport options. The goal is to reduce the number of single occupant vehicles, and particularly single occupant ‘fossil-fuel’ powered vehicles on our roads.

In the first half of the decade, extensions of the existing rapid transit network will be completed along with the CRL, a critical link in the existing rapid transit network. Significant improvements will be delivered to other parts of the rail network and the Urban Cycleways Programme will be completed.

By the end of the decade there will also be ongoing improvements to the underlying bus and ferry networks, separation of key FTN bus routes from general traffic lanes with a network of whole-of-route bus and transit lanes, and expansions and improvements to walking and safe cycling infrastructure across the region.

Rapid transit extensions

The RTN is a key investment priority and forms the largest category of capital investment in this RLTP.

Running free of congestion in dedicated lanes or corridors as much as possible, the RTN offers high capacity, high frequency services that are often faster than comparable private vehicle trips. The advantages offered, particularly in terms of access to the city centre and fringe, also make the RTN a key component when supporting the compact city strategy by encouraging high-quality intensive development alongside the network.

The transport programme in this RLTP will deliver a step-change in the coverage and performance of the RTN over the next 10 years. This RLTP will also see the RTN continue to diversify away from the city centre, providing high quality links to other key Auckland centres such as Botany, Pakuranga, Pukekohe, Drury, Albany, and Westgate.

Significant projects include:

- **Light rail:** Seed funding to progress new rapid transit lines from the city centre to Mt Roskill and Mangere (CC2M) and along the northwest corridor. In the near-term this project will focus on investigation, design, route protection and other pre-implementation activities.

The 2021 RLTP does not include completion of full light rail links from the city centre to Māngere and Auckland Airport, or to the northwest (as assumed in the 2018 RLTP). This reflects a revised view of the ‘additional funding sources’ that were assumed to be available for these projects in 2018.

- **Eastern Busway:** Completion of the Eastern Busway, providing a new rapid transit connection from Panmure to Pakuranga and Botany. This includes the Reeves Road flyover and new bus interchanges at Pakuranga and Botany. This project will improve travel choices by making public transport, walking and cycling realistic and safe options, and improve connections within the area and to the rest of Auckland.

The Eastern Busway is expected to carry more than 30,000 people per day between the rapidly growing south-eastern suburbs and the rail network in Panmure. This project will make journeys faster and more convenient, reducing travel time between Botany and Britomart. It will also help reduce traffic congestion and vehicle emissions.

- **Northern Busway** (part of Northern Corridor Improvements): The Northern Busway is currently being extended northwards to Albany with a new Rosedale Station added between Constellation and Albany Stations. This project will reduce journey times and improve bus reliability, with the Rosedale Station improving busway accessibility and reducing pressure on the existing Constellation and Albany Stations.
- **Northern Busway Enhancements:** A further \$62 million has been provided to deliver other improvements that enhance the capacity of the Northern Busway to meet current and projected demand (e.g. improvements at stations to increase the throughput and flow of buses).

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|---|--------------------|---|
| City Centre to Mangere & Northwest Rapid Transit (CC2M) | Waka Kotahi | 1,800 |
| Eastern Busway | AT | 874 |
| Northern Busway Enhancements | AT | 62 |
| Rosedale and Constellation Bus Stations | AT | 59 |
| SH18 Rapid Transit | Waka Kotahi | 3 |

Responding to Auckland’s transport challenges cont.

Rail network improvements

Auckland’s rail network forms a key part of the city’s rapid transit and freight networks. Recent investments in rail have resulted in substantial growth in rail passenger boardings, which reached 21.9 million trips in 2019 (before Covid-19 started to impact public transport use).

The rail network also plays an important role in the movement of freight, especially to and from the Ports of Auckland and Port of Tauranga. However, a step-change in use for freight and passenger rail needs over the last decade has also resulted in increased wear on the track. During 2020, KiwiRail started a significant track replacement programme which included temporary track closures and speed restrictions.

This RLTP will see a radical improvement in the performance and capacity of the rail network, particularly for accessing new areas of the city centre and fringe as the CRL comes into service in 2024. A key priority has been ensuring that the full suite of projects necessary to support the CRL is available, while simultaneously continuing to invest in maintenance and renewals.

Significant projects include:

- **The City Rail Link, new trains and supporting infrastructure**

The CRL will be transformational, delivering benefits across the region. It allows for significantly improved travel times to the city centre and across the entire rail network, doubling capacity and providing a direct south to west link. It will also benefit road users, as making public transport a better travel choice option will ease pressure on roads for those who need to use them.



The completed project provides a connection between Britomart Station and the western line at Mt Eden via a 3.45km twin tunnel underground rail link below the city centre. It will increase the capacity of the Auckland passenger rail network by transforming the downtown Britomart Transport Centre into a two-way through-station and provide significantly enhanced access to the city centre via two new underground stations at Aotea and Karangahape.

Over \$400 million will be invested in new trains, stabling and associated infrastructure to provide increased rail capacity. These trains will allow increased train frequencies and provide additional capacity to cater for the expected growth in patronage following the opening of the CRL.

\$320 million will be invested in level crossing and pedestrian crossing improvements in two groups, with the first group required for the increased train frequencies associated with the CRL.

The CRL is being future-proofed to cater for significantly more trains than currently operate on the rail network. Investment in this RLTP will enable trains on the three main lines (Western, Southern and Eastern) to operate more frequently both during peak times and throughout the day.

Timetables for Day One of the CRL’s operation are still being developed and are expected to be outlined in the 2021 Regional Public Transport Plan (RPTP). However, it is expected that the new Day One timetable will increase the number of people who can access the city centre by train from a pre-CRL capacity limit of 15,000 per hour to 22,500 per hour post-CRL. This is a capacity increase of 7,500 people per hour.

- **Papakura to Pukekohe Electrification**

Electrification of the rail network will be extended from Papakura to Pukekohe. This will allow the current old diesel fleet to be replaced by electric trains, reducing GHG emissions, enabling faster and more frequent services, and removing the need for customers to change trains at Papakura.

Three new, high-quality rail stations will be built at Drury and Paerata to support Auckland’s southern growth area. These stations will provide bus interchange, walking and cycling, and park and ride facilities to provide people with a range of choices on how best to access the rail network.

An improved park and ride facility at the Papakura Station will improve access to the rail network.

- **Wiri to Quay Park**

This project will ease congestion between freight and passenger rail services on the busiest parts of the network, and allow for increased services in the future to meet growing passenger and freight demand from the Ports of Auckland by better separating freight and passenger trains. Improvements will be delivered at Westfield and Wiri junctions, at Quay Park, and via a new third main track to be built between Middlemore and Wiri.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|--|--------------------|---|
| City Rail Link (CRL) | CRL | 2,600 |
| EMU Rolling Stock and Stabling Tranche for CRL | AT | 413 |
| CRL Day One - Level Crossing Removal | AT | 220 |
| CRL Day One - Infrastructure Package | KiwiRail | 61 |
| CRL Day One - Resilience and Asset Maintenance Programme | KiwiRail | 51 |
| CRL Road Side Projects | AT | 7 |
| Drury Stations | KiwiRail | 495 |
| Papakura to Pukekohe Electrification | KiwiRail | 375 |
| Wiri to Quay Park | KiwiRail | 318 |
| Level Crossings Removal - Group 2 | AT | 100 |
| KiwiRail Strategic Future Planning | KiwiRail | 47 |
| Progressive fencing and security | KiwiRail | 20 |
| Papakura Rail Station Park and Ride | AT | 10 |
| EMU Rolling Stock Current Tranche | AT | 5 |

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Responding to Auckland's transport challenges cont.

Bus, ferry and multimodal improvements

While the RTN operates at the top of Auckland's public transport hierarchy, the majority of boardings are on the frequent, connector and local bus and ferry networks. This RLTP contains a range of projects that will improve the reliability, capacity and attractiveness of these bus and ferry networks.

Significant projects include:

- **Downtown Crossover Bus Facilities:** Bus priority improvements along Customs Street and potential new bus facilities to the east and west of the city centre.
- **Midtown Bus Improvements** to enable an increasing number of buses to operate effectively there in the future. This project will deliver bus priority improvements along Wellesley Street and a new Learning Quarter/Grafton Gully bus facility.
- **SH16 Northwest Bus Improvements:** This project (part-funded by the Covid-19 Response and Recovery Fund) will deliver infrastructure to allow a new Northwest Express bus service to operate along SH16, connecting northwest Auckland with the city centre.

There will be interim bus interchange facilities delivered at Westgate, Lincoln Road and Te Atatu, with improved bus shoulder lanes along the Northwestern Motorway. A long-term rapid transit solution for the northwest corridor is expected to follow in the future.

- **Airport to Botany (A2B):** This rapid transit programme will improve travel choices and journey times for people in south and east Auckland.

Stage one of this project has delivered a new bus-rail interchange at Puhinui, bus and transit lanes between Manukau and the Auckland Airport precinct, and a new high frequency electric AirportLink bus.

The next stages to be delivered under this RLTP involve protecting the future A2B rapid transit corridor between Auckland Airport and Botany via Manukau, and extending the new AirportLink bus to Botany via Te Irirangi Drive.

Extending the AirportLink bus to Botany will be supported by bus interchanges and priority improvements along Te Irirangi Drive, with a move toward a rapid transit corridor in future decades.

- Over \$50 million to deliver new and extended **park and ride facilities** across the region, including in locations that support Auckland's growth.
- A new \$40 million programme to deliver **accessibility improvements** to public transport facilities across the region.
- Improvements to the landside transport infrastructure at **Matiatia Wharf** on Waiheke Island.
- **Other Public Transport Minor Improvements:** Almost \$200 million will deliver the ongoing programme of small but important public transport improvements across the bus, train and ferry networks. This includes new and improved bus stops, bus priority lanes, public information display signs (PIDs), rail station security and ticket control gates, double decker mitigation, Rosedale Bus corridor, and new neighbourhood bus interchanges.



Airport to Botany – Te Irirangi Drive Station artist rendering

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|--|--------------------|---|
| Downtown Crossover Bus Facilities | AT | 220 |
| Public Transport Safety, Security and Amenity | AT | 154 |
| Midtown Bus Improvements | AT | 132 |
| Northwest Bus Improvements | AT/Waka Kotahi | 100 |
| Airport to Botany Rapid Transit Route Protection | AT | 50 |
| Airport to Botany Stage 2 Bus Improvements | AT | 30 |
| Carrington Road Improvements | AT | 55 |
| Park and Ride Programme | AT | 51 |
| Accessibility Improvement Project | AT | 40 |
| Decarbonisation of the Ferry Fleet Stage 1 | AT | 30 |
| Double Decker Mitigation | AT | 29 |
| Matiatia Park and Ride | AT | 26 |
| Sylvia Park Bus Improvements | AT | 20 |
| 20Connect (SH20B) Route Protection | Waka Kotahi | 15 |
| Albert and Vincent Street Bus Priority Improvements | AT | 8 |
| Rosedale Road Corridor | AT | 8 |
| Neighbourhood Interchanges | AT | 6 |
| Community Connect (Public Transport Concession Card Trial) | AT | 4 |
| Downtown Ferry Basin Redevelopment | AT | 2 |

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Responding to Auckland’s transport challenges cont.

Rapid transit and the National Policy Statement on Urban Development (NPS-UD)

An implication of the NPS-UD requirements is that investment identified in this, or future RLTP’s may necessitate changes to the Auckland Unitary Plan.

The purpose of this section is to outline the status of Auckland’s RTN following the investment identified in this RLTP.

It also reflects the frequency of services described in the current Regional Public Transport Plan 2018-2028 (RPTP).

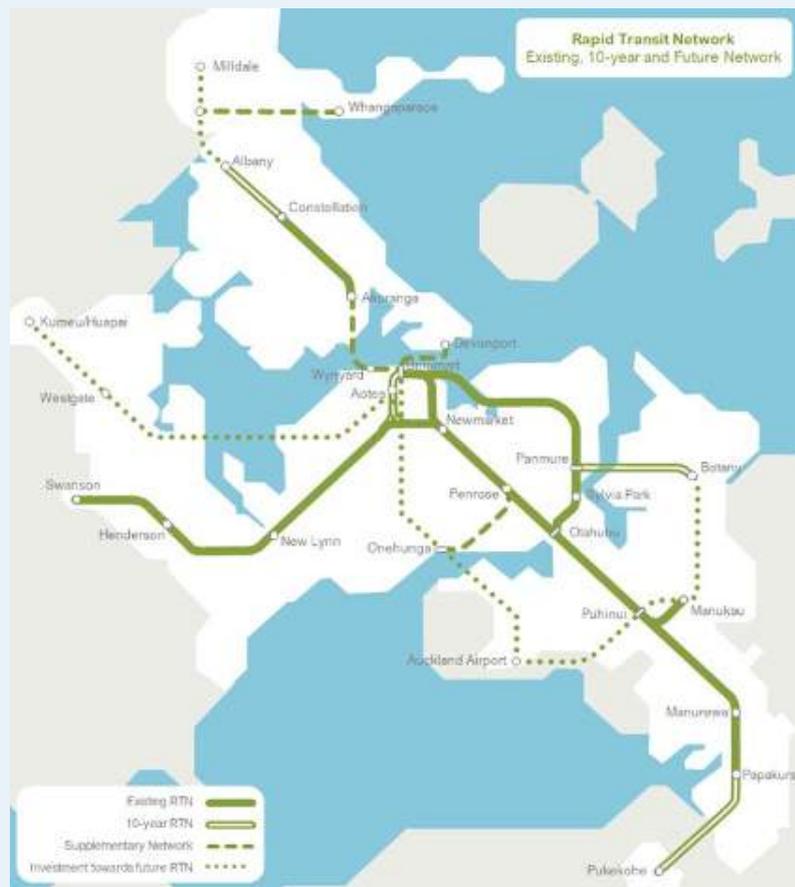
Auckland’s RTN will continue to develop over time. While some projects in this RLTP will improve the service characteristics of routes to the degree that they meet the criteria to be considered part of Auckland’s RTN, other projects are a stepping stone on the way to achieving this status in following decades.

Auckland’s existing RTN consists of the Northern Busway (between Constellation and Akoranga Stations), and the Western, Southern and Eastern rail lines.¹⁰ Within the 10-year timeframe of this RLTP, the network will be expanded to include the Northern Busway to Albany, the new Eastern Busway, and an extension of the Southern Line to Pukekohe.

The figure below shows:

- Existing and planned rapid transit routes (i.e. the RTN that will be in place at the end of the 10-year timeframe of the RLTP)
- Future rapid transit routes (as outlined in the Auckland Plan 2050) for which some investment is identified in this RLTP but will not meet the standard of rapid transit within the 10-year timeframe of this RLTP
- Parts of the transit network that do not meet the definition of rapid transit now or in the future, but are important to support the operation of the RTN, for example, the Onehunga branch line and Northern Busway section along SH1. These parts of the network are shown as ‘supplementary network’.

The locations of stops on planned services are finalised through processes outside of the RLTP (such as designations under the Resource Management Act). AT and Auckland Council will work together to determine where stops are for the purposes of meeting the NPS-UD’s requirements.



¹⁰ Some of these routes do not currently meet the frequency requirements for rapid transit; however they are proposed to do so by 2028 in the RPTP.

Connected Communities

The geography of Tāmaki Makaurau means that key strategic arterial roading corridors, mostly on the isthmus in Mt Eden, Mt Roskill, Remuera, Sandringham, Ponsonby, Grafton, Ellerslie, Panmure, Pakuranga and Manukau can become choked at certain times of day resulting in reduced productivity and impacting on the mental and physical wellbeing of Aucklanders.

A key driver for AT’s Connected Communities programme is separating buses on frequent transit routes from general traffic lanes with a network of whole-of-route bus or transit lanes, thereby creating more capacity in the remaining general traffic lanes for those who have no choice but to use private motor vehicles.

This project also pioneers AT’s ‘dig once’ philosophy to minimise disruption in local communities, incorporating and delivering 15km to 20km of safe cycling environments (and safety and walking improvements) along a number of key arterials. Notably 25 percent of DSI on strategic roading corridors are targeted by the programme.

Priority corridors for investment include:

- Symonds Street
- New North Road
- Sandringham Road
- Great North Road
- Ponsonby Road
- Mt Eden Road
- Manukau Road
- Ellerslie Panmure Highway
- Pakuranga Road.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|-----------------------|--------------------|---|
| Connected Communities | AT | 583 |

Programmes for train, bus and ferry services and asset maintenance

AT’s current funding for train, bus and ferry services and asset maintenance is set at around \$7.5 billion. This is earmarked to meet the additional costs of the CRL (such as more frequent services and station operation costs), low-emission buses (to meet climate change and public health objectives) and increased asset maintenance.

AT has a strong desire to increase both the coverage and frequency of bus, train and ferry services over the next 10 years, with a focus on:

- Providing services to support new public transport infrastructure
- Implementing the services promised in the RPTP, especially for the frequent routes/corridors
- Continuing to improve the frequency and hours of operations in the existing urban areas
- Providing services as early as possible to greenfield areas to minimise car-centric travel behaviour
- Ensuring that there are competitive public transport services to the larger rural settlements.

Auckland Council has provided an additional \$50 million to fund new bus and ferry services which, when coupled with an equivalent level of savings identified by AT and co-funding from Waka Kotahi, will provide an additional \$200 million. AT is currently assessing how to direct this additional funding to services that achieve the best outcomes for the region.

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Responding to Auckland’s transport challenges cont.

Walking and cycling

There is a significant opportunity for walking and cycling to play a more substantial role in improving access and contributing to a more effective transport system in Auckland. Both walking and cycling support efforts to tackle climate change, bring significant public health benefits and make the network more productive.

The programme set out in this RLTP aims to increase active transport mode share by delivering safe and more integrated walking and cycling infrastructure, supported by a range of behaviour change activities, together with bicycle parking facilities and network-wide safety improvements like speed management.

In total, this programme is expected to deliver 200km of new and upgraded cycleways and shared paths across the region by 2031, the majority of which is included as part of the strategic cycling network. Between 100km and 125km of new cycleways will be generated from AT, 15km from Auckland Council and 59km from Waka Kotahi. Some existing cycle lanes will also be retrofitted with appropriate safety barriers.

Significant projects include:

- The **Northern Pathway**, a significant new walking and cycling connection from central Auckland to the North Shore. This will provide a critical missing link in Auckland’s cycle network.
- Over \$300 million is allocated to delivering AT’s **On-going Cycling Programme**, which is intended to follow the completion of the Urban Cycleways Programme early in the RLTP period. This is in addition to the allocation to cycling included in the Connected Communities programme.

With a significant increase in the cost and complexity to deliver cycleways, this programme is unlikely to be able to deliver the coverage expected in the 2018 RLTP. However, the investment strategy for this is being reviewed to ensure coordination with Waka Kotahi investment (including the revised Northern Pathway), and seek faster, more flexible and lower-cost solutions. The significant investment in cycling in Manukau and Mangere East identified by the 2017 Cycling Programme Business Case remains a priority.
- The completion of the **Urban Cycleways Programme** including projects such as the Glen Innes to Tāmaki Drive cycleway and the New Lynn to Avondale shared path.
- \$49 million to continue delivering **new footpaths** in high priority locations. Feedback from the community and local boards has identified the need for more investment in footpaths. AT therefore proposes that, should it have additional funding, it will deliver a further \$20 million of new footpaths over the 2021-2031 period.
- A \$30 million central government contribution, through the Covid-19 Response and Recovery Fund, towards delivering the **Te Whau Pathway**.
- \$30 million to allow some introductory works under the **City Centre Masterplan Access for Everyone initiative**.
- A new \$30 million programme for minor improvements for cycling and micromobility. A key element of this package will be delivering **‘pop up cycleways’** which will retrofit a range of existing painted cycle lanes with appropriate safety barriers. This programme will also address other issues on the existing cycling network to improve useability and enhance safety.
- Funding for a programme of tactical urbanism initiatives such as those brought to life through Waka Kotahi’s **Innovating Streets Programme**.
- Operational funding to continue delivery of the **Travelwise Programme**, an innovative schools-based programme that aims to improve road safety and reduce the number of vehicles driving to and from school at peak times to help reduce congestion.

- Operational funding to continue the **Walking School Bus programme** which aims to reduce road congestion, make our environment safer and cleaner, and provide exercise for children in a fun and social way.
- Operational funding for the ongoing delivery of the **Bike Safe programme** which teaches primary, intermediate and secondary school children how to ride their bike safely.
- Continued investment in the AT **Community Bike Fund** which supports communities and groups delivering activities, events and projects that encourage more people to ride bikes more often in Auckland, especially new riders.
- Ongoing operational funding for programmes which support employers who want to encourage their people to use more sustainable modes of transport.



| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|--|--------------------|---|
| Northern Pathway (central Auckland to North Shore) | Waka Kotahi | 785 |
| On-going Cycling Programme | AT | 306 |
| Urban Cycleways Programme | AT | 139 |
| Glen Innes to Tāmaki cycleway – Stage 2 | Waka Kotahi | 19 |
| New Footpaths Regional Programme | AT | 49 |
| Te Whau Pathway | Auckland Council | 30 |
| Access for Everyone Introductory Works | AT | 30 |
| Minor Cycling and Micromobility | AT | 30 |
| Meadowbank Kohimarama Connectivity Project | AT | 22 |
| Old Mangere Bridge Pedestrian & Cycling Link | Waka Kotahi | 17 |
| Mangere Cycleways (Airport Access) | AT | 12 |
| Tāmaki Drive/ Ngapipi Road Safety Improvements | AT | 7 |
| Walking and cycling – Low Cost, Low Risk | Waka Kotahi | 6 |

Responding to Auckland’s transport challenges cont.



Climate change and the environment

Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates

The Climate Change Commission’s 2021 Draft Advice for Consultation states:

“In Aotearoa we need to change the way we build and plan our towns and cities and the way people and products move around. This includes making walking and cycling easier with good cycleways and footpaths. It means moving freight off the road and onto rail and shipping. It means reliable and affordable public and shared transport systems. And it means an electric or low emissions fleet.”¹¹

The approach set out in this RLTP takes an approach broadly consistent with these themes but notes far more needs to be done to reach Auckland Council’s climate change emissions targets.

The key contribution to climate change in the RLTP is the extensive investment in network infrastructure and services, designed to encourage mode shift away from private vehicles and towards lower emission public and active transport options. Over \$10.5 billion, or 57 percent of the total capital improvement programme proposed to be made over the next 10 years, is invested in public transport or walking and cycling.

The programme will also make significant progress towards decarbonising Auckland’s public transport fleet by:

- Electrifying the rail line to Pukekohe (covered under the rail section above), enabling disposal of Auckland’s remaining diesel passenger trains
- Funding acceleration of the Low Emissions Bus Roadmap. All new buses will be electric or hydrogen powered from 2021, with 40 to 50 percent of the total bus fleet being hydrogen or electric powered by 2031 depending upon the level of government support.

It’s anticipated that the investment in low emissions buses and replacement of the diesel trains operating between Pukekohe and Papakura will see a 65.1 percent reduction in emissions from the public transport fleet by 2030.

Emissions from ferries make up a disproportionately high amount (19 percent) of total emissions from the public transport fleet. Noting that technology is less mature in the development of low emissions ferries, this RLTP allocates \$30 million to start decarbonisation of the ferry fleet.

Work is also underway to determine how transport emissions from AT owned assets and infrastructure, such as parking buildings, street lights, and public transport facilities can be further reduced. A promising start has been made with the change-out of street lights across Auckland. Further activities will see AT meet its Board endorsed objective of reducing emissions from its own corporate activities by 50 percent by 2030.

In addition to these, Te Tāruke-ā-Tāwhiri: Auckland’s Climate Plan sets out eight ‘priorities for action’ to deliver its goals. AT has a lead role, sometimes jointly with Auckland Council, on many of the transport actions. This RLTP supports those actions through:

- Investing in the rapid transit network, bus network and cycling network to accelerate mode change towards sustainable travel modes and help shape a more sustainable and attractive urban form
- Making transport more affordable and improving accessibility through investment such as the Community Connect trial and the Accessibility Improvement Programme
- Supporting key growth areas, particularly brownfields areas, with a focus on encouraging use of sustainable transport modes
- Increasing the investment to maintain, renew and increase the resilience of the existing transport network, including footpaths, to ensure it continues to enable people to get to places where they want to live, work and play.
- Implementing the Auckland priorities included in the New Zealand Rail Plan
- Investing to decarbonise the public transport fleet and support the uptake of EVs
- Supporting a zero emissions area in the city centre through the Access for Everyone project

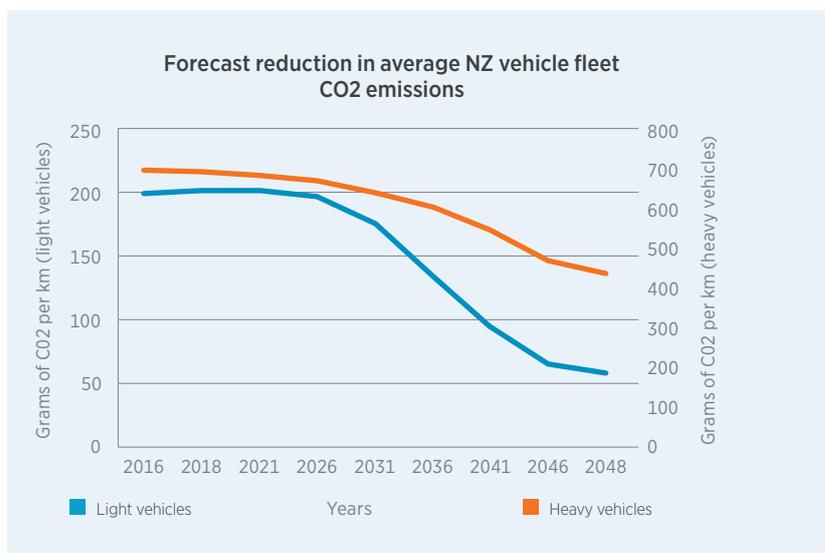
This RLTP investment programme is only one component of a comprehensive set of measures needed to reduce transport GHG emissions. The RLTP does not exist to set government policy, and additional measures are needed that are beyond its scope to implement.

¹¹ He Pou a Rangi – Climate Change Commission (2021). “2021 Draft Advice for Consultation”.

The intervention with the greatest potential to reduce emissions is the accelerated uptake of EVs.

This was identified by the MoT in 2018, reiterated by the Productivity Commission, the Climate Change Commission in 2021, and has been reinforced by modelling work. New Zealand is also in a uniquely favourable position to benefit from EV technology as we have an electricity source that is 82 percent renewable.

Current published projections by the MoT and Waka Kotahi show EVs and other zero emission vehicles starting to enter the New Zealand fleet in large numbers toward 2030, leading to a rapid reduction in average light vehicle fleet emissions from 2031. This would result in a 70 percent reduction in average light vehicle emissions per kilometre by 2048.



Heavy vehicles will be slower to change, reflecting the significant technical challenges with zero emissions freight vehicles. Although encouraging, these trends are not enough to achieve zero emissions generated from the transport sector by 2050.

The accelerated uptake of EVs is vital to reduce road transport emissions. But to meet the 2050 target, at least for the light vehicle fleet, the entry of light vehicles into the fleet needs to be accelerated by five to 10 years. In other words, it needs to ramp up right now.

Supporting the uptake of electric vehicles and low emission vehicles

Materially reducing emissions requires immediate and rapid electrification of the vehicle fleet, so it is essential to address the primary purchase barrier of affordability through purchase incentives. Pairing purchase incentives with convenience interventions that make using an EV easier and cheaper (with increased awareness) can potentially support a swifter uptake.

Common intervention types suitable to Auckland are parking benefits, supporting additional public chargers, public charger navigation, charging benefits, and infrastructure use and access benefits. The following table describes these intervention areas and actions taken in Auckland.

Actions and responsibilities

| INTERVENTIONS | ACTIONS TAKEN |
|--|--|
| Parking benefits such as exemptions or reductions on parking fees or time limits, preferential parking access, and wait-list priority on long-term parking | AT (2018-): 48 dedicated EV parking spaces (with chargers) |
| Support additional public chargers such as the provision of public chargers or making land available for public chargers | AT (2018-): 50 public EV chargers Other (as at August 2020): -80 public EV chargers |
| Public charger navigation such as physical signage or digital tools to locate public chargers | AT (2020): Limited information on AT public chargers |
| Charging benefits such as free or reduced fees for public charging, monthly flat-rate charging for heavy users, including car-sharing, ride-share, and taxi companies | AT (2018-): Free charging at 50 chargers AT (2020): Providing electricity supply infrastructure for 21 car-share chargers |
| Infrastructure use and access benefits such as access to bus and other restricted lanes, reductions or exemptions on road tolls and congestion charges | Waka Kotahi (2017-2018): Access to bus lanes at selected State Highway 1 on-ramps AT (2030): Zero-emission Queen Street Zone (within Access for Everyone programme) |

Responding to Auckland’s transport challenges cont.

To tackle these barriers \$34 million has been allocated to support the uptake of EVs by Aucklanders, which is expected to complement central government initiatives.

Given the current actions taken in Auckland, there is scope for AT to implement further interventions, however they are unlikely to be effective on their own.

The NZ Government has a long-running EV awareness campaign provided by the Energy Efficiency and Conservation Authority (EECA), and a range of government interventions are being planned to lower the emissions of vehicles entering the fleet. These include the recently announced clean car standard for new and used light vehicles, and consideration of a mandate for lower-emitting biofuels and the central government’s recently announced Clean Car Package to incentivise the uptake of low emission vehicles.

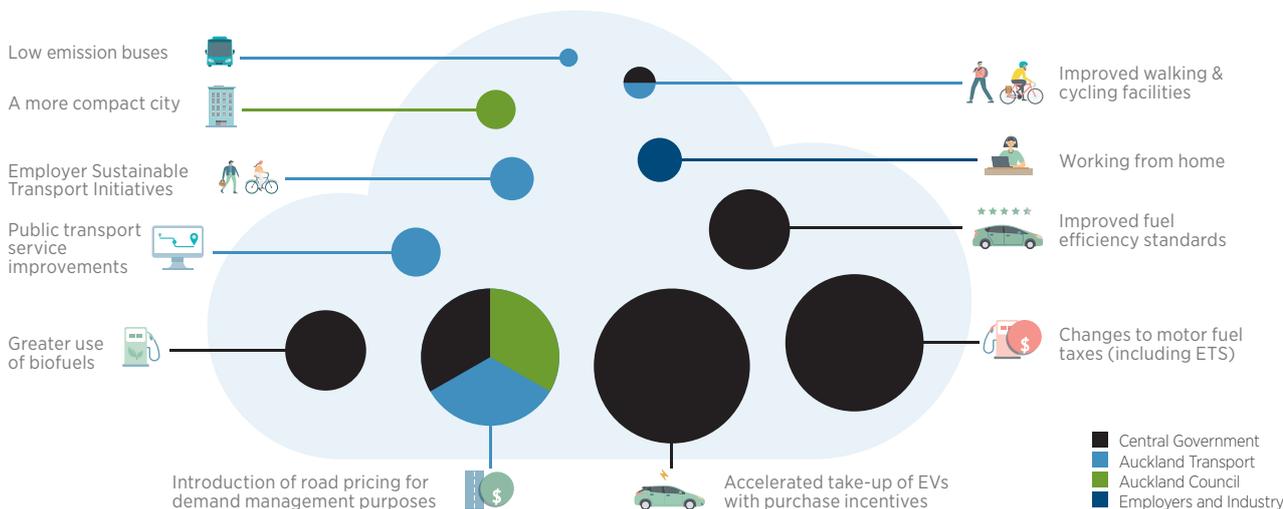
Towards a comprehensive approach

Domestic and international research shows that following the accelerated uptake of EVs, the following supporting interventions are effective: road pricing, fuel taxes, greater use of biofuels, improved vehicle efficiency, providing alternatives to private vehicle use and increasing urban density to reduce sprawl.

A recent study found that without purchase incentives, local interventions to support EVs had minimal impact on increasing their uptake.¹² European cities with the highest EV uptake (Amsterdam, Bergen, Oslo, and Stockholm) have policies addressing purchase price, awareness and convenience.

As part of developing a plan to achieve Auckland Council’s commitments to a 50 percent total emissions reduction by 2030, the Auckland Forecasting Centre¹³ considered how this goal might be achieved. It highlighted, much as the Climate Change Commission has done in its work to date, that a suite of interventions is required. This will require an integrated approach by multiple organisations with the ability and mandate to take action.

How Auckland’s transport contribution to a 50% total emissions reduction might be achieved



¹² The International Council for Clean Transport (2020) Analysing policies to grow the electric vehicle market in European cities. <https://theicct.org/publications/electric-vehicle-policies-eu-cities>

¹³ The Auckland Forecasting Centre is a joint venture between Waka Kotahi, Auckland Council and AT with experts in transport forecasting with over 150 years collective experience.



The full suite of potential key actions, and the party with the responsibility for delivery, is set out in the following table.

Proposed actions and responsibilities

| INTERVENTIONS | RESPONSIBILITY |
|---|---|
| Accelerate EV uptake with purchase incentives | Government: To design the incentive and provide funding |
| Road pricing ¹⁴ | Government: Legislation required to implement, and owner of state highways AT: Owner of local roads where pricing would be applied Council: Co-decision-maker in road pricing |
| Motor fuel taxes (including the Emission Trading Scheme) | Government: Responsible for fuel tax regime |
| Greater use of biofuels | Government: Sets fuel specifications |
| Improve vehicle fuel efficiency standards | Government: Sets vehicle specifications |
| Provide alternatives to private vehicles with public transport, cycling and walking | AT and Waka Kotahi: Responsible for infrastructure provision and public transport services |
| Introduce employee remote working (one day per week) | Industry: Implement workplace policies |
| Increase urban density and reduce sprawl | Auckland Council |

Tackling the emissions challenge is complex and requires a systems-based approach taking account of a number of factors, including technology maturity and supply chains, equity and behaviour change.

In the context of this challenge, Auckland needs a climate plan which sets out the agreed pathway for reducing transport emissions to meet Auckland Council's emissions targets.

¹⁴ Road pricing options recommended by The Congestion Question have focussed primarily on reducing peak congestion levels. Wider and more expensive road pricing options will likely be required to achieve substantial reductions in regional transport emissions.

Responding to Auckland’s transport challenges cont.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|---|--------------------|---|
| Supporting Electric Vehicles | AT | 34 |
| Environmental sustainability infrastructure | AT | 20 |
| Electric Bus Trial Roadmap | AT | 9 |

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Water quality and other sustainability initiatives

Improved land use and transport integration, enhanced operations and maintenance practices, improved design standards for projects and new technologies all provide opportunities to meet the challenges presented by the environmental impacts of the transport network.

Activities to be delivered under this RLTP include:

- Trialling green infrastructure initiatives to reduce heat stress and improve biodiversity
- Improving unsealed roads to reduce sediment run-off and improve stormwater quality
- Including water sensitive design as part of infrastructure development

- Ensuring maintenance and operational practices minimise impacts on the environment
- Improving waste practices across infrastructure construction and facilities management, including the consideration of using low impact materials during construction (e.g. recycled materials)
- Reducing the use of potable water for non-potable activities like dust-suppression
- Trialling on-site renewable technologies
- Embedding sustainability requirements into procurement practices.

Work is underway on further actions that will support the objectives of the National Policy Statement for Freshwater Management 2020.



Safety

Make Auckland’s transport system safe by eliminating harm to people

The investment programme in this RLTP will build on recent progress in reducing DSIs on Auckland roads, and aims to deliver on the Vision Zero for Tāmaki Makaurau Transport Safety Strategy adopted in 2019.

The ultimate goal and vision of this strategy is that there will be no DSI on our transport system by 2050. The strategy is based on the ‘Safe System’ approach to improving road safety. In short, the programme aims to provide safe roads, safe drivers, safe speeds and safe vehicles.

Significant projects include:

- Over \$650 million of AT investment to deliver the **AT Safety Programme**, which will deliver improvements targeted towards speed management, high risk intersections, high risk corridors and vulnerable road users.
- \$100 million for minor improvements across the network
- \$154 million of Waka Kotahi investment to deliver the state highway **Safer Networks Programme**

- **SH16 Brigham Creek-Waimauku:** This project will deliver a range of safety and access improvements between Waimauku and the end of the Northwestern Motorway at Brigham Creek Road. Components include new safety barriers, turning bays, flush medians, a new roundabout at the Coatesville-Riverhead Highway intersection, upgrading the corridor to four traffic lanes from Brigham Creek Road to the Taupaki Roundabout, and potentially a new dedicated walking and cycling shared path from Brigham Creek Road to Kumeu.
- \$75 million for a new **School Speed Management** programme focussed on making the roading environment for young people around schools safer
- \$13 million to **Marae and Papakāinga safety improvements**
- Continued delivery of the **‘Te Ara Haepapa’ Programme** – a programme co-designed with Māori to improve road safety outcomes for Māori
- Ongoing **road safety education**, such as online newborn and child restraint courses, courses targeted at ‘rangatahi’ (young people) and awareness programmes targeting high-risk behaviours.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|--|--------------------|---|
| Safety Programme | AT | 657 |
| Safer Networks Programme | Waka Kotahi | 154 |
| SH16 Brigham Creek-Waimauku | Waka Kotahi | 137 |
| Minor Improvements | AT | 100 |
| School Speed Management | AT | 75 |
| Dome Valley Safety Improvements | Waka Kotahi | 32 |
| Marae and Papakāinga (Turnouts) safety programme | AT | 13 |
| Community Safety Fund | AT | 10 |

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Responding to Auckland's transport challenges cont.

Policy initiatives to further reduce DSI

Outside of this capital programme, a relentless focus on delivering safety improvements is needed over the next 10 years to meet Auckland's 2050 Vision Zero goal. This will require a range of operating and capital improvements funded under this RLTP, and consideration of wider policy changes that would need to be implemented by central government.

A number of policy changes proven to be successful in similar overseas cities, regions and countries were highlighted in the 2018 Road Safety Business Improvement Review commissioned by the AT Board of Directors and undertaken by global expert Eric Howard. They include:

- Higher penalties (fines and demerit points) for speed, distraction, impairment and restraint offences
- Demerit points for all safety camera generated offences
- A review of road policing in Auckland with a view to achieving best practice levels of enforcement, and meeting current national targets identified through the road safety partnership
- Enhanced enforcement of drug driving and progressing the Land Transport (Drug Driving) Amendment Bill
- Policies to improve the safety of heavy vehicles for vulnerable road users, such as truck side under-run protection and other safety technology to improve visibility and communication between drivers and vulnerable road users
- Simplified processes for the setting of speed limits including cycle changes under the proposed speed management plan approach
- Higher speed penalties for heavy vehicle drivers and more restrictive alcohol limits for drivers of heavy vehicles and public transport vehicles (including buses and taxis)
- Removing the capacity for courts to award a work-related licence for a drink driving offender.

It should be noted that policy changes such as the speeding up of EV transition are likely to bring road safety benefits, as an increased number of these vehicles on our roads would have a higher safety (ANCAP) rating, so that in the case of a crash the likelihood of DSI would reduce.



Access and connectivity

Better connect people, places, goods and services

Strategic and local multi-modal roads

Auckland's state highways and arterial roads form the backbone of Auckland's road network. They provide for a wide variety of travel, carry the heaviest freight volumes, provide access to key destinations (such as the Ports of Auckland, Auckland Airport and other freight and business hubs), and connect Auckland to the rest of New Zealand through northern and southern inter-regional connections.

Congestion on the general traffic strategic network, at peak times and increasingly in inter-peak periods, negatively affects the region's productivity and increases the cost of doing business as well as affecting Aucklanders' quality of life.

Over the past 10 years, productivity improvements to counteract population increases, and the increased number of trips and kilometres driven on Auckland's key corridors has been achieved by introducing bus and transit lanes or accompanying safe cycling infrastructure, as well as building a small number of new corridors (such as the Waterview Project).

While there are a small number of opportunities to build new corridors or expand existing ones, the majority of Auckland's traffic growth will need to be accommodated within existing corridors.

Making best use of existing corridors will be achieved by projects that encourage greater use of buses and walking and cycling. Initiatives like Connected Communities, which will improve safety, productivity and carrying capacity on a number of existing urban corridors and through a range of smaller investments which optimise existing corridors.

In keeping with modern worldwide approaches to transport planning, most of these corridors, especially within the urban area, are multi-modal projects delivering upgrades to public transport, cycling and safety along with general traffic.

In terms of new or improved corridors, significant investments within this RLTP include:

- Mill Road safety improvements and local infrastructure investment in Drury network:** This project, funded through the NZUP, is expected to involve a two-lane upgrade of Mill Road between Flat Bush and Alfriston, tying into the existing urban Redoubt Road dynamic lanes. There will also be targeted safety improvements between Alfriston and Papakura, and transport upgrades to release housing and local centres in Drury in a way that supports decarbonisation objectives.
- Puhoi to Warkworth motorway extension:** This project, currently under construction, extends the existing four-lane SH1 Northern Motorway 18.5km from the Johnstones Hills Tunnels to just north of Warkworth. It will provide improved access, a much safer corridor, as well as faster and more reliable travel times to and from Northland, Warkworth and northeast Rodney.
- SH1 Papakura to Drury South Stage One improvements:** This NZUP-funded project follows on from the recent widening of SH1 between Manukau and Papakura. The project will widen SH1 and deliver a new shared path. The NZUP South Auckland investment will also include active modes and public transport.
- Penlink:** Provision of a new tolled connection, funded through the NZUP, between the Northern Motorway and Whangaparāoa Peninsula. The project will relieve pressure on the constrained SH1 Silverdale Interchange, support development in Auckland's northern growth area, and provide significant time savings for people living on the Whangaparāoa Peninsula.
- Northern Corridor (includes busway extension):** Currently under construction, this project will complete the Western Ring Route. It involves upgrading the northern end of SH18 to motorway standard, delivers a new SH18-SH1 motorway-to-motorway connection, widens SH1 between Constellation Drive and Oteha Valley Road, extends the Northern Busway from Constellation Drive to Albany, and provides new walking and cycling shared paths along the upgraded parts of SH1 and SH18.
- Lincoln Road:** Improvements between Te Pai Place and the Northwestern Motorway to accommodate additional transit lanes, intersection and safety improvements, and upgraded walking and cycling facilities.
- Glenvar Road/East Coast Road improvements:** New transit lanes along East Coast Road, intersection upgrades, and new and improved walking and cycling facilities to support the Long Bay Development area, improve network productivity and improve safety.
- Lake and Esmonde Road improvements:** New transit lanes and walking and cycling facilities to improve journey time reliability, network productivity and improve safety.
- A new \$14 million AT **Core Operational Capital Programme:** This will provide funding for the purchase of small operational assets required to support provision of services to the public (e.g. Harbourmaster assets).
- Property and investigation for several **Waka Kotahi projects**, such as Additional Waitematā Harbour Connections, the East West Link, Warkworth to Wellsford designation, SH1 Drury South to Bombay, and Grafton Gully.

This RLTP also includes a suite of ongoing programmes that will provide a range of smaller improvements to unsealed roads, signage and state highways across the region.

Feedback from the community and local boards also identified the deficiencies of the Dairy Flat Highway/The Avenue intersection. AT therefore proposes that, should it have additional funding, it will deliver improvements at this intersection over the 2021-2031 period, with an estimated cost of \$12.5 million (uninflated).

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Responding to Auckland's transport challenges cont.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|---|--------------------|---|
| Mill Road safety improvements and local infrastructure investment in Drury network | Waka Kotahi | 874 |
| Puhoi-Warkworth | Waka Kotahi | 874 |
| Penlink | Waka Kotahi | 830 |
| State Highway 1 Papakura to Drury South – Stage 1 | Waka Kotahi | 655 |
| Southern Corridor Improvements (Manukau-Papakura) [Debt repayment] | Waka Kotahi | 241 |
| Northern Corridor (includes busway extension) | Waka Kotahi | 152 |
| Lincoln Road Corridor Improvements | AT | 106 |
| Regional Improvement Projects | AT | 62 |
| Glenvar Road/East Coast Road intersection and corridor improvements | AT | 57 |
| Parking Programme | AT | 49 |
| Lake Road/Esmonde Road Improvements | AT | 48 |
| SH20A to Airport (Debt Repayment) | Waka Kotahi | 48 |
| Wynyard Quarter Integrated Road Programme | AT | 46 |
| Unsealed Road Improvements | AT | 40 |
| Smales Allens Road Widening and Intersection Upgrade | AT | 23 |
| Hill Street Intersection Improvement | AT | 19 |
| Resolution of Encroachments and Legacy Land Purchase Arrangements | AT | 17 |
| Ormiston Town Centre Link | AT | 17 |
| Noise wall upgrade programme | Waka Kotahi | 15 |
| Core Capital Operational Programme | AT | 14 |
| State Highway Low Cost Low Risk Programme | Waka Kotahi | 13 |
| Improvements Complementing Developments | AT | 12 |
| Medallion Drive Link | AT | 12 |
| SH1 Additional Waitematā Harbour Connections (Business Case, Designations and Property) | Waka Kotahi | 60 |
| East West Link (Property) | Waka Kotahi | 31 |
| Warkworth to Wellsford (Designation) | Waka Kotahi | 21 |
| SH1 Drury South to Bombay (Route Protection) | Waka Kotahi | 18 |
| Grafton Gully Improvement Business Case | Waka Kotahi | 15 |



A number of corridor projects that were included in the 2018 RLTP are not proposed to be included in this RLTP. These include the full East West Link, the full Dairy Flat Highway and Gills Road Link. Transport asset renewals, public transport and cycling projects, and support for housing development were given priority.

Optimisation programmes

The major part of Auckland’s future growth in travel demand will need to be accommodated by existing transport corridors. To achieve this Auckland needs to make better use of its existing transport system, and increase the number of people and freight that can travel through key routes and corridors.

Reconfiguring or ‘sweating’ our existing transport network harder to increase overall productivity involves improving connectivity to key public transport hubs and interchanges, improving the efficiency and coordination of traffic signals to improve throughput and reduce delays, using dynamic traffic lanes to improve peak traffic flows, and providing priority for freight on key freight connections.

Optimisation activities in this RLTP include:

- \$168 million of investment in **AT’s Network Performance** programme, which delivers a range of targeted small to medium scale infrastructure projects to optimise routes. Initiatives to be delivered include removing ‘pain points’ along corridors for walking and cycling, public transport and private vehicles, synchronising traffic signals, optimising road layout, dynamic traffic lanes and managing traffic restrictions. A dedicated allocation for freight improvements is also included.
- Over \$120 million of Waka Kotahi investment in **Intelligent Transport Systems** and optimisation activities.
- \$52 million of AT investment in Intelligent Transport Systems to utilise **emerging technologies** to better manage congestion, improve safety and influence travel demand.

An investigation into the feasibility of introducing congestion pricing to improve network performance and reduce congestion is currently underway. The Congestion Question (TCQ) will inform decisions on whether or not to proceed with introducing such pricing in Auckland. At this stage however, the cost of implementing congestion pricing has not been included in this RLTP.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|---|--------------------|---|
| Network Performance (including Freight Network Improvements) | AT | 168 |
| ITS Programme & State Highway Optimisation Programme (Optimisation PBC state highway component) | Waka Kotahi | 124 |
| Intelligent Transport Systems | AT | 52 |

Responding to Auckland's transport challenges cont.

Policy initiatives – The Congestion Question

Aucklanders currently pay for use of the roading network through Petrol Excise Duty (PED) and Road User Charges (RUC) and, as set out previously, the Auckland RFT. The rates of PED and RUC are specified in legislation and all money raised goes into the NLTF, which helps fund the improvement, operation and maintenance of our land transport network. PED is around 70 cents per litre of petrol and the rates of RUC vary depending on the weight and the configuration of the vehicle.

While the current road charging mechanisms are well known and have supported land transport in New Zealand, over the longer term they will need to change as more New Zealanders transition to EVs.

A further limitation of current pricing mechanisms is that they have almost no influence on the decision Aucklanders make as to when they might take a car trip, whether they should make the trip at all, whether they might substitute a car trip for a public transport trip or a trip on foot or cycle, and what route they might take.

An investigation into the feasibility of introducing a demand management based pricing scheme to improve network performance and reduce congestion is progressing. Further, more detailed design of the technical

concept study (called The Congestion Question – see below) and engagement with Aucklanders will inform decisions on whether or not to proceed with introducing such pricing in Auckland.

TCQ is an investigation by the Government and Auckland Council to consider whether there is a case for introducing a congestion pricing scheme for Auckland. The Government has not made a decision to implement congestion charging in Auckland, but road pricing has the significant potential to be a key part of the ATAP program.

With the right design, supported by improved public transport services and a mitigation programme to assist vulnerable road users, the opportunity exists for Auckland to benefit from a sustainable eight percent to 12 percent improvement in network performance once a full scheme becomes operational.

This is similar to traffic conditions observed during the school holidays and would deliver productivity benefits for the freight industry and travel time benefits for those needing to travel by motor vehicle, particularly at peak times.

The introduction of an Auckland congestion pricing scheme also has the potential to support an improvement in local air quality and reduce GHG emissions alongside other supporting interventions.

The TCQ investigation has recommended that a potential congestion pricing scheme in Auckland be introduced in stages, with the first phase based around the City Centre area, introduced to coincide with the opening of the CRL. Over time, congestion pricing would be introduced along congested corridors, with the implementation timetable informed by the RLTP.

Work to date was most recently endorsed by the AT Board of Directors in December 2020 and Auckland Council's Planning Committee has approved moving to the next phase of work.

At this stage however, neither the cost of implementing congestion pricing or the benefits that would accrue from its implementation have been included in this RLTP. Operational funding will allow ongoing investigation work.

More information about TCQ is available at www.transport.govt.nz/area-of-interest/auckland/the-congestion-question/



Growth

Enable and support Auckland's growth through a focus on intensification in brownfield areas and with some managed expansion into emerging greenfield areas

Accommodating Auckland's population growth requires further acceleration of the construction of housing and business development. Much of this development is supported by the broad investment programme outlined above, along with the infrastructure provided by developers themselves. Auckland Council and Government are, however, seeking to encourage growth in a number of spatial priority areas in brownfields and greenfields areas, where the availability of land or links to public transport or other infrastructure provides advantages.

The ATAP process identified support for brownfields development as the highest priority for growth investment. This RLTP therefore allocates around \$400 million of new investment towards brownfields developments in Mangere, Mt Roskill, Oranga, Northcote and Tāmaki, with central government contributing a further \$100 million. This will support construction of up to 17,000 new homes along with encouraging more use of public transport and active modes while minimising congestion.

Greenfield areas often need substantial investment before significant development can occur. Much of this investment will typically come from developers who provide the base roading networks. Nevertheless, additional large-scale investment is often needed to connect these areas to the network in a way that encourages more sustainable transport behaviour and minimises congestion impacts. With limited funding available, the priority has been on route protection, property purchase and infrastructure to support the effective operation of rapid transit and bus links for these areas, rather than additional road capacity.

The Supporting Growth Programme, a transport network plan developed to support Auckland's Warkworth, Northern, Northwest and Southern greenfield growth areas, identifies desirable transport infrastructure much exceeds the funding available, so only the highest priority items are included within this RLTP. The ATAP work identified the Northwest, followed by Drury and Pareata as the highest priorities for new greenfield investment to support growth.

In terms of specific projects, this RLTP includes funding for:

- \$401 million, with a further \$100 million to come direct from central government, to support the **Auckland Housing Programme** in brownfield areas. This will provide for public transport and walking and cycling infrastructure in these areas to encourage sustainable transport behaviour, along with intersection upgrades to minimise impact on the operation of the surrounding road network.
- \$328 million for **greenfield transport infrastructure** projects in the Northwest, which targets key infrastructure to support future bus operations along with route protection and property acquisitions for bus access along prospective transport corridors.
- \$243 million for **local road improvements** to support the urban development of Drury including access to new rail stations. This is in addition to the South Auckland package, including rail improvements, funded through NZUP.
- Funding to continue the **Supporting Growth Alliance**, which is progressing investigation and route protection activities for the transport networks required to support Auckland's Warkworth, Northern, Northwest and Southern growth areas.
- **SH18 Squadron Drive Interchange upgrade:** New west-bound on and off-ramps to complete the interchange (only east-bound ramps are currently provided) and support the Hobsonville and Whenuapai growth areas.
- Delivery of specific projects to **support and enable growth** in Warkworth (Matakana Link Road), Wainui, Huapai, and Hobsonville (Scott Point).

Responding to Auckland’s transport challenges cont.

Over the past 10 years all of the transport agencies have supported Auckland Council to accelerate consenting for new housing developments to address the housing shortage. As recently as January 2021, over 17,100 new dwellings were consented in the preceding 12 months. This represents a 14 percent increase over the previous 12 months and is the highest level of consenting Auckland has seen for decades. This now takes current levels of home building above what is required to keep up with population growth, and, with limited immigration likely over the next 12 months, presents the opportunity to close at least some of the gap between housing demand and supply.¹⁵

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|---|--------------------|---|
| Projects supporting Auckland Housing Programme (additional central government investment anticipated) | AT | 401 |
| Drury Local Road Improvements | AT | 243 |
| Northwest Growth Improvements | AT | 186 |
| Greenfield transport infrastructure – Northwest | AT | 142 |
| SH18 Squadron Drive interchange upgrade | Waka Kotahi | 68 |
| Greenfield Transport Infrastructure Supporting Growth Post Lodgement and Property | AT | 65 |
| Supporting Growth Route Protection Programme | Waka Kotahi | 44 |
| Tāmaki Regeneration | AT | 41 |
| Supporting Growth - Investigation for Growth Projects | AT | 28 |
| Matakana Link Road | AT | 26 |
| Wainui Improvements | AT | 23 |
| Strategic Business Cases | AT | 22 |
| Huapai Improvements | AT | 18 |
| Western Link Road Route Protection | AT | 6 |
| Scott Point Repayment | AT | 5 |

¹⁵ Office of the Mayor of Auckland (March 2021). “Strongest year ever for housing consents in Auckland, with 17,000 dwellings consented”. Media release – 4 March 2021.



Asset management

Sound management of transport assets

Auckland Transport

AT is the regional guardian of \$21.1 billion of publicly-owned transport assets, including 7,638km of arterial and local roads, 7,431km of footpaths, 348km of cycleways, and public transport assets including a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands.

Maintaining and renewing these assets is a significant undertaking. AT has completed a comprehensive review of its asset renewals programme for this RLTP to ensure that it is delivering fit-for-purpose levels of service and achieving value for money. It is critical to invest appropriately in asset renewals to ensure public safety, reduce the risk of asset failure, and to maintain adequate levels of service.

Increasingly, in a very different Auckland than even 20 years ago, a number of assets not only need to be renewed but improved to meet current objectives. Where practicable, and funds exist to complement renewals funding, the work that occurs will take account of the future needs of the network.

A 10-year investment of \$3.93 billion has been included in this RLTP to cover the cost of renewing AT's asset base. This RLTP has \$900 million more in AT renewals than the \$3.05 billion included in the 2018 RLTP.

Waka Kotahi

Waka Kotahi is responsible for developing, operating and maintaining the state highway network, including Auckland's motorway system. It's Auckland assets are valued at around \$15.9 billion.

This RLTP allocates \$1.86 billion for state highway renewals, maintenance and operations over the 2021-2031 period to ensure the network remains safe, reliable and resilient.

KiwiRail

KiwiRail is responsible for developing, maintaining and operating the rail network in the Auckland Region, which is funded by KiwiRail and AT through the Auckland Network Access Agreement (ANAA).

This RLTP includes \$293 million to cover KiwiRail renewals, and \$51 million for the CRL Day One Resilience and Asset Maintenance Programme (included in Rail Network Improvements). These represent KiwiRail's share of the costs. AT's share of costs is included in its operating budget. The final allocation of costs between KiwiRail and AT is determined in accordance with the arrangements in the ANAA.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|---|--------------------|---|
| Auckland Transport Renewals | AT | 3,931 |
| State Highway Maintenance, Operations & Renewals | Waka Kotahi | 1,862 |
| Rail Network Maintenance, Operations and Renewals | KiwiRail | 293 |
| Seismic Strengthening Programme | AT | 25 |
| Street Lighting Improvements | AT | 17 |
| Wolverton Culverts | AT | 10 |

VERSION TO AT BOARD 28 JUNE

Responding to Auckland’s transport challenges cont.



Other items

Local Board programmes, planning for the future, technology and organisational improvement initiatives

Local board-led programmes

This RLTP includes a \$200 million Local Board Initiatives fund to be split between Auckland’s 21 local boards, and provide for an ongoing programme of smaller-scale local transport improvements. Each local board decides on its own investment priorities.

In 2018 the Rodney Local Board decided to establish a Rodney Transport Targeted Rate to fund additional transport improvements – bus services, park and rides and footpaths – not otherwise included in the RLTP. The ongoing implementation of this targeted rate has been included within this RLTP.

In 2020 AT worked with the Waiheke Local Board to define the transport priorities for Waiheke over the next 10 years. This RLTP includes \$10 million to begin implementing priority initiatives.

In addition to Local Board Initiatives, AT is committed to working with Local Boards around the funding and allocation of various local programmes that improve community outcomes. This continues the success of what we have achieved working with the local boards in the last 12 months.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|---|--------------------|---|
| Local Board Initiatives | AT | 200 |
| Projects funded by Rodney Transport Targeted Rate | AT | 22 |
| Waiheke 10-year Transport Plan | AT | 10 |

Customer experience, technology and organisational improvements

Technology improvements such as the AT HOP card and real-time travel information have made a significant contribution to recent rapid increases in public transport use. The programme includes provision for further improvements to the AT HOP system and preparation for the new generation public transport ticketing system. Ongoing investment in technology will also enable further improvements to the public transport customer experience, including improvements to real time information such as audio announcements in both English and Te Reo Māori on buses.

Technology also provides transport organisations with the opportunity to deliver their services in more efficient and effective ways. For example, AT is increasingly using technology including CCTV and car mounted cameras to support its parking and enforcement activities. AT is also introducing a new Enterprise Asset Management and project management systems to deliver value for money.

The programmes included within this RLTP reflect AT’s ongoing investment in technology to support improved customer experience and complete activities to close-out recommendations in the review of Auckland CCOs.

| PROJECT NAME | RESPONSIBLE AGENCY | TEN 10-YEAR CAPITAL EXPENDITURE (\$MILLION) |
|--|--------------------|---|
| Customer and Business Technology | AT | 353 |
| Core Technology | AT | 57 |
| Transport Demand Forecasting Models Update | AT | 6 |



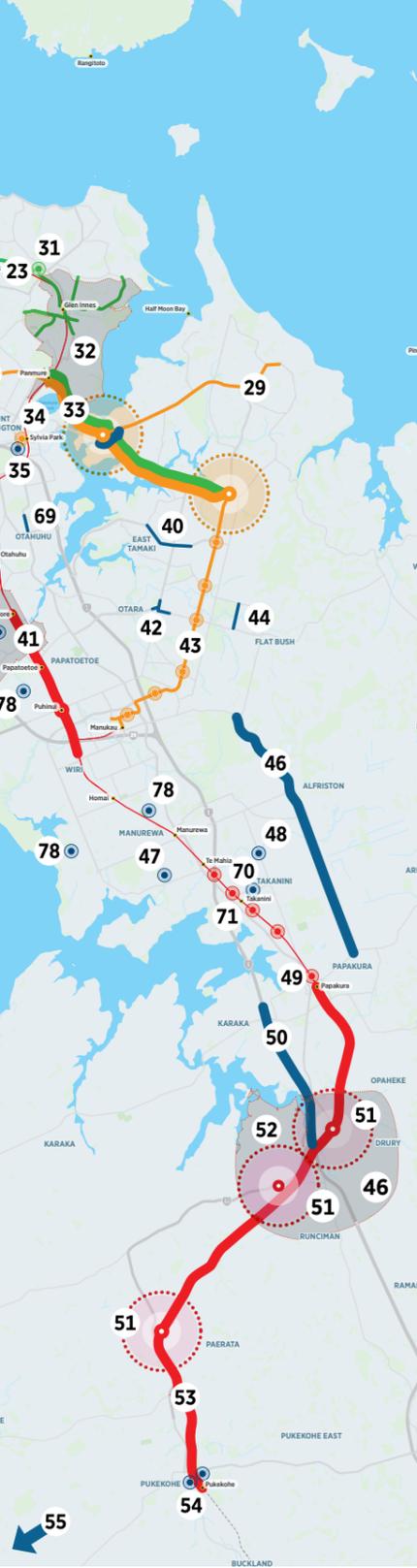
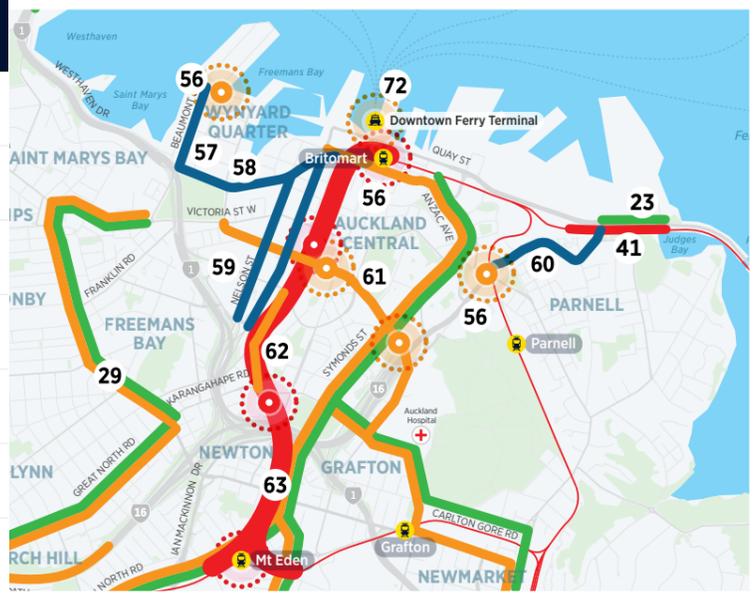
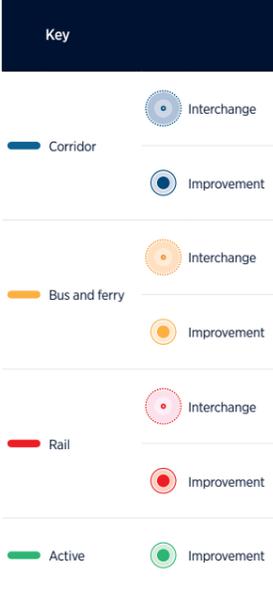
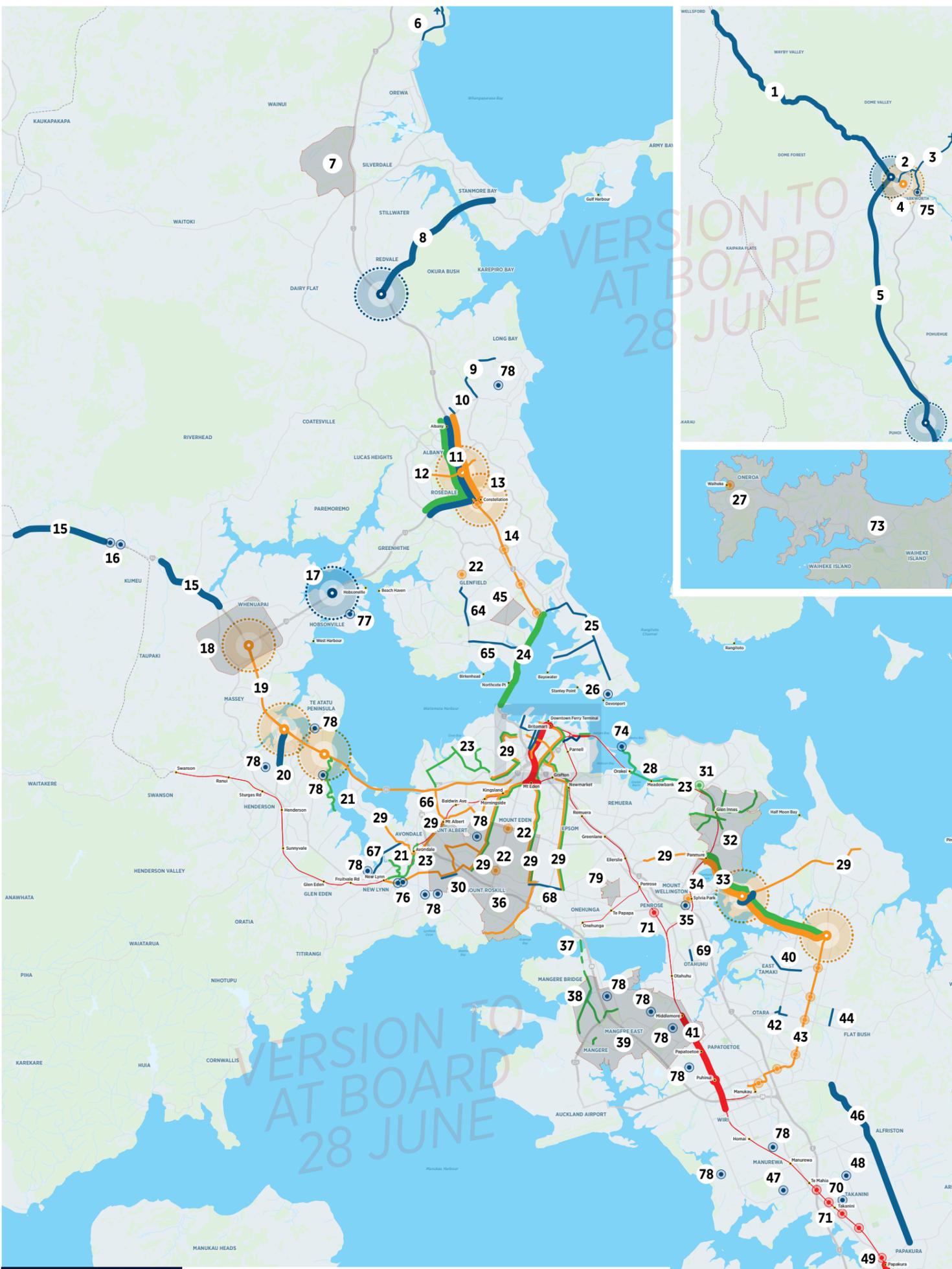
“Sometimes environmentally friendly products are more expensive and we need to make the most positive impact as fast as possible”

Travel survey recipient

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28

Regional Land Transport Plan

2021-2031



- 1 Dome Valley Safety Improvements (Waka Kotahi)
- 2 Matakana Link Road (AT)
- 3 Safety Programme - Matakana Road (Melwood Drive to Green Road) (AT)
- 4 Projects Funded by Rodney Transport Targeted Rate - Warkworth Community Transport Hub (AT)
- 5 Puhoi-Warkworth (Waka Kotahi)
- 6 Safety Programme - Hibiscus Coast Highway (Hatfields Bridge to Waiwera Road) (AT)
- 7 Wainui Improvements (AT)
- 8 Penlink (Waka Kotahi/NZUP)
- 9 Glenvar Road/East Coast Road Intersection and corridor improvements (AT)
- 10 Medallion Drive Link (AT)
- 11 Northern Corridor (Includes busway extension) (Waka Kotahi)
- 12 Rosedale Road Corridor (AT)
- 13 Rosedale and Constellation Bus Stations (AT)
- 14 Northern Busway Enhancements (AT)
- 15 SH16 Brigham Creek-Waimauku (Waka Kotahi)
- 16 Huapai Improvements (AT)
- 17 SH18 Squadron Drive Interchange Upgrade (Waka Kotahi)
- 18 Greenfield transport infrastructure - Northwest (AT) and Northwest Growth Improvements (AT)
- 19 Northwest Bus Improvements (AT/CRRF)
- 20 Lincoln Road Corridor Improvements (AT)
- 21 Te Whau Pathway (Auckland Council/CRRF)
- 22 Neighbourhood Interchanges (AT)
- 23 Urban Cycleways Programme (AT)
- 24 Northern Pathway (Waka Kotahi/NZUP)
- 25 Lake Road/Esmonde Road Improvements (AT)
- 26 Safety Programme - Devonport Town Centre (AT)
- 27 Matiatia Park and Ride (AT)
- 28 Glen Innes to Tamaki cycleway (AT/Waka Kotahi)
- 29 Connected Communities (AT)
- 30 Network Performance - Maioro Street Dynamic Bus Lane (AT)
- 31 Meadowbank Kohimarama Connectivity Project (AT)
- 32 Projects Supporting Auckland Housing Programme (Tamaki) (AT) and Tamaki Regeneration (AT)
- 33 Eastern Busway (AT)
- 34 Sylvia Park Bus Improvements (AT)
- 35 Network Performance - Mount Wellington Highway/SH1 Southbound Onramp (AT)
- 36 Projects Supporting Auckland Housing Programme (Roskill) (AT)
- 37 Old Mangere Bridge Pedestrian & Cycling Link (Waka Kotahi)
- 38 Mangere Cycleways (Airport Access) (AT)
- 39 Projects Supporting Auckland Housing Programme (Mangere) (AT)
- 40 Smales Allens Road Widening and Intersection Upgrade (AT)
- 41 Wiri to Quay Park (Kiwirail/NZUP)
- 42 Network Performance - East Tamaki Road/Ormiston Road/Preston Road (AT)
- 43 Airport to Botany Stage 2 Bus Improvements (AT)
- 44 Ormiston Town Centre Link (AT)
- 45 Projects Supporting Auckland Housing Programme (Northcote) (AT)
- 46 Mill Road Safety Improvements and Local Infrastructure Investment in Drury Network (Waka Kotahi/NZUP)
- 47 Safety Programme - Manurewa (Coxhead Quadrant) (AT)
- 48 Safety Programme - Popes Porchester Intersection (AT)
- 49 Papakura Rail Station Park and Ride (AT)
- 50 State Highway 1 Papakura to Drury South Stage One (Waka Kotahi/NZUP)
- 51 Drury Stations (Kiwirail / NZUP)
- 52 Drury Local Road Improvements (AT)
- 53 Papakura to Pukekohe Electrification (Kiwirail/NZUP)
- 54 Network Performance - Pukekohe Dual Signals (Manukau / Massey / King / Stadium and East / Stadium) (AT)
- 55 Safety Programme - Waiuku Road corridor (Colombo Road to Domain Road) (AT)
- 56 Downtown Crossover Bus Facilities (AT)
- 57 Wynyard Quarter Integrated Road Programme (AT)
- 58 Safety Programme - Fanshawe Street (AT)
- 59 Safety Programme - Hobson Street / Nelson Street (AT)
- 60 State Highway Optimisation Programme - The Strand Special Vehicle Lane (Waka Kotahi)
- 61 Midtown Bus Improvements (AT)
- 62 Albert and Vincent Street Bus Priority Improvements (AT)
- 63 City Rail Link (CRL) and CRL Road Side Projects (AT)
- 64 Safety Programme - Glenfield Road (AT)
- 65 Safety Programme - Onewa Road (AT)
- 66 Carrington Road Improvements (AT)
- 67 Safety Programme - Ash Street and Rata Street (AT)
- 68 Safety Programme - Mt Albert Road (AT)
- 69 Safety Programme - Atkinson Avenue (AT)
- 70 Safety Programme - Takalani School Road / Manuroa Road Intersection (AT)
- 71 CRL Day One - Level Crossing Removal (AT)
- 72 Downtown Ferry Basin Redevelopment (AT)
- 73 Waikeke 10 Year Transport Plan (AT)
- 74 Tamaki Drive / Ngapiipi Road safety improvements (AT)
- 75 Hill Street Intersection Improvement (AT)
- 76 Wolverton Culverts (AT)
- 77 Scott Point Repayment (AT)
- 78 Safety Programme - Residential Speed Management (AT)
- 79 Projects Supporting Auckland Housing Programme (Oranga) (AT)

08.

Measuring outcomes

This section outlines the expected results from implementing the RLTP, alongside what’s considered needed but requires additional funding or policy tools. Results are reported using AT’s Future Connect 2031 Indicators of Success.

These Indicators of Success will be used to show progress against the outcomes sought from this RLTP. Regular monitoring and reporting to the RTC will be undertaken to assess implementation of the RLTP, in accordance with section 16(6)(e) of the Land Transport Management Act.

The forecasts and targets outlined in the tables below have been developed using a range of modelled and real world data sources. Where modelling results have been used, these have come from Auckland Forecasting Centre’s Macro Strategic Model (MSM).

Not all indicators presented here can be measured directly. For those that cannot be measured directly, we will look to develop suitable proxies to measure performance.



Travel choices

| MEASURE | 2031 INDICATORS OF SUCCESS | |
|---|---|---|
| | RESULTS FROM THIS RLTP | WHAT’S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING |
| Provide and accelerate better travel choices for Aucklanders | | |
| Strategic Indicator: Share of Auckland growth in trips taken up by public and active modes (morning peak) | 64% | 100% |
| Total Auckland public transport boardings | 154m | 200m |
| Number of Auckland cycle movements past selected count sites | 6.56m | 8.11m |
| Overall Vehicle Kilometres Travelled (VKT) for Auckland | Increasing in line with population growth | Holding steady at 2018 baseline (15.4 annual billion-kilometre) |



Glen Innes to Tāmaki Drive Shared Path

Public and active transport

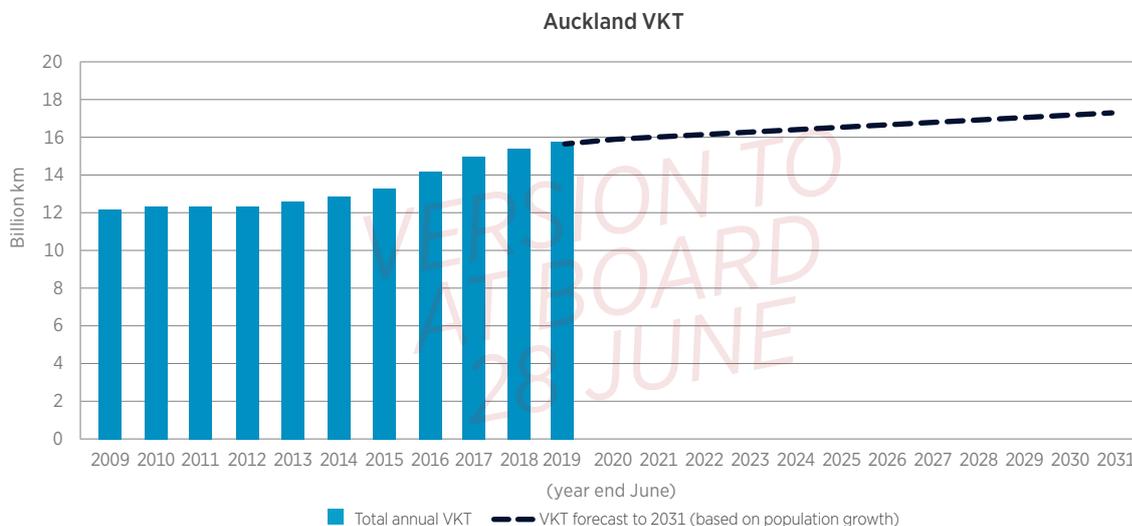
The significant investment in public transport and active modes outlined in the RLTP is forecast by our transport model to increase the combined AM peak mode share from 23 percent in 2016 to 29 percent in 2031. This change means that active and public transport will effectively absorb around 64 percent of the growth in morning peak trips between 2016 and 2031.

By 2031, public transport boardings are expected to reach 154 million per annum¹⁶ which represents a 49 percent increase on the 103.6 million achieved in February 2020. Within this, rail patronage will double to around 40 million passengers per year as a result of the opening of the CRL, Papakura to Pukekohe electrification, new Drury stations, increased train frequencies and more passenger capacity. The more modest increase for the bus and ferry networks reflects the constrained operating funding environment which will limit the number of new services that AT can deliver over the next decade.

The take-up of cycling is expected to continue increasing as a result of the roll out of new and improved cycling infrastructure. Major new walking and cycling corridors planned in this RLTP include the Northern Pathway, Glen Innes to Tāmaki Drive Shared Path, completion of the Urban Cycleways Programme and new arterial cycleways delivered through the Connected Communities programme. By 2031, it is expected that 6.56 million cyclists will be passing AT’s nominated cycle count sites each year. This represents growth of around 80 percent over the 3.7 million figure recorded during 2020.

Vehicle Kilometres Travelled (VKT)

The RLTP investment package is forecast to see public transport’s share of motorised distance travelled increase from 12 percent to 20 percent in the morning peak, and from five percent to 10 percent in the inter-peak period. Nevertheless, private vehicle trips are still forecast to increase and, when combined with an increase in average vehicle trip distance, total VKT between 2016 and 2031 increases roughly in line with the expected 22 percent increase in population.



¹⁶ This forecast is less than 2031 boardings result estimated by the MSM regional strategic model. The 154 million boardings forecast here has been developed using real world information and better reflects factors such as budget limitations, public transport network development, and the effect of unexpected events such as Covid-19.

Measuring outcomes cont.



Climate change and the environment

| MEASURE | 2031 INDICATORS OF SUCCESS | |
|--|--|---|
| | RESULTS FROM THIS RLTP | WHAT'S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING |
| Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates | | |
| Strategic indicator: Auckland GHG emissions (for land transport purposes) | 1% – 12% reduction in emissions compared to 2016 when additional policy initiatives are included | 50% reduction in emissions compared to 2016 (requires very strong policy interventions) |
| GHG emissions from AT's corporate activities, facilities and trains | 50% reduction from 2018 baseline | Above 50% reduction from 2018 baseline |
| Proportion of AT buses that are electric | 50%* | 100% |
| Runoff from the busiest local roads impacting high quality receiving environments | Runoff from 30% of the busiest roads in Auckland is treated | Runoff from 50% of the busiest roads in Auckland is treated |

* Requires government support

GHG emissions

Our transport modelling forecasts that Auckland’s per capita transport emissions will reduce by 13 percent between 2016 and 2031. However, the 22 percent increase in population over the same period means that the region’s total emissions are expected to increase by six percent between 2016 and 2031.

In addition to these two factors, the Government has committed to its Clean Car policy and a shift to biofuels. These are expected to yield a cumulative reduction of one to two megatonnes of CO₂, over the next decade. This is equivalent to around seven percent¹⁷ of annual emissions in 2031.

The overall impact of these three factors is forecast to be a reduction in transport GHG emissions of around one percent from 2016 to 2031.

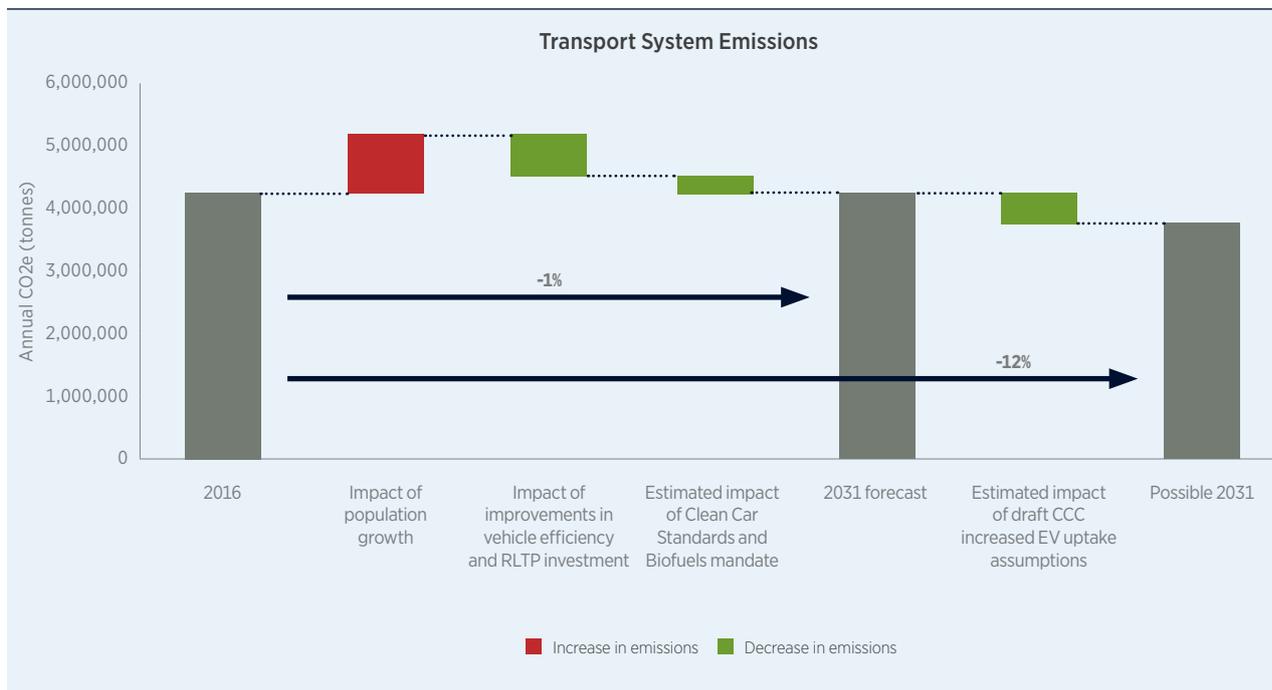
The above figures are based on a comparison with the 2016 base year. The results therefore include the impact of projects, including the significant investment in the Western Ring Route, and population growth between 2016 and 2021 which are outside the scope of the 2021 GPS. Accounting for the impact of population

growth, improvements in fleet efficiency, the impact of announced government interventions and the strong emphasis on public transport and active modes in the RLTP from 2021 onwards, we are confident of an absolute reduction in emissions between 2021 and 2031. This reduction is estimated to be in the order of five percent.

The impact of wider policy settings

The above projection does not take the following additional policy interventions into account, including the Climate Change Commission’s proposed measures to accelerate the take-up of EVs which, if implemented and based on the Commission’s figures, are estimated to result in a further annual transport emissions reduction of up to 12 percent in 2031. This occurs despite the significant increase in demand associated with population growth. However, it is critical to emphasise that the rate of reduction in emissions depends in particular on measures to accelerate the take-up of EVs within the fleet. In this respect, central government announced the Clean Car Package to incentivise the uptake of low emission vehicles, although the projections in this RLTP for GHG reductions do not include the impacts of this recently announced package.

¹⁷ This is based on the middle of the range of the 1-2 megatonne range



This does not meet Auckland Council's Climate Action Plan target for 2031, which requires a 50 percent reduction in regional emissions.

Beyond 2031, the reduction in emissions is expected to accelerate significantly as more of the vehicle fleet transitions to EVs.

Additional investment and measures to achieve the Climate Change Commission and Auckland Council's emission reduction targets

The Climate Change Commission's 2021 Draft Advice for Consultation has set out the mode shift changes needed as part of its proposed route to transport emissions reduction. These are:

- A 25 percent increase in the share of distance travelled by walking
- A 95 percent increase in the share of distance travelled by cycling
- A 120 percent increase in the share of distance travelled by public transport.

Our modelling and estimates indicate the RLTP package is likely to broadly achieve the level of change the Climate Change Commission proposes for walking and cycling. However, the 80 percent increase in the share of distance travelled by public transport is less than the 120 percent increase proposed by the Climate Change Commission. Achieving this level of impact would require a substantial acceleration of investment in rapid transit

projects across Auckland, including bringing forward completion of the CC2M project, the full A2B project and the final Northwest Rapid Transit project. A significant increase in public transport services would also be required.

Meanwhile, meeting Auckland Council's target of a 50 percent reduction in transport emissions by 2031 is much more challenging than the Climate Change Commission's mode shift changes. Because the adoption of EVs cannot happen quickly enough to deliver the required reductions by 2031, meeting the Council's target would require very strong interventions to reduce demand for private vehicle travel. Potential examples include road pricing schemes that would dramatically increase the cost of driving. While such an approach would achieve climate outcomes, perverse social, cultural and economic outcomes would also be expected under settings this strong.

Stormwater runoff

In addition to GHG emissions, the transport system also produces harmful pollutants that collect on road surfaces and are washed away in stormwater. AT has a goal of treating run off on 30 percent of Auckland's busiest roads by 2031.

Measuring outcomes cont.



Safety

| MEASURE | 2031 INDICATORS OF SUCCESS | |
|--|--|---|
| | RESULTS FROM THIS RLTP | WHAT'S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING |
| Make Auckland's transport system safe by eliminating harm to people | | |
| Strategic indicator: Deaths and serious injuries (DSI) on the Auckland transport network | 67% reduction (baseline 2016-18 average annual DSI) | 80% reduction (baseline 2016-18 average annual DSI) |
| DSI of people walking, riding a bike or motorcycle on the Auckland transport network | 67% reduction or no more than 106 vulnerable road user DSI (baseline 2016-18 annual average) | 80% reduction or no more than 64 vulnerable road user DSI (baseline 2016-2018 annual average) |

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

The safety programme will upgrade large parts of the network, including high-risk corridors and intersections. There will be a focus on vulnerable road users, including pedestrians, cyclists and motorcyclists, to ensure their safety is equally improved as part of the programme.





Access and connectivity

| MEASURE | 2031 INDICATORS OF SUCCESS | |
|--|---|---|
| | RESULTS FROM THIS RLTP | WHAT'S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING |
| Better connect people, places, goods and services | | |
| <p>Strategic indicator: Number of jobs Aucklanders can connect to within an acceptable time (30 min by car, 45 min by public transport)* *Proxy for connections to other activities</p> | <p>Car: Connections to jobs increase by 14% PT: Connections to jobs increase by 60% S/W/Rural: Connections increase at roughly the same rate as the rest of the region</p> | <p>Car: Connections to jobs increase in line with growth in labour force (18%) PT: Double the number of jobs available (100%) S/W/Rural: Connections from these areas increase at a faster rate than average</p> |
| Proportion of the Auckland freight network operating at LOS C or better (inter-peak) | 90% | 100% |
| Proportion of time spent in congested conditions (Level of Service F) (morning/inter-peak) | 36% morning 10% inter-peak | Hold to 2016 levels: 32% morning 6% inter-peak |
| Average travel speeds on Auckland Frequent Transit Network (FTN) (morning peak) | 39 km/h | 45 km/h |

Access to jobs

One of the benefits of living in a large and growing city is having access to an increasing number of jobs within a reasonable commuting distance from home. Similarly, for businesses there are benefits from having ready access to an increasing number of potential employees close to their place of business.

This is measured by estimating the average number of jobs accessible to Aucklanders in the morning peak within a 30 minute car trip, or 45 minute public transport trip.

- Accessibility by car: In 2016 the average Aucklander had access to 234,000 jobs within a 30 minute car trip. This is forecast to increase by 14 percent to 266,000 by 2031.
- Accessibility by public transport: In 2016 the average Aucklander had access to 68,000 jobs within a 45 minute public transport trip. This is forecast to increase by 60 percent to 108,000 by 2031.

Levels of service and congestion

A key challenge for Auckland is holding congestion steady while the city grows, enabling freight and business travel to continue without facing additional delay and disruption. Transport modelling indicates that within the timeframes of this RLTP, we would expect to see the time spent in congestion during the morning peak increase by around 10 percent between 2016 and 2031; from 32.5 percent to 35.7 percent. During the interpeak, the increase is from six percent to 10 percent. Within this, congestion is projected to increase more rapidly on the motorway network while staying relatively constant on the arterial network.

Policy initiatives – The Congestion Question

Further improvements in congestion, accessibility and travel speeds could be delivered via the introduction of a congestion pricing scheme in Auckland. The Congestion Question project (TCQ) has found that the opportunity exists for Auckland to benefit from a sustainable eight percent to 12 percent improvement in network performance once a full congestion pricing scheme becomes operational.

Measuring outcomes cont.



Growth

| MEASURE | 2031 INDICATORS OF SUCCESS | |
|---|----------------------------|---|
| | RESULTS FROM THIS RLTP | WHAT'S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING |
| Enable and support Auckland’s growth through a focus on intensification in brownfield areas, with some managed expansion into emerging greenfield areas | | |
| Strategic indicator: Proportion of Auckland population serviced by public transport within 500m of rapid and/ or frequent network stops | 42% | 55% |
| Auckland Spatial Priority Areas (greenfield and brownfield) are provided with adequate infrastructure* to support the development of the land <small>*To support form and function whilst encouraging sustainable travel behaviour and minimising potential negative impacts on wider transport system</small> | 9 priority areas supported | All priority areas supported |

Rapid and frequent network coverage

Thirty nine percent of Aucklanders who are currently served by the public transport system live within 500 metres of a stop on the rapid or frequent public transport networks. This is expected to grow to 42 percent by 2031.

Further increases depend on the provision of additional operating funding so that frequencies can be improved and additional services can be added to the network, or the delivery of additional infrastructure (such as CC2M light rail).

Spatial Priority Areas

Transport also has a critical role in supporting and enabling regional growth. Growth is occurring across the region, and there is pressure to invest simultaneously in a number of different locations.

Auckland’s highest spatial priorities for transport growth investment have been identified through the cross-agency ATAP process. The RLTP supports development in the following nine priority areas:

- Northwest
- Northcote
- City centre
- CRL Stations
- Mount Roskill
- Oranga
- Tāmaki
- Mangere
- Drury.



Asset management

| MEASURE | 2031 INDICATORS OF SUCCESS | |
|---|--|---|
| | RESULTS FROM THIS RLTP | WHAT'S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING |
| Sound asset management | | |
| Proportion of overall road assets in acceptable condition | 95% | 97% |
| Road maintenance standards (ride quality) as measured by smooth travel exposure for urban and rural roads | <ul style="list-style-type: none"> • 92% rural • 81% urban • NB. At 2018 RLTP funding | <ul style="list-style-type: none"> • 96% rural • 90% urban • NB. At higher funding |
| Average age of road pavement base rehabilitated | <ul style="list-style-type: none"> • <60 yr arterials • <90 yr collectors • >200 yr locals* | <ul style="list-style-type: none"> • 40 yr (expected useful life) arterials/Strategic Networks • <90 yr collectors • >200 yr locals* |
| | *Aim to preserve base as long as possible by keeping surface in good condition | |
| Average age of road pavement surface resealed | <ul style="list-style-type: none"> • 15 yr arterials • 19 yr collectors • 22 yr locals | <ul style="list-style-type: none"> • 15 yr arterials/Strategic Networks • 18 yr collectors • 18 yr locals |
| | *Aim to preserve base as long as possible by keeping surface in good condition | |
| Proportion of footpaths in acceptable condition | 95% very good* to moderate | 98% very good* to moderate |
| | *Very good condition: As new condition or sound physical condition. Asset likely to perform adequately without major work for 10-15 years or more. No physical maintenance required. Visually excellent. | |

This RLTP includes a significantly enhanced renewal programme compared to 2018. The programme ensures that network condition remains stable over the next 10 years, with the vast majority of assets remaining in very good, good and moderate condition.

A minimal amount of assets will be allowed to fall into poor or very poor condition before being renewed or replaced. Reductions in maintenance and renewal spend result in lower levels of service (e.g. more potholes and cracked footpaths), longer timeframes before assets are renewed and ultimately increase the risk of assets failing. The recommended investment programme is designed to ensure that assets are managed in a way that promote public safety, reduce the risk of asset failure, and maintain adequate levels of service.

09.

Inter-regional priorities

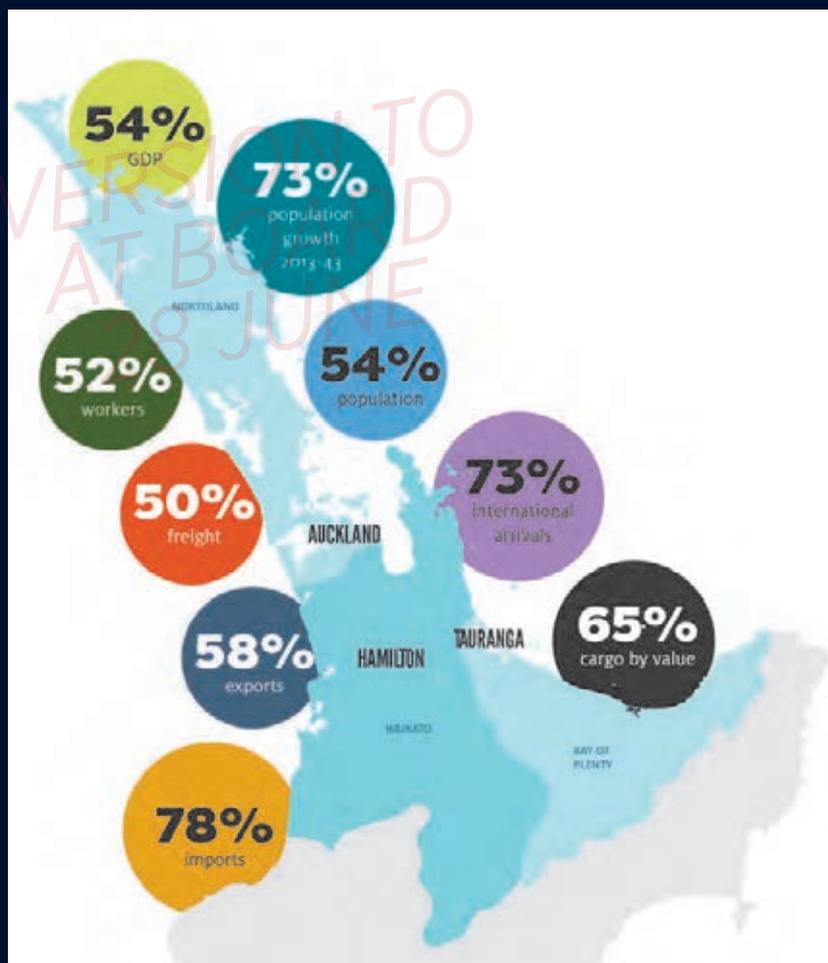
Providing a strong inter-modal network that supports economic growth and investor confidence is critical for New Zealand. Auckland’s inter-regional transport connections to Northland, Waikato and Bay of Plenty are particularly important to the national economy, with the Upper North Island accommodating more than 50 percent of New Zealand’s population.

The Upper North Island Strategic Alliance (UNISA) brings together the Auckland Council, Bay of Plenty Regional Council, Northland Regional Council, Waikato Regional Council, Hamilton City Council, Tauranga City Council and Whangārei District Council to collaborate on a range of inter-regional and inter-metropolitan issues. The following statement prepared for UNISA outlines the issues and priorities for transport for the Upper North Island.

Why the Upper North Island is important

The Upper North Island (UNI) is critical to the social and economic success of New Zealand.

The Auckland, Northland, Waikato and Bay of Plenty regions are responsible for generating more than half of New Zealand’s GDP, housing more than half of New Zealand’s population and providing for the movement of more than half of New Zealand’s freight.



Growth in the UNI has increased more rapidly than for the rest of the country and that is predicted to continue. This growth has many benefits for the country, but it brings with it a range of challenges that local and central government agencies need to work on together to resolve.

The role of transport

Transport is an important enabler of social, economic and environmental outcomes. The UNI contains vital transport networks and acts as New Zealand’s gateway to the world, with the Ports of Auckland, Tauranga and Northport exporting and importing the majority of New Zealand’s goods. These ports are served by a developing network of inter-modal inland ports and freight hubs, which support the efficient transfer of goods between producers and consumers.



Wider road and rail infrastructure networks connect key growth areas, ports and freight hubs, and support the majority of national economic activity. These networks not only provide for the movement of people, and exchange of goods and services, they also facilitate improvements in accessibility, both inter-regionally, regionally and sub-regionally.

Ensuring a safe, efficient and sustainable transport network is critical for the Upper North Island to achieve the desired social and economic outcomes, and for New Zealand to continue to compete internationally.

Why collaboration is important

The inter-dependencies between regions, most evident in shared transport networks, means that the ongoing success of the UNI requires key decision-makers to work together, sharing and coordinating information and understanding wider strategic priorities in planning and investment processes. A collaborative, forward-thinking approach to infrastructure planning and investment across the UNI is required to ensure freight supply chains, and strategic road and rail corridors continue to perform well into the future.

Inter-regional priorities cont.



Shared priorities

In developing the respective UNI Regional Land Transport Plans, the regions have collaborated to better understand the UNI strategic context, issues and opportunities relevant to the transport network, and identified the following shared priority areas of focus:

- Managing the transport implications of population growth and land use change
- Improving the efficiency and reliability of freight movements
- Improving the safety of road users across the network, particularly in high-risk areas.

These areas benefit the most from an aligned UNI approach as they require multi-agency attention, have a prevalence of cross-boundary journeys, and are key contributors to the significance of the UNI to New Zealand. While the shared priorities are developed at a UNI scale, sub-regional and regional priorities continue to provide specific areas of focus for regions within the UNI, for example the importance of ensuring a resilient transport network within areas prone to disruption.

A shared priority work programme is helping to improve and better coordinate the regional delivery and response to UNI significant issues, determined through RLTPs. It is essential that this commitment to collaboration continues and develops even further to maximise UNI social and economic outcomes.

Strategic areas of focus for the Upper North Island 2021-2031

| | |
|---|--|
| <p>Whangārei to Auckland (SH1 and Rail)</p> | <p>Strategic road and rail corridors to deliver safe and reliable journeys between Auckland and Whangārei. This includes delivering SH1 Whangārei to Port Marsden project through the NZUP and to consider further options to increase transport choice between Whangārei and Northport and investigate opportunities for additional improvements between Port Marsden Highway and Te Hana.</p> |
| <p>Auckland Urban Road</p> | <p>Support inter-regional movement of people and goods to key hubs, through improved journey time reliability into and through urban Auckland, supported by mode shift and delivery of the ATAP and the NZUP.</p> |
| <p>Auckland Urban Rail</p> | <p>Enable an increased role for rail in and through Auckland to support the movement of freight across the UNI, and personal travel between Waikato and Auckland. This includes delivering the Rail Network Investment Programme (RNIP), NZUP (e.g. the third main and the extension of the Auckland Metro electrified rail network from Papakura to Pukekohe) and considering further potential investments subject to revised growth triggers.</p> |
| <p>Auckland to Tauranga (SH2)</p> | <p>The focus is on improving safety and maximising use of existing infrastructure, including travel demand management and transport choice initiatives to help manage peak demand. Improvements include delivering the Takatimu North Link and Te Puna to Omokoroa projects through the NZUP.</p> |
| <p>Hamilton to Tauranga (SH1/29 and Rail)</p> | <p>Provide safe and reliable journeys for people and freight on this nationally strategic corridor, including SH1/29 improvements through NZUP and strategic rail network improvements.</p> |
| <p>Hamilton to Auckland (SH1 and Rail)</p> | <p>Support delivery of growth initiatives through the Hamilton-Auckland Corridor project for both people and freight with multi-modal transport choices along the corridor and within communities and businesses. The initiatives include the Auckland to Hamilton Rapid Rail business case and Hamilton-Waikato Metro Spatial Plan Transport PBC. Improvements to road and rail corridors include completion of the Waikato Expressway and Auckland Southern Corridor improvements.</p> |

Inter-regional priorities cont.

Activities of inter-regional significance

The activities within the Auckland region that contribute to the strategic areas of inter-regional significance and focus are listed below.

| PROJECT NAME | RESPONSIBLE AGENCY |
|---|--------------------|
| Ensuring a safe and reliable corridor on SH1 between Auckland and Whangārei <ul style="list-style-type: none"> • Puhoi – Warkworth • Dome Valley Safety Improvements | Waka Kotahi |
| Support inter-regional movement of people and goods to key hubs into and through urban Auckland <ul style="list-style-type: none"> • Southern Corridor Improvements (Manukau to Papakura)[Debt Repayment] • South Auckland Package, including State Highway 1 Papakura to Drury South Stage One • SH1 Drury South to Bombay (Route Protection) | Waka Kotahi |
| Enable an increased role for rail in and through Auckland to support the movement of freight across the Upper North Island, and personal travel between Waikato and Auckland <ul style="list-style-type: none"> • Wiri to Quay Park Third Main • Papakura to Pukekohe electrification • Drury Stations | KiwiRail |

AT currently runs two bus services that cross the Auckland boundary:

- 398 – Pukekohe to Tuakau
- 399 – Pukekohe to Port Waikato

In July 2021, the 398-bus service will be removed as it is now duplicated by a new one provided entirely by the Waikato Regional Council (route 44 – Pokeno to Pukekohe).

AT and the Waikato Regional Council have agreed to a five-year trial service for the Te Huia passenger rail service between Hamilton and Papakura Station. This service will be funded by the Waikato Regional Council.

Work is also 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, with a low carbon footprint.

Providing a strong inter-modal network that supports economic growth and investor confidence is critical for New Zealand



10.

Funding and expenditure

ATAP 2021 confirms the commitment of Auckland Council and central government to improve the transport outcomes for Auckland. It sets out a transport investment programme for state highways, local roads, public transport, footpaths, cycleways and rail, with sufficient funding from Auckland Council and Government to deliver the programme.

This section sets out the financial forecasts for the RLTP programme, including a summary of the funding sources and the financial forecast of the anticipated revenue and expenditure by each delivery agency on activities for the 10 years from 2021/22 to 2030/31.

Funding sources

The programme set out in this RLTP is funded from a combination of:

- Funding from Auckland Council – sourced from rates, targeted rates, development contributions, and RFT
- The NLTF for State Highways, local roads, public transport, walking and cycling, traffic policing, rail infrastructure and other transport activities approved for funding through the NLTP. The NLTF is sourced from fuel excise duties, road user charges, registration and licensing fees and is administered by Waka Kotahi
- AT's third-party revenue, including public transport fares, advertising, income from land held for future transport needs, and parking and enforcement revenue
- Direct investment from central government, including the NZUP, the Covid-19 Response and Recovery Fund and investment for the CRL.

The share of funding, as set out in ATAP 2021, is shown in the table below. Since ATAP was published, the government has revised the NZUP, with a new total investment for Auckland of \$4.3 billion.

| SOURCES OF FUNDING | AMOUNT |
|---------------------------------------|-----------------------|
| Auckland Council | |
| • For Auckland Transport | \$8.9 billion |
| • For City Rail Link Limited | \$1.3 billion |
| Central Government | |
| • For City Rail Link Limited | \$1.3 billion |
| • NZ Upgrade Programme | \$3.5 billion |
| • Covid-19 Response and Recovery Fund | \$0.1 billion |
| • National Land Transport Fund | \$16.3 billion |
| TOTAL | \$31.4 billion |

Funding and expenditure by agency

This section summarises the expected revenue and expenditure for each agency for the period of this RLTP.

Auckland Transport

The table below includes the cost of planning for future improvements. A number of plans, for example the Asset Management Plan, RPTP, and the RLTP itself will require review within the period of this RLTP, including providing input into Auckland Council's 2024-34 LTP and the 2024-27 NLTP. It also includes the cost of new bus, rail and ferry services, including costs relating to new services for the CRL, the low emission bus programme, and the costs of implementing the 'Community Connect' Public Transport Concession Card Trial.

AUCKLAND TRANSPORT OPERATING REVENUE AND EXPENDITURE

| AT | CATEGORY | 2021/22 (\$ MILLION) | 2022/23 (\$ MILLION) | 2023/24 (\$ MILLION) | 2024/25 – 2030/31 (\$ MILLION) | TOTAL (\$ MILLION) |
|--|--------------------------|-------------------------|-------------------------|-------------------------|-----------------------------------|-----------------------|
| Funding sources | Auckland Council Funding | 380 | 364 | 368 | 2,889 | 4,001 |
| | Waka Kotahi Subsidy | 368 | 370 | 358 | 2,755 | 3,851 |
| | Other Operating Revenue | 334 | 362 | 415 | 3,648 | 4,758 |
| TOTAL FUNDING | | 1,082 | 1,096 | 1,141 | 9,291 | 12,610 |
| Operational expenditure | Roads and footpaths | 163 | 169 | 180 | 1,492 | 2,004 |
| | Public Transport | 883 | 891 | 925 | 7,545 | 10,244 |
| TOTAL EXPENDITURE | | 1,046 | 1,060 | 1,105 | 9,038 | 12,248 |
| Interest and Principal Repayments for EMUs | | 36 | 36 | 36 | 254 | 362 |

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Funding and expenditure cont.

AT capital revenue and expenditure

The table below shows AT's capital funding and expenditure for this RLTP. Programme detail is provided in Appendix 1.

| AT | CATEGORY | 2021/22 (\$ MILLION) | 2022/23 (\$ MILLION) | 2023/24 (\$ MILLION) | 2024/25 – 2030/31 (\$ MILLION) | TOTAL (\$ MILLION) |
|--------------------------|--|-------------------------|-------------------------|-------------------------|-----------------------------------|-----------------------|
| Funding sources | Auckland Council | 404 | 482 | 546 | 4,018 | 5,450 |
| | NLTF | 406 | 499 | 620 | 4,355 | 5,880 |
| | Covid-19 Response and Recovery Fund | 10 | 13 | 20 | - | 43 |
| TOTAL FUNDING | | 820 | 994 | 1,186 | 8,373 | 11,373 |
| Capital expenditure | Renewals | 234 | 253 | 322 | 3,122 | 3,931 |
| | Capital improvements – Base | 572 | 716 | 809 | 4,946 | 7,043 |
| | Capital improvements – Full Funding sought from NLTF | 14 | 25 | 55 | 305 | 399 |
| TOTAL EXPENDITURE | | 820 | 994 | 1,186 | 8,373 | 11,373 |

The dollars in the RLTP tables for the capital programme are for the whole organisation, including activities not eligible for NLTF funding.

Other projects in ATAP in addition to AT's capital programme

ATAP has included four projects that would be delivered partly or fully by AT, but where funding sources are still to be determined. These projects are shown in the Appendix and are for rail level crossings closures, including level crossings needed to support the increased rail frequency resulting from the CRL, School Speed Management, and implementation of Community Connect. Level crossings will be delivered in partnership with KiwiRail.

The assumption made for this RLTP is that these projects are fully funded from the NLTF or other sources within central government.

AT is discussing an agreed forward funding mechanism with the government for the investment required to support the Auckland Housing Programme (AHP). If this forward funding is available, AT will be able to accelerate the programme from the timing that is shown in this RLTP. Also, the government has signalled that it will contribute \$100 million for transport works to support the AHP, in addition to the \$401 million shown in this RLTP.

Finally, feedback on the draft RLTP from the community and local boards identified the deficiencies of the Dairy Flat Highway/The Avenue intersection, and the need for greater investment in new footpaths. AT therefore proposes that, should it have additional funding, it will deliver improvements at the Dairy Flat Highway/The Avenue intersection (with an estimated cost of \$12.5 million uninflated), and additional investment in footpaths of \$20 million.

AT’s priorities for delivery in 2021-2024

AT will prioritise the following projects for delivery in the first three years of this RLTP:

- Projects that are under construction, are committed or have tagged funding, which determine the timing of these projects in the first three years of the RLTP.
- Projects that are required to maintain existing levels of service and appropriately maintain existing assets, for example, AT’s asset renewals programme.
- Projects that are necessary to get the full benefit from existing or committed new investments, for example, electric trains to successfully operate the rail timetable once the CRL is open.
- Projects and programmes that have commenced but have not been delivered in full. Examples are the Connected Communities and Urban Cycleways programmes.
- Key programmes that provide a reasonable ‘baseline’ level of investment. Base levels of investment in safety, bus priority, cycling and optimisation programmes have been determined through business case processes and were considered unlikely to change, regardless of the weight placed on different ATAP objectives.

In most cases, these projects are judged by ATAP to be ‘Committed or Essential’, with very limited discretion to be removed from the programme.

Three-year priorities if funding does not materialise

As described earlier, AT’s capital programme within this RLTP is based on the investment programme set out in ATAP 2021. ATAP recognises that changes to some current funding settings are required to ensure the package can be fully delivered. Funding for AT’s capital programme in this RLTP is based on the funding levels in Auckland Council’s LTP, including an assumption that level crossings, and a number of other projects to be delivered by AT, are fully funded from the NLTF.

However, there are risks around the level of funding from both Auckland Council and Waka Kotahi. If funding was lower in the 2021-2024 period than that planned here, the following sets out the approach that AT would take to prioritise its programme:

- Category Three projects (those judged by ATAP to be discretionary) would be deferred first. AT’s intention would be to deliver these projects within the 10-year period if sufficient funding became available.
- If required due to even lower capital funding, AT would then consider deferring Category Two projects. Again, AT would try to defer these projects until later in the 10-year period, and would seek to deliver them when sufficient funding becomes available. The RFT-enabled projects in Category Two would still be delivered by 2028 according to the requirements of the RFT Scheme.
- If funding was so low within the three-year period as to require AT to defer Category One projects (those considered ‘Committed or Essential’ by ATAP) AT would look to defer any project or element of a programme that had discretion around its timing, with the intention that it was still delivered within the 10-year RLTP period.

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Funding and expenditure cont.

Waka Kotahi NZ Transport Agency

The table below sets out Waka Kotahi's investment programme for this RLTP. Programme detail is provided in Appendix 2.

| WAKA KOTAHI | CATEGORY | 2021/22 (\$ MILLION) | 2022/23 (\$ MILLION) | 2023/24 (\$ MILLION) | 2024/25 – 2030/31 (\$ MILLION) | TOTAL (\$ MILLION) |
|------------------------|--------------------------------------|-------------------------|-------------------------|-------------------------|-----------------------------------|-----------------------|
| Funding sources | NLTF | 625 | 645 | 522 | 3,995 | 5,787 |
| Expenditure | Maintenance, Operations and Renewals | 199 | 203 | 206 | 1,254 | 1,862 |
| | Other State Highway Projects | 426 | 442 | 316 | 2,741 | 3,925 |

This table does not include the costs of the NZUP projects. See page 96.

KiwiRail

KiwiRail's expenditure and funding are shown in the table below. Capital programme detail is provided in Appendix 3.

KiwiRail has been receiving funding, via AT, from the transitional rail activity class for a programme of catch-up renewals. As the transitional rail activity class will cease at the end of the current NLTP period, this project will be moved to the new public transport activity class.

The improvement projects KiwiRail will include in the RNIP, and seek funding for from the public transport activity class, have been included in the Appendix.

The existing funding mechanisms for determining and apportioning the maintenance and operational costs for the Auckland rail network using the network access agreement has not changed. The network access agreement process involves negotiating:

- The level of access for Metro services to the Auckland network
- The level of maintenance and renewals for the network
- How costs associated with the networks are apportioned.

KiwiRail will meet its share of this cost of maintenance through the RNIP from the rail network activity class, while AT will continue to meet its share from Auckland Council funding, fares, and the NLTP.

| KIWIRAIL | CATEGORY | 2021/22 (\$ MILLION) | 2022/23 (\$ MILLION) | 2023/24 (\$ MILLION) | 2024/25 – 2030/31 (\$ MILLION) | TOTAL (\$ MILLION) |
|------------------------|------------------------------|-------------------------|-------------------------|-------------------------|-----------------------------------|-----------------------|
| Funding sources | NLTF | 98 | 100 | 96 | 178 | 472 |
| Expenditure | Rail infrastructure projects | 98 | 100 | 96 | 178 | 472 |

This table does not include the costs of the NZUP projects. See page 96.

New Zealand Upgrade Programme

On 4 June 2021, the Government announced a revised NZUP programme, with an investment programme of \$4.3 billion for Auckland compared to the \$3.5 billion in January 2020. The following table shows the programmes and delivery agencies for this revised programme.

| NZ UPGRADE PROGRAMME | | | |
|---|----------------|---|-------------------|
| PROJECT | DELIVERY AGENT | PROJECT DESCRIPTION | COST (\$ MILLION) |
| Northern Pathway | Waka Kotahi | A fully separated pathway between Westhaven and Akoranga, including Te Ara Pae Moana (harbour bridge component) and land component between Sulphur Beach Reserve and Akoranga. | 785 |
| Penlink | Waka Kotahi | A new two lane toll road between SH1 and Whangaparāoa Peninsula. A separated, shared walking and cycling lane adjacent to the new State Highway will provide travel choice for those living in or visiting the peninsula. Penlink will also support safer and more reliable public transport services to and from the peninsula. | 830 |
| SOUTH AUCKLAND PACKAGE | | | |
| Wiri to Quay Park | KiwiRail | Works to add a third rail line between Wiri and Westfield, along with associated junction improvements, to increase rail capacity between Wiri and Quay Park, reducing congestion for both passenger and freight services. | 318 |
| Papakura to Pukekohe Electrification | KiwiRail | Electrification of the track between Papakura and Pukekohe to allow electric services at up to six trains per hour in each direction. | 375 |
| Drury Stations | KiwiRail | Funding for three new railway stations in Drury (two) and Paerata. | 495 |
| State Highway 1 Papakura to Drury South Stage One | Waka Kotahi | Improvements on SH1 from Papakura to Drury, widening the highway to three lanes in each direction to provide better travel time reliability, and adding a shared path. | 655 |
| Mill Road safety improvements and local infrastructure investment in Drury network | Waka Kotahi | A two-lane upgrade to Mill Road between Flat Bush and Alfriston tying into the existing urban Redoubt Road dynamic lanes. There will also be targeted safety improvements between Alfriston and Papakura. Transport upgrades to release housing and local centres in Drury in a way that supports the government's decarbonisation goals. The projects to be considered will include regional cycleways, arterial corridors that provide direct walking, cycling and/or bus access to stations and projects within or crossing state highway corridors to help release additional housing in Drury West. | 874* |
| TOTAL | | | 4,332 |

* The costs for this package of works are not baselined and further work is required to understand scope, schedule and cost.

Funding and expenditure cont.

City Rail Link Limited

City Rail Link Limited (CRL) is funded jointly by Auckland Council and central government to deliver the CRL. The funding and expenditure is set out in the table below.

| CRL | CATEGORY | 2021/22 (\$ MILLION) | 2022/23 (\$ MILLION) | 2023/24 (\$ MILLION) | 2024/25 – 2030/31 (\$ MILLION) | TOTAL (\$ MILLION) |
|-----------------|--------------------|-------------------------|-------------------------|-------------------------|-----------------------------------|-----------------------|
| Funding sources | Auckland Council | 572 | 476 | 162 | 95 | 1,305 |
| | Central Government | 585 | 439 | 183 | 89 | 1,295 |
| TOTAL FUNDING | | 1,157 | 915 | 345 | 184 | 2,600 |
| Expenditure | City Rail Link | 1,157 | 915 | 345 | 184 | 2,600 |

The costs above relate to the construction of the CRL. Responsibility for operating the stations and running rail services after completion is transferred to AT once the CRL is opened. Revenues and costs for these are included in AT's forecasts.

Department of Conservation

The table below shows the Department of Conservation (DOC) activities for special purpose roads included in this RLTP. Programme detail is provided in Appendix 5. Funding for these activities will come from DOC and the NLTF.

| DOC | CATEGORY | 2021/22 (\$ THOUSAND) | 2022/23 (\$ THOUSAND) | 2023/24 (\$ THOUSAND) | 2024/25 – 2030/31 (\$ THOUSAND) | TOTAL (\$ THOUSAND) |
|-----------------|---|--------------------------|--------------------------|--------------------------|------------------------------------|------------------------|
| Funding sources | NLTF | 26 | 26 | 126 | 534 | 711 |
| Expenditure | Local Road Maintenance and Improvements | 26 | 26 | 126 | 534 | 711 |

Auckland Council

Auckland Council will receive funding from the Covid-19 Response and Recovery Fund for the Te Whau Pathway, as set out in the table below.

| AUCKLAND COUNCIL | CATEGORY | 2021/22 (\$ MILLION) | 2022/23 (\$ MILLION) | 2023/24 (\$ MILLION) | 2024/25 – 2030/31 (\$ MILLION) | TOTAL (\$ MILLION) |
|------------------|-------------------------------------|-------------------------|-------------------------|-------------------------|-----------------------------------|-----------------------|
| Funding sources | Covid-19 Response and Recovery Fund | 14 | 12 | 4 | - | 30 |
| Expenditure | Te Whau Pathway | 14 | 12 | 4 | - | 30 |

Funding of \$35 million has been allocated from the Covid-19 Response and Recovery Fund. Auckland Council anticipates incurring some expenditure in 2020/21, leaving \$30 million to be incurred from 2021 onwards.



Artist rendering of the CRL Aotea Station

11.

Appendices

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Appendix 1 Auckland Transport Capital Programme

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires changes to current funding settings



| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|--|---|----------|--------------------------|-------------------|---------|---------|---------|---------|---------|---------|-------------------|--------------------|
| TRAVEL CHOICES: PUBLIC TRANSPORT | | | | | | | | | | | | \$ MILLIONS |
| RAPID TRANSIT: RAIL PROJECTS | | | | | | | | | | | | |
| EMU Rolling Stock Current Tranche | Final payments for current tranche EMUs to allow electric rail services to be extended to Pukekohe and to provide additional capacity on the rail network. | 1 | Local Share and NLTF | 2021/22 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| EMU Rolling Stock and Stabling Tranche for CRL | Purchase of additional new EMUs, as well as provision of stabling, maintenance and cleaning facilities, and additional traction feed to Wiri to maximise benefits of CRL. | 1 | Local Share and NLTF RFT | 2021/22 - 2025/26 | 15.0 | 53.6 | 115.0 | 177.5 | 51.4 | 0.0 | 0.0 | 412.5 |
| CRL Day One - Level Crossing Removal | Programme of high priority new grade separated crossings currently planned for Taka Street and Walters Road, closure of Spartan and Manuroa level crossings, and walking and cycling upgrades on Walters Road. Also includes planned grade separation at Church Street East and pedestrian crossing grade separation. | 1 | NLTF | 2021/22 - 2026/27 | 5.0 | 20.0 | 50.0 | 30.0 | 70.0 | 45.0 | 0.0 | 220.0 |
| Papakura Rail Station Park and Ride | Delivery of a new facility on the site of the existing Papakura Park and Ride, to increase patronage on the rail network. | 1 | Local Share and NLTF | 2021/22 - 2024/25 | 0.2 | 0.8 | 2.6 | 6.4 | 0.0 | 0.0 | 0.0 | 9.9 |
| CRL Road Side Projects | Road-side projects at Wellesley St, Pitt St, and Mt Eden Road to support CRL Stations. | 1 | Local Share and NLTF | 2022/23 - 2023/24 | 0.0 | 0.9 | 6.4 | 0.0 | 0.0 | 0.0 | 0.0 | 7.3 |
| Level Crossings Removal - Group 2 | Programme of works to address rail level crossing issues, either through road closures or grade separation. | 3 | NLTF | 2027/28 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 100.0 | 100.0 |
| RAPID TRANSIT: BUS PROJECTS | | | | | | | | | | | | |
| Eastern Busway Stage 1 | Completion of the signalised Panmure Roundabout accommodating bus priority, a new two-lane busway, pedestrian and cyclist facilities from the roundabout to Pakuranga Road/Ti Rakau Road intersection, a new one-lane each way Panmure Bridge and upgrades to the existing bridge. | 1 | Local Share and NLTF | 2021/22 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 |
| Eastern Busway Stages 2 to 4 | Completion of the Rapid Transit Busway, including the Reeves Road flyover, new bus interchanges at Pakuranga and Botany and associated safety and cycling works which will create faster, more reliable transport options for communities in East and South Auckland. | 1 | Local Share and NLTF RFT | 2021/22 - 2027/28 | 70.6 | 148.5 | 141.4 | 132.6 | 154.8 | 118.5 | 100.0 | 866.4 |
| Rosedale and Constellation Bus Stations | A new Rosedale bus station, and improvements to the existing Constellation bus station, associated with the extension of the Northern Busway to Albany. | 1 | Local Share and NLTF | 2021/22 - 2023/24 | 19.0 | 22.7 | 17.3 | 0.0 | 0.0 | 0.0 | 0.0 | 59.0 |
| Northern Busway Enhancements | This project covers capacity and performance enhancements to Northern Busway Stations. | 2 | Local Share and NLTF | 2027/28 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 62.0 | 62.0 |
| BUS PROJECTS | | | | | | | | | | | | |
| Connected Communities | Delivery of whole of route bus priority, safety and cycling improvements via the Connected Communities programme. | 1 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 24.1 | 33.3 | 38.8 | 37.0 | 57.0 | 83.0 | 309.8 | 583.0 |
| Midtown Bus Improvements | Delivery of bus infrastructure in the CBD, including bus priority along Wellesley Street, a new Learning Quarter bus interchange. | 1 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 3.0 | 10.3 | 45.8 | 0.0 | 0.0 | 29.5 | 43.1 | 131.7 |
| Northwest Bus Improvements | Bus Station at Westgate and interim bus stops at Lincoln Road and Te Atatu motorway interchanges. This will be delivered with part-funding from the COVID Response and Recovery Fund. | 1 | CRRF and NLTF | 2021/22 - 2023/24 | 20.0 | 26.0 | 39.0 | 0.0 | 0.0 | 0.0 | 0.0 | 85.0 ¹ |
| Double Decker Mitigation | Mitigation works to safely allow the passage of double decker buses, addressing risks such as street signage, street furniture, low hanging power or phone lines, overhanging trees and low bridge structures. | 1 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 2.0 | 2.0 | 2.0 | 5.0 | 5.0 | 5.0 | 8.0 | 29.0 |
| Downtown Crossover Bus Facilities | This project looks to provide an improved solution for buses serving Downtown, specifically enhancing Customs St to become a key bus corridor, and creating two new bus terminals on the Eastern and Western sides of the city centre. | 2 | Local Share and NLTF RFT | 2026/27 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 216.0 | 220.0 |

Appendix 1 **Auckland Transport Capital Programme** cont.

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires changes to current funding settings



| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|---|--|----------|--------------------------|-------------------|---------|---------|---------|---------|---------|---------|-------------------|--------------------|
| TRAVEL CHOICES: PUBLIC TRANSPORT | | | | | | | | | | | | \$ MILLIONS |
| BUS PROJECTS CONTINUED | | | | | | | | | | | | |
| Carrington Road Improvements | Provision of intersection improvements, bus lanes and new bus facilities to support the UNITEC precinct redevelopment in Mt Albert. | 2 | Local Share and NLTF RFT | 2026/27 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.7 | 43.9 | 54.6 |
| Airport to Botany Rapid Transit Route Protection | Notice of Requirement and allocation for early acquisition of land, identified as a necessary component for future Airport to Botany Rapid Transit infrastructure. | 2 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 5.5 | 5.5 | 11.5 | 6.0 | 7.0 | 7.0 | 7.0 | 49.5 |
| Airport to Botany Stage 2 Bus Improvements | Improved bus infrastructure from Manukau to Botany, to support an extended bus service between the Airport and Botany. | 2 | Local Share and NLTF RFT | 2024/25 - 2026/27 | 0.0 | 0.0 | 0.0 | 1.0 | 3.2 | 25.9 | 0.0 | 30.1 |
| Sylvia Park Bus Improvements | New bus link and bus station to Sylvia Park with walking and cycling improvements. | 2 | Local Share and NLTF RFT | 2024/25 - 2026/27 | 0.0 | 0.0 | 0.0 | 0.6 | 1.6 | 17.6 | 0.0 | 19.9 |
| Albert and Vincent Street Bus Priority Improvements | Bus priority measures on Albert and Vincent Streets to improve journey time and reliability between Karangahape Road and Britomart. | 2 | Local Share and NLTF RFT | 2027/28 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.1 | 8.1 |
| Rosedale Road Corridor | Bus lanes and segregated cycle lanes along the length of Rosedale Road, to coincide with the delivery of Rosedale Station in 2023. | 2 | Local Share and NLTF RFT | 2021/22 - 2023/24 | 0.6 | 3.7 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 8.0 |
| Neighbourhood Interchanges | Neighbourhood Interchanges are designed to improve connections between bus stops at key strategic locations across the network. This will provide interchange improvements at Glenfield shops, Dominion/Mt Albert Road and Dominion/Balmoral Road. | 2 | Local Share and NLTF RFT | 2021/22 - 2022/23 | 3.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 |
| FERRY, MULTI-MODAL, AND PARK AND RIDE | | | | | | | | | | | | |
| Public Transport Safety, Security and Amenity | A programme of capital improvements to the Public Transport network. Includes the Parnell Station Underpass. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 22.0 | 20.0 | 13.0 | 7.4 | 7.4 | 14.9 | 69.2 | 154.0 |
| Matiatia Park and Ride | Replace and expand existing Matiatia Park and Ride to cater for projected increase in demand to and from Waiheke. | 1 | Local Share and NLTF RFT | 2021/22 - 2025/26 | 0.1 | 1.0 | 1.0 | 15.9 | 7.6 | 0.0 | 0.0 | 25.6 |
| Community Connect (PT Concession Card Trial) | Provision for setting up the public transport concession card trial for Community Service Card holders. | 1 | Crown | 2021/22 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 |
| Downtown Ferry Basin Redevelopment | Completing work on the Downtown Ferry Terminal Development. | 1 | Local Share and NLTF RFT | 2021/22 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |
| Park and Ride Programme | Delivery of new and extended park and ride facilities. | 2 | Local Share and NLTF RFT | 2025/26 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 11.0 | 20.0 | 20.0 | 51.0 |
| Accessibility Improvement Project | A programme of retrofits to public transport stops, stations, interchanges and terminals to improve access for people with disabilities or other accessibility needs. | 2 | Local Share and NLTF RFT | 2023/24 - 2030/31 | 0.0 | 0.0 | 3.0 | 3.0 | 3.0 | 5.0 | 26.0 | 40.0 |
| Decarbonisation of the Ferry Fleet Stage 1 | To provide infrastructure to help decarbonise the public transport fleet. | 2 | Local Share and NLTF RFT | 2021/22 - 2023/24 | 5.0 | 15.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 30.0 |

Appendix 1 **Auckland Transport Capital Programme** cont.

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires changes to current funding settings



| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|--|---|-------------|--------------------------|-------------------|---------|---------|---------|---------|---------|---------|-------------------|--------------------|
| TRAVEL CHOICES: ACTIVE MODES | | | | | | | | | | | | \$ MILLIONS |
| ACTIVE MODES | | | | | | | | | | | | |
| On-going Cycling Programme | An ongoing programme of cycleway delivery and associated projects following on from the completion of the Urban Cycleways Programme. Currently focuses on achieving maximum impact for short trips to the city centre, public transit interchanges, schools and local and metropolitan centres. | 1 & 3 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 4.2 | 6.1 | 7.5 | 31.0 | 31.0 | 31.0 | 195.2 | 306.0 |
| Urban Cycleways Programme | Completion of the Urban Cycleways Programme. Remaining projects are New Lynn to Avondale, Links to Glen Innes, Waitemata Safe Routes, Point Chevalier to Westmere and Glen Innes to Tāmaki Drive shared path - Te Ara Ki Uta Ki Tai. | 1 | Local Share and NLTF | 2021/22 - 2023/24 | 40.4 | 64.4 | 34.4 | 0.0 | 0.0 | 0.0 | 0.0 | 139.2 |
| New Footpaths Regional Programme | Programme to construct new and widened footpaths. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 5.0 | 24.0 | 49.0 |
| Meadowbank Kohimarama Connectivity Project | A shared path connecting the Meadowbank and Kohimarama communities, via the Pourewa Valley and the Glen Innes to Tāmaki Drive shared path - Te Ara Ki Uta Ki Tai (the path of land and sea). | 1 | Local Share and NLTF RFT | 2021/22 - 2023/24 | 4.9 | 3.6 | 13.7 | 0.0 | 0.0 | 0.0 | 0.0 | 22.1 |
| Māngere Cycleways (Airport Access) | Walking and cycling infrastructure to improve airport access. | 1 | Local Share and NLTF RFT | 2021/22 - 2022/23 | 7.0 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.6 |
| Tāmaki Drive/ Ngapipi Road safety improvements | To improve the pedestrian and cycle connection on Ngapipi Bridge adjacent to the Tāmaki Drive/Ngapipi Road intersection. | 1 | Local Share and NLTF RFT | 2021/22 | 6.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.8 |
| Access for Everyone Introductory Works | Introductory works to support Auckland Council's Access for Everyone and the City Centre Masterplan Refresh. | 2 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 1.0 | 2.0 | 2.0 | 0.0 | 0.0 | 2.0 | 23.0 | 30.0 |
| Minor Cycling and Micromobility (Pop-up cycleways) | A programme of minor improvements to the cycle network, that includes pop-up cycleways, cycling improvements in and around RTN Stations, community bike hub facilities and micro-mobility based improvements. The project will also look to address issues related to the monitoring of active modes. | 2 | Local Share and NLTF RFT | 2021/22 - 2025/26 | 4.0 | 6.0 | 7.0 | 7.0 | 6.0 | 0.0 | 0.0 | 30.0 |
| LOCAL BOARD PRIORITIES | | | | | | | | | | | | \$ MILLIONS |
| Local Board Initiatives | To allow Local Boards to fund transport projects in their communities. Projects to be funded will be developed with Local Boards to meet their specific priorities. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 80.0 | 200.0 |
| Projects Funded by Rodney Transport Targeted Rate | Additional transport investment in the Rodney Local Board area funded by the Local Targeted Rate . | 1 | Local Share | 2021/22 - 2030/31 | 7.8 | 9.4 | 4.6 | 0.1 | 0.1 | 0.1 | 0.1 | 22.0 |
| Waiheke Ten-Year Transport Plan | To commence the implementation of the highest priority projects in the Waiheke 10 Year Transport Plan. | Not in ATAP | Local Share and NLTF | 2025/26 - 2026/27 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 5.0 | 0.0 | 10.0 |
| ENVIRONMENT AND SUSTAINABILITY | | | | | | | | | | | | \$ MILLIONS |
| Environmental Sustainability Infrastructure | Programme which seeks to address environmental sustainability issues from Transport. The programme will include, but may not be limited to, projects that reduce greenhouse gas emissions, provide resilience to climate change, mitigate pollution (air, noise, land and water), protect and enhance biodiversity, and support innovation in sustainability. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 2.8 | 11.3 | 20.2 |
| Electric Bus Trial Roadmap | Infrastructure to support electric/low emission buses on the public transport network. | 1 | Local Share and NLTF | 2021/22 - 2022/23 | 4.5 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| Supporting Electric Vehicles | Infrastructure and initiatives to support electrification of the private vehicle fleet. | 2 | Local Share and NLTF | 2021/22 - 2030/31 | 2.0 | 5.0 | 5.0 | 0.0 | 0.0 | 5.0 | 17.0 | 34.0 |

Appendix 1 **Auckland Transport Capital Programme** cont.

Prioritisation Key:
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 3 Requires changes to current funding settings



| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|---|--|-------------|--------------------------|-------------------|---------|---------|---------|---------|---------|---------|-------------------|---------------|
| \$ MILLIONS | | | | | | | | | | | | |
| SAFETY | | | | | | | | | | | | |
| Safety Programme | A programme of investment to address the highest risk roads and intersections that require larger scale improvements to address safety deficiencies. This programme includes addressing speed-related deficiencies on the network, and ensuring better outcomes for vulnerable road users. | 1 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 60.3 | 60.3 | 60.3 | 60.0 | 72.0 | 72.0 | 272.0 | 657.0 |
| Minor Improvements | A programme of targeted improvements to address safety and operational deficiencies across AT's road, motorcycle, pedestrian and cycle networks. | 1 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 10.0 | 8.0 | 8.0 | 10.0 | 10.0 | 12.0 | 42.0 | 100.0 |
| School Speed Management | A programme of investment to reduce speed limits outside all schools in Auckland through speed management interventions to meet nationally mandated school speed limit changes by 2030. | 1 | NLTF | 2021/22 - 2030/31 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 10.0 | 40.0 | 75.0 |
| Marae and Papakāinga (Turnouts) Safety Programme | Toa Takitini (Transformational) Māori Outcome Programme seeks to improve the entry/exit from Marae, Papakāinga and Urupa to main highways and or roads. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.6 | 6.4 | 13.2 |
| Community Safety Fund | Completion of the community safety projects that were developed by Local Boards and elected members in 2018-2021. | 1 | Local Share and NLTF RFT | 2021/22 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| \$ MILLIONS | | | | | | | | | | | | |
| ACCESS AND CONNECTIVITY | | | | | | | | | | | | |
| CORRIDOR IMPROVEMENTS | | | | | | | | | | | | |
| Lake Road/Esmonde Road Improvements | Improvements to Lake and Esmonde Road to improve people moving capacity and reduce journey time unreliability. | 1 | Local Share and NLTF RFT | 2021/22 - 2025/26 | 1.0 | 1.1 | 7.3 | 10.6 | 28.5 | 0.0 | 0.0 | 48.4 |
| Wynyard Quarter Integrated Road Programme | Providing road upgrades within the Wynyard Quarter precinct. | 1 | Local Share | 2022/23 - 2025/26 | 0.0 | 0.8 | 15.5 | 14.9 | 14.9 | 0.0 | 0.0 | 46.1 |
| Unsealed Road Improvements | Programme of delivering improvements to the region's highest priority unsealed roads. | 1 | Local Share RFT | 2021/22 - 2030/31 | 6.0 | 6.0 | 6.0 | 4.0 | 3.0 | 3.0 | 12.0 | 40.0 |
| Resolution of Encroachments and Legacy Land Purchase Arrangements | Programme to resolve encroachments and legacy land purchase arrangements. | 1 | Local Share | 2021/22 - 2030/31 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.4 | 9.5 | 17.0 |
| Ormiston Town Centre Link | A new road link to provide shorter access towards the emerging Ormiston Town Centre. This includes walking and cycling facilities. | 1 | Local Share and NLTF | 2021/22 - 2022/23 | 1.7 | 15.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.8 |
| Medallion Drive Link | A two-way link road between Fairview Avenue and the existing Medallion Drive with pedestrian and cycle facilities. | 1 | Local Share and NLTF | 2021/22 | 12.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.0 |
| Lincoln Road Corridor Improvements | Lincoln Road widening to accommodate additional transit/bus lanes, as well as intersection improvements, footpath widening for both pedestrians and cyclists, and installing a solid median. | 2 | Local Share and NLTF RFT | 2021/22 - 2027/28 | 2.0 | 11.4 | 6.9 | 13.7 | 26.0 | 26.5 | 19.6 | 106.2 |
| Glenvar Road/East Coast Road intersection and corridor improvements | Corridor improvements, including road widening and upgrading intersections to provide safety benefits, transit priority and additional cycleways. | 2 | Local Share and NLTF RFT | 2021/22 - 2024/25 | 2.8 | 14.3 | 21.1 | 19.1 | 0.0 | 0.0 | 0.0 | 57.3 |
| Smales Allens Road Widening and Intersection Upgrade | Widening Smales and Allens Roads from two lanes into four lanes and upgrading the intersection with Springs and Harris Roads. | 2 | Local Share and NLTF RFT | 2025/26 - 2027/28 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 9.0 | 11.8 | 23.4 |
| Hill Street Intersection Improvement | Upgrade and reconfiguration of two intersections on SH1 and Sandspit Road in Warkworth, to improve movement for all modes. | Not in ATAP | Local Share and NLTF | 2021/22 - 2024/25 | 2.0 | 4.7 | 10.4 | 1.6 | 0.0 | 0.0 | 0.0 | 18.8 |

Appendix 1 **Auckland Transport Capital Programme** cont.

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|--|---|----------|--------------------------|-------------------|---------|---------|---------|---------|---------|---------|-------------------|--------------------|
| ACCESS AND CONNECTIVITY CONTINUED | | | | | | | | | | | | \$ MILLIONS |
| OPERATIONAL PROGRAMMES | | | | | | | | | | | | |
| Regional Improvement Projects | Programme to respond to community requests for corridor improvements that focus on ensuring safe and efficient operation. This is the partner programme to the Minor Improvements Programme. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 8.0 | 34.0 | 62.0 |
| Parking Programme | Programme of initiatives to support AT's parking activities, including residential parking permits, on-and off-street paid parking, and enforcement activities. | 1 | Local Share | 2021/22 - 2030/31 | 3.0 | 3.0 | 3.0 | 2.0 | 2.0 | 6.5 | 29.5 | 49.0 |
| Improvements Complementing Developments | Programme to allow AT to proactively work with developers to improve transport outcomes associated with new developments. | 1 | Local Share | 2021/22 - 2030/31 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 1.7 | 6.7 | 12.0 |
| Core Operational Capital Programme | Minor capital programme including projects such as Advanced Destination Signage, and Regulatory Controls Infrastructure. | 2 | Local Share and NLTF | 2021/22 - 2030/31 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 2.0 | 7.8 | 14.0 |
| OPTIMISATION AND TECHNOLOGY | | | | | | | | | | | | \$ MILLIONS |
| NETWORK CAPACITY AND PERFORMANCE | | | | | | | | | | | | |
| Network Performance | A programme of small scale multi-modal initiatives such as synchronisation of traffic signals, road-layout improvements including bus and freight lanes and dynamic lanes to support improved outcomes for active modes, public transport, freight, and general traffic. | 1 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 18.0 | 75.0 | 138.0 |
| Intelligent Transport Systems | A programme to take advantage of emerging technologies to manage congestion, improve safety and influence travel demand. | 1 | Local Share and NLTF RFT | 2021/22 - 2030/31 | 5.0 | 5.0 | 5.0 | 7.0 | 7.0 | 5.0 | 18.0 | 52.0 |
| Freight Network Improvements | Optimisation improvements on the freight network. | 2 | Local Share and NLTF RFT | 2026/27 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 | 24.0 | 30.0 |
| OPERATIONAL PROGRAMMES | | | | | | | | | | | | |
| Customer and Business Technology | A combined programme facilitating technology change to support the design, operation, and use of the public transport system, better customer experience, plus maintaining IT equipment and business applications. This also includes allowance for Integrated Ticketing costs. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 35.0 | 35.0 | 35.0 | 38.0 | 37.0 | 39.0 | 134.0 | 353.0 |
| Core Technology | This programme is comprised of technology upgrades and replacements, and cybersecurity. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 6.5 | 25.5 | 57.0 |
| Transport Demand Forecasting Models Update | Build and calibrate new Land Use, Transport Demand Forecasting, and Traffic Model Network system following 2018 Census update. This is a joint project with Waka Kotahi. | 1 | Local Share and NLTF | 2024/25 - 2025/26 | 0.0 | 0.0 | 0.0 | 3.0 | 3.0 | 0.0 | 0.0 | 6.0 |
| ASSET MANAGEMENT | | | | | | | | | | | | \$ MILLIONS |
| Renewals | Costs associated with renewing AT's transport network and corporate assets to an appropriate standard. This includes provision for responding to climate change and emergency events. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 234.4 | 253.0 | 322.1 | 374.7 | 413.1 | 441.5 | 1,892.3 | 3,931.0 |
| Seismic Strengthening Programme | Programme for seismic strengthening around the Auckland region. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 3.0 | 5.0 | 3.0 | 2.0 | 2.0 | 2.0 | 8.0 | 25.0 |
| Street Lighting Improvements | Programme to deliver improved street lighting throughout the Auckland region. | 1 | Local Share and NLTF | 2021/22 - 2023/24 | 5.0 | 5.0 | 7.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.0 |
| Wolverton Culverts | Upgrade to two culverts under Wolverton Street that are in need of replacement. | 1 | Local Share | 2021/22 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 |

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|---|---|----------|---------------------------------------|-------------------|--------------|--------------|----------------|----------------|----------------|----------------|-------------------|-----------------|
| \$ MILLIONS | | | | | | | | | | | | |
| Projects Supporting Auckland Housing Programme | Projects supporting Kainga Ora's Auckland Housing Programme, includes projects in Tāmaki, Māngere, Mt Roskill, Northcote and Oranga. | 3 | Local Share and NLTF RFT ² | 2024/25 - 2030/31 | 0.0 | 0.0 | 0.0 | 5.0 | 15.0 | 50.0 | 331.0 | 401.0 |
| Greenfield transport infrastructure - Northwest | Projects to support high priority greenfield growth areas, including new Redhills connections with appropriate public transport and active mode provision. | 1 | Local Share and NLTF RFT ² | 2021/22 - 2030/31 | 3.0 | 3.0 | 5.0 | 5.0 | 11.0 | 23.0 | 92.0 | 142.0 |
| Supporting Growth - Post Lodgement and Property | To support legal costs and necessary property purchase associated with designations, including hearings and environment court costs. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 3.5 | 7.5 | 17.0 | 5.5 | 5.5 | 5.5 | 20.0 | 64.5 |
| Tāmaki Regeneration | Local road upgrades, improvements to Glen Innes town centre and enhanced linkages to public transport as part of the agreement with Tāmaki Regeneration Company. | 1 | Local Share and NLTF | 2022/23 - 2030/31 | 0.0 | 3.0 | 8.5 | 4.8 | 6.3 | 9.6 | 8.7 | 40.9 |
| Supporting Growth - Investigation for Growth Projects | To facilitate investigation for high priority projects in growth areas. | 1 | Local Share and NLTF | 2021/22 - 2023/24 | 14.0 | 11.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 28.0 |
| Matakana Link Road | A connection between SH1 and Matakana Road. | 1 | Local Share and NLTF RFT ² | 2021/22 | 26.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.0 |
| Wainui Improvements | Infrastructure to support Wainui growth area. | 1 | Local Share | 2021/22 - 2023/24 | 3.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.1 |
| Strategic Business Cases | These business cases cover all regions in growth areas. Business cases unlock funding assistance from Waka Kotahi's NLTP to match Council's share of the investment from the RLTP, securing FAR enables successful implementation of projects in the future. This includes Tāmaki Drive Resilience Investigation. | 1 | Local Share and NLTF | 2021/22 - 2030/31 | 1.0 | 4.0 | 5.0 | 0.0 | 0.0 | 4.0 | 8.0 | 22.0 |
| Huapai Improvements | Station Road re-alignment and signalisation at the intersection of SH16. | 1 | Local Share and NLTF | 2021/22 - 2022/23 | 13.4 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.5 |
| Scott Point Repayment | Payment to Auckland Council for growth related works in Scott Point. | 1 | Local Share | 2021/22 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| Drury Local Road Improvements | Local road upgrades supporting growth and new rail infrastructure in Drury. This programme includes Waihoehoe Road improvements to connect to the proposed Drury Central Station, and intersection improvements at Waihoehoe Road and SH22. | 3 | Local Share and NLTF RFT ² | 2027/28-2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 242.8 | 242.8 |
| Northwest Growth Improvements | Local road upgrades supporting growth and facilitating better active and public transport in the Northwest growth area. This programme includes better public transport and active modes provision between Fred Taylor Drive and Maki Street. | 3 | Local Share and NLTF RFT ² | 2026/27 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.1 | 148.4 | 185.5 |
| Western Link Road Route Protection | Route Protection for the Western Link Road in Warkworth. | 3 | Local Share and NLTF RFT ² | 2025/26 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 1.0 | 4.0 | 6.0 |
| AUCKLAND TRANSPORT TOTAL | | | | | 820.1 | 994.0 | 1,185.8 | 1,093.3 | 1,132.8 | 1,259.8 | 4,886.8 | 11,372.5 |

Auckland Council Projects

| \$ MILLIONS | | | | | | | | | | | | |
|--------------------|---|---|------|-------------------|------|------|-----|-----|-----|-----|-----|------|
| Te Whau Pathway | A shared path that will link the Manukau Harbour to the Waitemata Harbour. This will be delivered with funding from the COVID Response and Recovery Fund. | 1 | CRRF | 2021/22 - 2023/24 | 14.2 | 12.5 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 30.3 |

² RFT in addition to Development Contributions and funding from NLTF

Appendix 2

Waka Kotahi NZ Transport Agency Capital Programme

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires funding

| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|--|--|----------|----------------|-------------------|---------|---------|---------|---------|---------|---------|-------------------|--------------------|
| SAFETY | | | | | | | | | | | | \$ MILLIONS |
| Safer Networks Programme | A programme of works to prevent people from dying or being seriously injured on high risk state highways and local roads. Activities includes median and roadside barriers, markings and signage, and safe and appropriate speed treatment. | 1 | NLTF | 2021/22 - 2030/31 | 22.5 | 13.7 | 0.0 | 21.3 | 30.4 | 22.7 | 43.4 | 154.0 |
| SH16 Brigham Creek-Waimauku | A project to improve safety and efficiency for road users on the stretch of SH16 between Brigham Creek and Waimauku in Auckland. | 1 | NLTF | 2021/22 - 2024/25 | 28.8 | 60.8 | 40.0 | 7.8 | 0.0 | 0.0 | 0.0 | 137.4 |
| Dome Valley Safety Improvements | The planned safety improvements on SH1 through the Dome Valley include widening the existing road, embankment reshaping, construction of right hand turn bays and installation of flexible wire rope barriers in the central median. | 1 | NLTF | 2021/22 - 2022/23 | 18.2 | 13.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 31.6 |
| RAPID TRANSIT | | | | | | | | | | | | \$ MILLIONS |
| CC2M & Northwest Rapid Transit | Seed funding for future Rapid Transit on the city centre to Māngere (CC2M) and Northwest lines. The project and timing are to be determined. | 1 | NLTF | 2021/22-2030/31 | 30.0 | 45.0 | 15.0 | 1,710.0 | | | 1,800.0 | |
| SH18 Rapid Transit | Business Case and planning work associated with future Rapid Transit along SH18 between Westgate and Constellation Bus Station. | 1 | NLTF | 2024/25 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 |
| OPERATIONAL CAPITAL PROGRAMMES | | | | | | | | | | | | \$ MILLIONS |
| State Highway Low Cost Low Risk Programme | Activities targeted to low cost safety, optimisation, and resilience. | 1 | NLTF | 2021/22 - 2023/24 | 10.5 | 1.7 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 12.6 |
| Preventing Wrong Way Drivers | A project to deliver a network wide solution to prevent, detect and reduce the number of WWD incidences. | 1 | NLTF | 2021/22 - 2023/24 | 1.3 | 6.1 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 8.6 |
| Weigh Right | Improving Stanley Street weigh station with WIM and inspection facilities, and relocating main weighing facility to Bombay to allow for SH1 traffic to be screened and weighed. | 1 | NLTF | 2021/22 - 2024/25 | 1.3 | 5.6 | 1.7 | 0.2 | 0.0 | 0.0 | 0.0 | 8.8 |
| Noise wall upgrade programme | A programme to implement roadside noise barriers to reduce exposure to high traffic noise levels from the state highway network. | 1 | NLTF | 2021/22 - 2023/24 | 2.5 | 5.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 15.0 |
| MODE CHOICE | | | | | | | | | | | | \$ MILLIONS |
| Glen Innes to Tāmaki cycleway | A shared path for cyclists and pedestrians that will follow the eastern rail line from Merton Road near Glen Innes Station to Tāmaki Drive – connecting pedestrians and cyclists from Auckland’s eastern suburbs to the Waitemata. | 1 | NLTF | 2021/22 - 2022/23 | 14.0 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 19.4 |
| 20Connect (SH20B) Route Protection | Early route protection work for this project. 20Connect will improve journey reliability along SH20B and enable the future Airport to Botany Rapid Transit infrastructure, which will provide more choice for people when travelling around southwest Auckland, including to and from the airport. | 1 | NLTF | 2021/22 - 2025/26 | 2.1 | 2.0 | 4.9 | 3.1 | 2.6 | 0.0 | 0.0 | 14.6 |
| Old Māngere Bridge Pedestrian & Cycling Link | Replacement of the Old Māngere Bridge, providing the community with a safe, high-quality walking and cycling connection between the Ōnehunga and Māngere Bridge communities and a safe place for fishing. | 1 | NLTF | 2021/22 | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.9 |
| Walking and Cycling Low Cost Low Risk | Walking and Cycling small projects based on Low Cost Low Risk process. | 1 | NLTF | 2021/22 - 2023/24 | 2.0 | 2.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.0 |

Appendix 2

Waka Kotahi NZ Transport Agency Capital Programme cont.

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires funding



| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|---|---|----------|----------------|-------------------|---------|---------|---------|---------|---------|---------|-------------------|--------------------|
| GROWTH | | | | | | | | | | | | \$ MILLIONS |
| Supporting Growth Route Protection Programme | An AT/Waka Kotahi Alliance has been set up to look at route protection for the preferred network in the Northwest, North and Southern growth areas of Supporting Growth Programme. This includes specific Waka Kotahi activities like an alternative corridor to existing SH16, SH22, and capacity improvements north of Albany. | 1 | NLTF | 2021/22 - 2026/27 | 14.4 | 11.9 | 14.2 | 1.3 | 1.3 | 1.3 | 0.0 | 44.4 |
| SH18 Squadron Drive interchange upgrade | New interchange west-facing ramps will complement the existing east-facing ramps to create a full interchange and provide greater access for the Hobsonville growth area. This would also reduce traffic volumes and improve public transport reliability on Hobsonville Road by redirecting some customers from the local road to SH18. | 2 | NLTF | 2021/22 - 2026/27 | 2.0 | 14.0 | 26.0 | 23.0 | 1.5 | 1.5 | 0.0 | 68.0 |
| BETTER CONNECTIONS | | | | | | | | | | | | \$ MILLIONS |
| Puhoi-Warkworth | The Pūhoi to Warkworth project will extend the four-lane Northern Motorway (SH1) 18.5km from the Johnstone's Hill tunnels to just north of Warkworth. It is the first stage of the Ara Tūhono – Pūhoi to Wellsford project. | 1 | NLTF | 2021/22 - 2030/31 | 34.7 | 118.6 | 87.1 | 87.2 | 87.0 | 91.3 | 368.4 | 874.3 |
| Southern Corridor Improvements (Manukau-Papakura) [Debt repayment] | Debt repayments and final completion of the Southern Corridor Improvements Project, which covers the stretch of Southern Motorway (SH1) from the SH20/SH1 connection at Manukau down to Papakura in the south. | 1 | NLTF | 2021/22 - 2026/27 | 13.5 | 76.0 | 75.0 | 27.0 | 36.0 | 13.8 | 0.0 | 241.3 |
| ITS Programme & State Highway Optimisation Programme | AT/Waka Kotahi have partnered to deliver an Auckland whole of network approach to optimisation. This is the Waka Kotahi component of the programme of small scale multi-modal initiatives such as synchronisation of ramp/traffic signals, on-ramp/interchange road-layout improvements including bus and freight lanes, and Intelligent Transport Systems (ITS) to support improved outcomes for active modes, public transport, freight, and general traffic. | 1 | NLTF | 2021/22 - 2030/31 | 15.2 | 14.8 | 14.6 | 11.4 | 11.4 | 11.4 | 45.6 | 124.4 |
| Northern Corridor (includes busway extension) | A package of capacity and safety improvement projects on the Northern Motorway between Upper Harbour Highway and Greville Road including widening of SH1 between Constellation Drive and Greville Road, widening of SH18 between SH1 and Unsworth Drive, a new motorway-to-motorway connection between SH18 and SH1, upgrade of the Greville Road interchange, and extension of the existing Northern Busway from Constellation Drive to Albany. | 1 | NLTF | 2021/22 - 2023/24 | 126.2 | 23.9 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 151.8 |
| SH1 Additional Waitemata Harbour Connections (Business Case, Designations and Property) | The Additional Waitematā Harbour Connections project will assess options for improvements to connections between the North Shore and the city centre. | 1 | NLTF | 2021/22 - 2026/27 | 1.0 | 4.0 | 8.0 | 10.4 | 6.1 | 6.1 | 24.4 | 60.0 |

Appendix 2

Waka Kotahi NZ Transport Agency Capital Programme cont.

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires funding

| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|--|--|----------|----------------|-------------------|--------------|--------------|--------------|----------------|--------------|--------------|-------------------|--------------------|
| BETTER CONNECTIONS CONTINUED | | | | | | | | | | | | \$ MILLIONS |
| SH20A to Airport (Debt Repayment) | Debt payment for grade separation of the SH20A/Kirkbride Road Intersection (motorway trenched under Kirkbride Road). | 1 | NLTF | 2021/22 | 47.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 47.7 |
| East West Link (Property) | Property costs associated with the East West Link. The wider project is currently being reviewed to evaluate whether it aligns with the new priorities and strategic direction set out by the Government Policy Statement on Land Transport. | 1 | NLTF | 2023/24 - 2030/31 | 10.0 | 10.0 | 5.7 | 0.0 | 0.0 | 0.0 | 5.0 | 30.7 |
| Warkworth to Wellsford (Designation) | The Warkworth to Wellsford project is the second section of Ara Tūhono Pūhoi to Wellsford. The Indicative Alignment is 26km long, includes an 850m long twin bore tunnel in the Dome Valley and three interchanges located at Warkworth, Wellsford and Te Hana. | 1 | NLTF | 2021/22 - 2023/24 | 9.0 | 6.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.0 |
| SH1 Drury South to Bombay (Route Protection) | The State Highway 1 Papakura (SH1) to Bombay project proposes improvements to Auckland's Southern Motorway, between Papakura and Bombay. This covers route protection south of Drury. | 1 | NLTF | 2021/22 - 2025/26 | 2.1 | 2.2 | 0.2 | 6.9 | 6.9 | 0.0 | 0.0 | 18.3 |
| Grafton Gully Improvement Business Case | The City Centre Master Plan envisions a new multi-modal boulevard and future urban neighbourhoods for Grafton Gully and Te Toangaroa/Quay Park seamlessly stitching the eastern edge of the city centre with the heart of the city and eastern city fringe neighbourhoods. | 1 | NLTF | 2023/24 - 2024/25 | 0.0 | 0.0 | 5.0 | 10.0 | 0.0 | 0.0 | 0.0 | 15.0 |
| MAINTENANCE, OPERATIONS AND RENEWALS | | | | | | | | | | | | \$ MILLIONS |
| State Highway Maintenance, Operations & Renewals | State highway maintenance, operations, and renewals. | 1 | NLTF | 2021/22 - 2030/31 | 199.2 | 202.6 | 206.1 | 179.2 | 179.2 | 179.2 | 716.6 | 1862.0 |
| TOTAL EXCLUDING LIGHT RAIL PROVISION | | | | | 595.0 | 599.6 | 507.4 | 391.7 | 362.4 | 327.2 | 1203.5 | 3986.8 |
| CC2M & NORTHWEST RAPID TRANSIT | | | | | 30.0 | 45.0 | 15.0 | 1,710.0 | | | 1800.0 | |
| WAKA KOTAHI TOTAL | | | | | | | | | | | | 5786.8 |

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Appendix 3

KiwiRail Capital Programme



Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires funding

| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|---|---|----------|----------------------------|-------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------------|--------------------|
| KIWI RAIL PROJECTS | | | | | | | | | | | | \$ MILLIONS |
| CRL Day One - Infrastructure Package | Infrastructure improvements to support CRL including Additional Traction Feed (West) and Investigation for ETCS Level 2. | 1 | NLTF | 2021/22 - 2023/24 | 25.0 | 19.0 | 17.0 | 0.0 | 0.0 | 0.0 | 0.0 | 61.0 |
| CRL Day One - Resilience and Asset Maintenance Programme | Resilience and asset maintenance improvements to support CRL including Integrated Rail Management Centre and Emergency Management Systems. | 1 | NLTF | 2021/22 - 2023/24 | 7.5 | 30.3 | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 50.7 |
| KiwiRail Strategic Future Planning | Third and Fourth Main business case and Network Investment Planning. | 1 | NLTF | 2021/22 - 2030/31 | 3.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 20.0 | 47.0 |
| Progressive Fencing and Security | Ongoing programme to improve safety and security of the rail corridor through managing access. | 2 | NLTF | 2021/22 - 2030/31 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 8.0 | 20.0 |
| MAINTENANCE, OPERATIONS AND RENEWALS | | | | | | | | | | | | \$ MILLIONS |
| Rail Network Resilience and Performance Programme - Catch-up Renewals | Funding for works to address historic formation, drainage and track issues to bring the network up to a modern metro standard. This includes acceleration of some renewal activity to ensure the programme is optimised and ensure the network will perform reliably under increased traffic volumes. Also known as the Rail Network Growth Impact Management Project. AT is the Approved Organisation. | 1 | NLTF | 2021/22 - 2024/25 | 48.0 | 32.0 | 45.0 | 12.0 | 0.0 | 0.0 | 0.0 | 137.0 |
| Maintenance, Operations, and Renewals | KiwiRail share of network maintenance, operations, and renewals cost to be agreed through the ANAA. | 1 | NLTF Rail Network via RNIP | 2021/22 - 2030/31 | 5.0 | 5.0 | 7.0 | 8.0 | 8.0 | 8.0 | 33.0 | 74.0 |
| Additional Rail Maintenance and Renewals | Lifting the level of maintenance and renewals to ensure reliable operation of the Auckland rail network in response to increased traffic volumes. This expenditure is above that currently provided by KiwiRail and Auckland Transport through the ANAA. | 1 | NLTF / ANAA | 2021/22 - 2030/31 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 29.2 | 73.0 |
| Additional MO&R for CRL Components | Additional budget maintenance, operations and renewals budget to ensure the reliable operation of CRTL. This expenditure is above that currently provided by KiwiRail and Auckland Transport through the ANAA. | 1 | NLTF / ANAA | 2027/28 - 2030/31 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 | 9.0 |
| KIWI RAIL TOTAL | | | | | 97.8 | 99.6 | 96.2 | 34.3 | 22.3 | 22.3 | 99.2 | 471.7 |

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Appendix 4

NZ Upgrade Programme

| Project Name | Delivery Agent | Project Description | Cost (\$ million) |
|--|----------------|---|-------------------|
| Northern Pathway | Waka Kotahi | A fully separated pathway between Westhaven and Akoranga, including Te Ara Pae Moana (harbour bridge component) and land component between Sulphur Beach Reserve and Akoranga. | 785 |
| Penlink | Waka Kotahi | A new two lane toll road between SH1 and Whangaparāoa Peninsula. A separated, shared walking and cycling lane adjacent to the new state highway will provide travel choice for those living in or visiting the peninsula. Penlink will also support safer and more reliable public transport services to and from the peninsula. | 830 |
| SOUTH AUCKLAND PACKAGE | | | |
| Wiri to Quay Park | KiwiRail | Works to add a third rail line between Wiri and Westfield, along with associated junction improvements, to increase rail capacity between Wiri and Quay Park, reducing congestion for both passenger and freight services. | 318 |
| Papakura to Pukekohe Electrification | KiwiRail | Electrification of the track between Papakura and Pukekohe to allow electric services at up to 6 trains per hour in each direction. | 375 |
| Drury Stations | KiwiRail | Funding for three new railway stations in Drury (two) and Paerata. | 495 |
| State Highway 1 Papakura to Drury South Stage One | Waka Kotahi | Improvements on SH1 from Papakura to Drury, widening the highway to three lanes in each direction to provide better travel time reliability, and adding a shared path. | 655 |
| Mill Road safety improvements and local infrastructure investment in Drury network | Waka Kotahi | A two-lane upgrade to Mill Road between Flat Bush and Alfriston tying into the existing urban Redoubt Road dynamic lanes. There will also be targeted safety improvements between Alfriston and Papakura. Transport upgrades to release housing and local centres in Drury in a way that supports the Government's decarbonisation goals. The projects to be considered will include regional cycleways, arterial corridors that provide direct walking, cycling and/or bus access to stations and projects within or crossing state highway corridors to help release additional housing in Drury West. | 874* |
| TOTAL | | | 4,332 |

* The costs for this package of works are not baselined and further work is required to understand scope, schedule and cost.

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Appendix 5 Department of Conservation Capital Programme

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires funding



| Project Name | Project Description | Category | Funding source | Duration | 2021/22 | 2022/23 | 2023/24 | 2024/25 | 2025/26 | 2026/27 | 2027/28 - 2030/31 | 10-year total |
|--|--|----------|----------------|-------------------|---------|---------|---------|---------|---------|---------|-------------------|---------------|
| DEPARTMENT OF CONSERVATION PROJECTS | | | | | | | | | | | | |
| \$ THOUSANDS | | | | | | | | | | | | |
| Local Road Improvements | Low cost low risk local road improvements to enable implementation of transport and roading projects identified by safety inspections and strategic planning work. | 1 | NLTF | 2023/24 - 2030/31 | - | - | 100.0 | 34.0 | 34.7 | 35.4 | 148.7 | 352.8 |
| Local Road Maintenance | Includes unsealed pavement maintenance, routine drainage maintenance, structures maintenance, environmental maintenance, traffic services maintenance, drainage renewals and network and asset management. | 1 | NLTF | 2021/22 - 2030/31 | 25.5 | 25.5 | 25.5 | 41.4 | 41.9 | 45.5 | 152.8 | 358.3 |

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Appendix 6

Projects with committed NLTF funding

| ACTIVITY | PHASE | 2021-31 TOTAL COST | 2021-31 NLTF SHARE |
|--|----------------------------|-----------------------|-----------------------|
| AUCKLAND TRANSPORT | | | |
| EMU Rolling Stock Financing Costs - EMU Depot | Construction | \$56,003,630 | \$28,561,852 |
| EMU Rolling Stock Financing Costs - EMU Purchase | Construction | \$313,779,249 | \$160,027,417 |
| Access for Everyone Introductory Works | Programme business case | \$500,000 | \$255,000 |
| Short Term Airport Access Improvements | Implementation | \$131,956 | \$67,298 |
| Short Term Airport Access Improvements | Implementation | \$2,115,475 | \$1,078,892 |
| Short Term Airport Access Improvements | Implementation | \$702,600 | \$358,326 |
| Māngere Cycleway (Airport Access) | Pre-implementation | \$342,226 | \$174,535 |
| Eastern Busway Stage 1 | Construction | \$11,970,827 | \$6,105,122 |
| Eastern Busway Stages 2 to 4 | Investigation | \$62,422 | \$33,084 |
| Urban Cycleway Programme - Tāmaki Drive | Implementation | \$1,162,700 | \$592,977 |
| Urban Cycleway Programme - Westhaven to CBD | Implementation | \$1,240,550 | \$632,681 |
| Urban Cycleway Programme - New Lynn to Avondale | Implementation | \$9,019,677 | \$4,600,035 |
| CRL Day One - Infrastructure Project | Implementation | \$1,800,000 | \$918,000 |
| CRL Day One - Infrastructure Project - ETCS | Implementation | \$2,700,000 | \$1,377,000 |
| Midtown Bus Improvements | Detailed Business Case | \$780,000 | \$397,800 |
| On-going Cycling Programme - Central Isthmus & Sandringham | Detailed Business Case | \$697,587 | \$355,769 |
| On-going Cycling Programme - City Centre and Fringe | Detailed Business Case | \$355,276 | \$181,191 |
| On-going Cycling Programme - Henderson | Detailed Business Case | \$169,120 | \$86,251 |
| On-going Cycling Programme - Māngere East | Single-Stage Business Case | \$1,221,023 | \$622,722 |
| On-going Cycling Programme - Manukau | Single-Stage Business Case | \$1,636,180 | \$834,452 |
| East West Connections (FN32 Stage 2) | Implementation | \$4,000,000 | \$2,040,000 |
| East West Connections (FN32 Stage 3) | Implementation | \$29,316,462 | \$14,951,396 |
| Customer and Business Technology | Implementation | \$10,879,187 | \$5,548,386 |
| Future Ferry Strategy | Programme business case | \$250,000 | \$127,500 |
| Hill Street Intersection Improvement | Pre-implementation | \$1,900,000 | \$969,000 |

| ACTIVITY | PHASE | 2021-31 TOTAL COST | 2021-31 NLTF SHARE |
|---|----------------------------|-----------------------|-----------------------|
| AUCKLAND TRANSPORT | | | |
| Lake Road/Esmonde Road Improvements | Detailed Business Case | \$280,000 | \$142,800 |
| Lincoln Road Corridor Improvements | Implementation | \$46,446,000 | \$23,687,460 |
| Lincoln Road Corridor Improvements | Property | \$32,393,000 | \$16,520,430 |
| Huapai Improvements | Implementation | \$15,453,815 | \$7,345,946 |
| Matakana Link Road | Implementation | \$28,538,694 | \$28,538,694 |
| Matakana Link Road | Property | \$7,566,852 | \$7,566,852 |
| Medallion Drive Link | Implementation | \$3,074,368 | \$1,567,928 |
| Medallion Drive Link | Property | \$3,000,000 | \$1,530,000 |
| Murphys Road Culvert Improvements | Construction | \$49,404 | \$25,196 |
| Rosedale and Constellation Bus Stations | Implementation | \$73,425,579 | \$37,447,046 |
| Network Performance | Single-Stage Business Case | \$317,083 | \$161,712 |
| Ormiston Town Centre Link | Implementation | \$9,596,142 | \$4,894,033 |
| Ormiston Town Centre Link | Property | \$3,585,344 | \$1,828,525 |
| Regional Improvement Projects | Implementation | \$1,950,000 | \$994,500 |
| Safety Programme - Safe Speeds Programme | Implementation | \$9,114,000 | \$4,648,140 |
| Safety Programme - Safer Communities Mt Roskill | Implementation | \$2,295,929 | \$1,170,924 |
| Metro - On Bus Connectivity | Implementation | \$6,276,466 | \$3,200,998 |
| Street Lighting Improvements | Implementation | \$10,709,223 | \$5,461,704 |
| Greenfield transport infrastructure - Northwest | Implementation | \$99,471,101 | \$99,471,101 |
| Greenfield transport infrastructure - Northwest | Property | \$70,170,572 | \$70,170,572 |
| Drury Local Road Improvements | Pre-implementation | \$1,750,000 | \$892,500 |
| Supporting Growth - Investigation for Growth Projects | Detailed Business Case | \$20,485,000 | \$10,447,350 |
| Midtown Bus Improvements | Detailed Business Case | \$500,000 | \$255,000 |
| The Congestion Question | Detailed Business Case | \$700,000 | \$357,000 |
| Seismic Strengthening Programme | Implementation | \$1,000,000 | \$755,000 |

Note: No activities are proposed to be varied, suspended or abandoned as part of this RLTP.

Appendix 6 continued

Projects with committed NLTF funding

| ACTIVITY | PHASE | 2021-31 TOTAL COST | 2021-31 NLTF SHARE |
|--|----------------------|--------------------|--------------------|
| WAKA KOTAHI | | | |
| Puhoi-Warkworth | Implementation | \$817,924,122 | \$817,924,122 |
| Puhoi-Warkworth | Property | \$27,909,496 | \$27,909,496 |
| Northern Corridor - Busway Extension | Implementation | \$3,839,292 | \$3,839,292 |
| Northern Corridor Improvements | Implementation | \$118,770,837 | \$118,770,837 |
| Northern Corridor Improvements | Property | \$5,600,000 | \$5,600,000 |
| Southern Corridor Improvements (Manukau-Papakura) (Debt Repayment) | Debt | \$241,283,489 | \$241,283,489 |
| SH16 Brigham Creek-Waimauku | Pre-Implementation | \$1,706,788 | \$1,706,788 |
| SH16 Brigham Creek-Waimauku | Implementation | \$125,072,490 | \$125,072,490 |
| SH16 Brigham Creek-Waimauku | Property | \$10,669,141 | \$10,669,141 |
| Debt payment for grade separation of the SH20A / Kirkbride Road Intersection (motorway trenched under Kirkbride Road). | Debt | \$47,716,511 | \$47,716,511 |
| Dome Valley Safety Improvements | Implementation | \$29,958,016 | \$29,958,016 |
| Warkworth to Wellsford (Designation) | Property | \$21,000,000 | \$21,000,000 |
| Old Māngere Bridge Pedestrian & Cycling Link | Implementation | \$12,590,488 | \$12,590,488 |
| Supporting Growth Route Protection Programme | Detail Business Case | \$36,953,349 | \$36,953,349 |
| Supporting Growth Route Protection Programme | Pre-Implementation | \$2,250,000 | \$2,250,000 |
| 20Connect (SH20B) Route Protection | Pre-Implementation | \$4,500 | \$4,500 |
| Glen Innes to Tāmaki cycleway | Implementation | \$48,801,816 | \$48,801,816 |
| 20Connect (SH20B) Route Protection | Property | \$13,238,868 | \$13,238,868 |
| SH1 Drury South to Bombay (Route Protection) | Pre-Implementation | \$18,298,307 | \$18,298,307 |
| ITS Programme & State Highway Optimisation Programme | Detail Business Case | \$4,000,000 | \$4,000,000 |
| State Highway Low Cost Low Risk Programme | Detail Business Case | \$11,160 | \$11,160 |
| Weigh Right - Stanley Street | Implementation | \$1,397,907 | \$1,397,907 |
| Weigh Right - Bombay | Implementation | \$6,338,899 | \$6,338,899 |
| Weigh Right - Bombay | Property | \$19,036 | \$19,036 |
| Preventing Wrong Way Drivers | Implementation | \$7,797,272 | \$7,797,272 |

Note: No activities are proposed to be varied, suspended or abandoned as part of this RLTP.

Appendix 7

Other projects considered by ATAP

These could be considered if additional funding is available.

| AGENCY | PROJECT | UNFUNDED AMOUNT (\$MILLION, UNINFLATED) |
|----------------------------------|---|--|
| PARTIALLY FUNDED PROJECTS | | |
| AT | Accessibility Improvement Project | 70 |
| AT | Access for Everyone | 522 |
| AT | Community Safety Fund | 10 |
| AT | Connected Communities | 1,026 |
| AT | Core Operational Capital Programme | 10 |
| AT | Dairy Flat Highway Improvements | 46 |
| AT | Downtown Crossover Bus Facilities | 100 |
| AT | Drury Local Road Improvements | 1,454 |
| AT | Decarbonisation of the Ferry Fleet | 69 |
| AT | Ongoing Cycling Programme | 851 |
| AT | Greenfield Transport Infrastructure - Northwest | 60 |
| AT | Minor Cycling and Micromobility | 70 |
| AT | Minor Improvements | 39 |
| AT | Northern Busway Enhancements | 480 |
| AT | Northwest Growth Improvements | 878 |
| AT | Projects Supporting Auckland Housing Programme | 195 |
| AT | Public Transport Safety, Security and Amenity | 100 |
| AT | Level Crossings Removal - Group 2 | 100 |

| AGENCY | PROJECT | UNFUNDED AMOUNT (\$MILLION, UNINFLATED) |
|--------------------------|---|--|
| AT | Waiheke 10 Year Transport Plan | 74 |
| UNFUNDED PROJECTS | | |
| AT | Additional Growth Projects - Paerata | 127 |
| AT | Additional Growth Projects - South | 135 |
| AT | Additional Growth Projects - Warkworth | 169 |
| AT | Additional Unsealed Road Improvements | 84 |
| AT | Airport to Botany RTN via Manukau and Airport Access Improvements - Full Implementation | 1,213 |
| AT | Bus Depot Strategy | 64 |
| AT | Chapel Rd realignment | 40 |
| AT | Cycling and Walking Connections to Waka Kotahi Infrastructure | 115 |
| AT | Downtown Ferry Terminal Redevelopment - Phase 2 | 152 |
| AT | Great Barrier Airfields Programme | 12 |
| AT | Infrastructure resulting from development | 20 |
| AT | Public Transport Facilities - Middlemore Hospital | 23 |
| AT | Safe & Healthy Schools Programme | 73 |
| AT | Walking Investigation | 14 |
| AT | Wellesley Street Bus Improvements (Stage 2) | 137 |
| AT | Whangaparāoa Bus facility | 34 |
| KiwiRail/AT | Rail Infrastructure Programme Step 2 (future decades) | 4,071 |
| KiwiRail/AT | Rail Infrastructure Programme Step 3 (future decades) | 2,614 |
| NZTA | East West Link | 705 |
| NZTA | Kumeu Alternative Access | 1,097 |
| NZTA | Northern Pathway (Akoranga to Constellation) | 200 |
| NZTA | Northwest Busway - Te Atatu to Lincoln and Brigham Creek Park and Ride | 281 |
| NZTA | SH1 to SH18 Northbound Ramp | 86 |
| NZTA | SH16/SH18 connections programme | 886 |

Appendix 8

The relationship of Police activities to the RLTP

New Zealand (NZ) Police have a significant role to play in keeping Tāmaki Makaurau’s roads and communities safe. As a requirement of section 16(6)(b) in the Land Transport Management Act (LTMA), this is an assessment of the relationship of Police to the Regional Land Transport Plan.

Road policing in the Auckland region aligns to the Road Policing action plan by focusing on the top risk factors where enforcement can have the greatest impact: restraints, impairment, distraction and speed enforcement. Aligned with the focus, there is strong and coordinated support of safety behaviour change and education activities that are led by Auckland Transport (AT). These activities are funded nationally by Waka Kotahi (NZ Transport Agency) through the Road Safety Partnership Agreement.

\$826 million is invested in road policing activities (2018-2021), with around 30 percent allocated to Tāmaki Makaurau. This proportion flows through to the policing targets, where Tāmaki Makaurau is responsible for around 30 percent of the three million random breath test desired target for 2020/21.

The Road Safety Partnership Programme 2019-2021 outlines the operational priorities and desirable outcomes for road policing and NZ Police work in partnership with AT to deliver local road safety plans which are informed by the Road Safety Partnership Programme. These activities are delivered by the Tāmaki Makaurau Road Policing unit, working across the three police districts of Waitemata (Rodney, Albany, North Shore, Waitakere and Whau Wards), Auckland (Waitemata and Gulf, Albert- Eden-Roskill, Orakei, Maungakiekie-Tāmaki Wards and Whau), and Counties Manukau (Howick, Manukau, Manurewa-Papakura and Franklin Wards).

| OPERATIONAL PRIORITIES | NZ POLICE ACTIVITIES |
|-------------------------|---|
| Speed | Provide sufficient enforcement levels of legal speed limits to achieve general deterrence |
| Road and roadsides | Enforce proper use of the roads |
| Active users | Educate and enforce relevant laws to help keep active road users safe |
| Incident management | Respond to and investigate major incidents on the network |
| Light vehicles | Enforce laws around vehicle defects and illegal modifications |
| Motorcycling | Enforce compliance with road rules and refer motorcyclists to education and skills programmes |
| Heavy vehicles | Ensure compliance with heavy vehicle rules |
| Alcohol and drugs | Deliver sufficient testing levels to achieve general deterrence from driving under the influence of drugs or alcohol, and enforce compliance with legislation |
| High-risk drivers | Reduce the opportunities for high-risk drivers |
| Fatigue and distraction | Identify and discourage the use of cell phones while driving and driving while fatigued |
| Restraints | Ensure the wearing of restraints |
| Inexperienced drivers | Refer drivers to licence programmes |

These priorities are targeted to help achieve NZ Police’s Road Policing target of a five percent reduction in road deaths each year and is consistent with the national Road to Zero Strategy and the Vision Zero Strategy for Tāmaki Makaurau.

Vision Zero Strategy for Tāmaki Makaurau is an ambitious transport safety strategy to reduce DSI on Auckland’s transport system to zero by 2050, with an interim target of no more than 250 DSI by 2030. This target is approximately a 65 percent reduction from a 2016-2018 annual average baseline of 716 DSI.

An important part of achieving our Vision Zero aspirations is through leadership and governance. NZ Police is a member of Tāmaki Makaurau Road Safety Governance Group which also includes AT, Waka Kotahi, Accident Compensation Corporation, Auckland District Health Board and Auckland Council. The governance group holds members to account for the delivery of the system outcome that reduces DSI in accordance with strategy targets, with clear mechanisms for communication, collaboration and accountability. This includes actions in the Vision Zero Strategy in the section of ‘Policing and Prevent Harm’ and the partnership recommendations in AT’s Road Safety Business Improvement Review 2018 as listed below.

- Increase red light cameras as part of the Memorandum of Understanding between AT and NZ Police.
- Enforcement activities around key risk areas of speed, restraints, impairment (alcohol and drugs, including roadside impairment tests), intersections and distractions (RIDS).
- Improved traffic crash reporting processes.
- Increased use of supported resolutions and compliance for non-RIDS related offences to achieve road safety outcomes.

The Auckland Transport Alignment Project (ATAP) also includes many policy areas where work can be progressed to achieve our safety targets. The ATAP Investment Package has requested higher penalties, fines and enforcement. These safety regulatory settings will link into the work Police will undertake in keeping our roads safe.

To achieve the safety outcomes for Tāmaki Makaurau, it is critical to further strengthen the partnership with NZ Police to increase enforcement and road policing activities. Death and serious injury with alcohol and speed as a contributing factor contributes to a large proportion of road deaths in Auckland (alcohol 39 percent and speed 36 percent). Road policing and enforcement plays a key role in reducing DSI and plays an important part in the collective effort in reaching our road safety targets.

Appendix 9

Consistency with S14 of the LTMA

1. The Land Transport Management Act (LTMA) requires that, before the RTC submits an RLTP to the regional council, it must meet the conditions set out in section 14 of the Act.
2. This Annex sets out our evaluation against those considerations. Evaluation against section 14(a)(i) and (ii) is set out in detail below, with the remainder of the evaluation in a table.

Section 14(a)(i) - The RTC must be satisfied that the Regional Land Transport Plan contributes to the purpose of the Act

Requirement

3. Section 14(a)(i) of the LTMA requires the RTC to be satisfied that the RLTP contributes to the purpose of the Act, which is to contribute to an effective, efficient, and safe land transport system in the public interest.
4. The Government Policy Statement on Land Transport 2021/22-2030/31 (the GPS) provides a clear indication at page 47 of how the purpose of the LTMA should be interpreted:

Without limiting the legal interpretation of these terms, for the purpose of GPS 2021, a land transport system is:

- *Effective when it moves people and freight where they need to go in a timely manner*
- *Efficient when it delivers the right infrastructure and services to the right level at the best cost*
- *Safe when it reduces harm from land transport*
- *In the public interest where it supports economic, social, cultural and environmental wellbeing*

Evidence

5. The RLTP 2021-2031 sets out six outcomes relating to mode choice, environment and sustainability, access and connectivity, safety, supporting growth and asset management. The objectives are aligned with the 2021 GPS and Auckland Plan. The first five objectives are agreed objectives in ATAP, with the addition of the 'Sound Asset Management' objective by the RTC.
6. The RLTP's contribution to "an effective, efficient and safe land transport system in the public interest" is outlined below. Many of the contributions arising from the RLTP investment programme are overlapping and cumulative – for example effective transport interventions will support and enhance contributions to public interest and efficiency. The key reasons why the RLTP contributes to the purpose of the LTMA are as follows:

Effective: The RLTP investment programme contributes to an effective land transport system by:

- a. Investing heavily in infrastructure and services to improve the speed, frequency, attractiveness and safety of the public transport and cycling networks. Examples are the City Rail Link and supporting projects, the Eastern Busway and Connected Communities, along with increased frequency and coverage of rail and bus services. This, in turn, will encourage mode shift away from private vehicle travel, improving conditions for those that continue to need to move on the road network, such as many freight operators.
- b. Increased investment to ensure the transport system is appropriately maintained and renewed.
- c. Investment across different modes to improve access to employment, social and cultural opportunities.
- d. Investment in 'Community Connect' to make public transport more affordable to those on Community Services Card.
- e. Major investment to support growth in the spatial priority areas and help ensure sustainable transport (public transport and active) mode use and reduced congestion. As an example, this includes over \$400 million in investment in the Auckland Housing Programme development areas.
- f. Examples of the forecast results delivered by this investment between 2016 and 2031 include:
 - i. A 60 per cent increase in the number of jobs accessible to the average Aucklanders by a 45-minute public transport journey and a 14 per cent forecast increase in the number of jobs accessible by a 30-minute car journey at peak times (see 'Measuring outcomes: access and connectivity'). Access to social and cultural opportunities is expected to improve by a similar amount.
 - ii. A 48 percent reduction in time spent in congestion on the bus network in the morning peak.
 - iii. A slight improvement in average travel speed across the road network in both the morning peak and interpeak.

- g. Advocating for The Congestion Question as the primary tool to improve accessibility and travel speeds. Responsibility for implementing road pricing rests jointly with the government, Council and Auckland Transport.

Efficient: The RLTP investment programme contributes to the efficiency outcome as it has been rigorously developed and tested through the multi-party ATAP process to ensure the right mix of projects at the right scale of investment was selected to best address Auckland's transport objectives (and therefore legislative requirements). This includes use of the Portfolio Investment Analysis tool which is an appropriate approach to evaluating land transport investment and has also been applied by the Ministry of Transport to prioritise government investment programmes. Specific analysis around land use and climate change priorities has also been undertaken. This prioritisation included identifying projects that were 'Committed or Essential' and recognising that there was very little discretionary funding available to invest in new areas.

A major increase in investment in renewals on the local road and local public transport will also contribute to efficiency by ensuring the network is renewed at the appropriate time to avoid higher costs in the long-term.

Safe: The RLTP contributes to reduced harm from the transport system through the adoption of Vision Zero principles along with:

- a. Investment in AT's Safety programme (including the Safe Speeds programme), Marae and Papakāinga (Turnouts) programme, School Speed Management and other safety programmes, as well as Waka Kotahi's Safer Networks and other programmes.
- b. A major investment in mode shift, to encourage a greater take-up of this safer mode of travel.
- c. The delivery of over 200 kms of new or improved safe cycling infrastructure.
- d. The promotion of several policy levers to make the transport system safer.

These investments are expected to see a 67% reduction in deaths and serious injuries between 2018 and 2031.

In the public interest: In addition to the above, the RLTP contributes to the public interest as follows:

- a. Supporting economic, social and cultural wellbeing by investing in new transport capacity, particularly in the public transport network, to ensure that the transport system can accommodate Auckland's future growth and still function effectively. This includes delivering a forecast 60% increase in access to employment by public transport and a 14% improvement in access to employment by private vehicle between 2016 and 2031.
- b. Significant investment to support growth and new housing in the spatial priority areas in a manner that supports sustainable transport outcomes and reduced congestion.
- c. Supporting a safer transport system, by adopting the principles of Vision Zero and targeting a significant reduction in deaths and serious injuries on Auckland's roads.
- d. Developing the public transport and the cycling networks, to encourage greater take-up of these more sustainable modes. The RLTP expects:
 - i. 64% of new trips in the AM peak will be taken up by public transport and active modes; and
 - ii. 200 kms of new or improved cycling infrastructure will be delivered.
- e. Providing an investment programme that, along with initiatives already signalled by Government, will contribute to emission reductions goals by achieving a reduction in emissions between 2016 and 2031 - despite a 22 percent increase in Auckland's population over the same period. When coupled with other policy levers promoted in the RLTP, much larger reductions in GHG emissions could be achieved.

Appendix 9

Consistency with S14 of the LTMA cont.

Section 14 (a)(ii) consistency of the RLTP with the GPS on Land Transport

Requirement

7. The RTC must be satisfied that the RLTP is consistent with the 2021 GPS.

Evidence

8. The following section sets out how the RLTP supports the four strategic priorities of, and is consistent with, the 2021 GPS. Note, this analysis was completed ahead of the Government's 13 June 2021 Clean Car Standard announcement.

GPS Priority - Safety: Developing a transport system where no-one is killed or seriously injured

9. The RLTP objective of "Making Auckland's transport system safe by eliminating harm to people" maps to this GPS Priority.
10. This GPS Priority is also supported by the RLTP objective of "Providing and Accelerating better travel choices for Aucklanders", which has a co-benefit of improving safety by moving away from private vehicle use and improving active mode safety.
11. Consistency with the GPS approach to delivering safety outcomes is achieved by a range of initiatives within this RLTP, including:
- Significant investment in safety infrastructure across the local road and State highway networks included in the RLTP
 - Application of a Vision Zero approach across Auckland Transport's programme
 - Investment in a variety of safety programmes, such as road safety education
 - Incorporation of safety elements across the range of improvement projects included in this RLTP
 - Supporting a shift to other modes and reducing demand for vehicle travel and associated harmful emissions
 - Delivery of over 200 kilometres of new or upgraded safe cycling facilities
 - Advocacy for a range of policy initiatives to further enhance safety outcomes
 - Major investment in renewals to ensure transport assets meet a reasonably standard and are safe

12. The Primary Outcome for safety is as follows:

The primary focus on this priority is to develop a transport system that advances New Zealand's vision that no-one is killed or seriously injured while travelling. New Zealand roads will be made substantially safer.

13. The RLTP investment programme is consistent with this outcome by reducing deaths and serious injuries on the local road network by 67% by 2031. This is also consistent with the GPS delivery expectations of 'reduced number of deaths and serious injuries' and 'a safer land transport network'.

GPS Priority - Better Travel Options: Providing people with better travel options to access places for earning, learning and participating in society

14. The following RLTP objectives map to this priority:

- Providing and accelerating better travel choices for Aucklanders
- Better connecting people, places, goods and services
- Enabling and supporting Auckland's growth, focusing on intensification in brownfield areas and with some managed expansion into emerging greenfield areas

15. Consistency with the GPS approach to delivering the Better Travel Options priority outcomes is achieved by a range of initiatives within this RLTP, including:

- Major investment in the rapid transit network, bus network and cycling network to accelerate mode change towards sustainable travel modes and help shape a more sustainable and attractive urban form
- Major investment in maintaining and renewing the existing transport network to ensure it continues to enable people to get to places where they want to live, work and play
- Major investment in key growth areas, particularly brownfields areas, with a focus on encouraging use of sustainable transport modes

- Implementation of the Auckland priorities included in the New Zealand Rail Plan
- New investment to improve transport accessibility for people with accessible needs, consistent with the intent of the NZ Disability Action Plan and Auckland Accessibility Action Plan
- Continued investment in specialised services to support accessibility, such as the total mobility scheme
- Delivery of ATAP via the RLTP programme.

16. The Primary Outcome for better travel options is:

Providing people with better travel options to access places for earning, learning and participating in society.

17. The RLTP investment programme achieves consistency with this Outcome and its associated delivery expectations by:

- Improving access to social and economic activities – particularly by public transport but also by active modes and private vehicle
- Increased availability and access to public transport and active modes options
- Increased share of travel by public transport and active modes
- Reduced greenhouse gas emissions, when combined with government initiatives.

GPS Priority - Improving Freight Connections: Improving Freight Connections to support economic development

18. The RLTP objective of Better Connecting people, places, goods and services maps to this objective. It is also supported by the Providing and Accelerating better travel choices for Aucklanders.

19. Consistency with the GPS approach to delivering the Improving Freight Connections priority outcome is achieved by a range of initiatives within this RLTP, including:

- Rail network investment, particularly new tracks on key Auckland chokepoints (the 'Third Main'), consistent with the New Zealand Rail Plan to enhance freight movement by rail
- A range of corridor improvement and optimisation projects which will improve conditions for the freight and courier movements that continue to need to be made on the road network.
- Major investment in mode choice to reduce, relative to a no-investment scenario, demand for private vehicle travel, reducing pressure on the road network and freeing up space for freight
- A major increase in investment in renewals to ensure critical road and other links are renewed to an appropriate standard.

20. The Primary Outcome for freight is:

Improving freight connections to support economic development.

21. Freight Delivery expectations are: freight routes that are more reliable; freight routes that are more resilient; reduced greenhouse gas emissions and reduced air and noise pollution.

22. The RLTP investment programme achieves consistency with the freight objective and delivery expectations by improving rail freight operations and providing a relative improvement in road freight conditions compared to a do minimum situation.

GPS Priority - Climate Change: Transforming to a low carbon transport system that supports emission reductions aligned with national commitments, while improving safety and inclusive access

23. The following RLTP objectives map to the Climate Change priority:

- Improving the resilience and sustainability of the transport system, significantly reducing the GHG the system generates
- Providing and accelerating better transport choices for Aucklanders

Appendix 9

Consistency with S14 of the LTMA cont.

24. Consistency with the GPS approach to achieving Climate Change outcomes is achieved by a range of initiatives within this RLTP, including:
- Major investment in public transport and active modes, particularly cycling, to encourage a transformative shift to lower carbon sustainable modes and support shaping urban form and land use in a way that reduces car dependency over the long-term.
 - Over half of the capital improvements programme is directed to investment in low carbon modes, while other programmes such as the optimisation and technology programmes also support emission reductions by encouraging use of sustainable modes or improving flow in congested conditions.
 - A rapid transition in investment from the recent period, which saw construction of significant state highway capacity including the Waterview Tunnel and Western Ring Route, to a future state which will see all significant road capacity construction end in around 2027.
 - Assessment using the NZTA's RCAT assessment tool shows that overwhelming majority of the RLTP programme is either climate neutral or positive. The main elements that may have a negative climate impact (while supporting other GPS objectives such as the Freight Connections priority) are either committed or funded by the Crown and are therefore unable to be addressed by the Auckland Regional Transport Committee as part of RLTP development.
 - Major investment to support more sustainable transport for priority growth areas, particularly in brownfields
 - Funding allocations to support sustainability initiatives and encourage electric vehicle take-up, including electrification of 50% of Auckland's contracted bus fleet by 2031 with government support
 - Advocacy for a range of policy initiatives to incentivise emissions reductions by improving the efficiency of the private vehicle fleet
 - An allocation within the renewals budget to address the resilience impacts of climate change.
25. The Primary Outcome for Climate Change is as follows:
- Investment Decisions will support the rapid transition to a low carbon transport system and contribute to a resilient transport sector that reduces that reduces harmful emissions, giving effect to the emissions reduction target the Climate Change Commission recommended to Cabinet until emissions budgets are released in 2021.*
26. The GPS delivery expectations are: Reduced greenhouse gas emissions, reduced air and noise pollution, improved resilience of the transport system.
27. In the Auckland context, the forecast 22% increase in population between 2016 and 2031 would, in a do-minimum scenario, lead to a similar sized increase in greenhouse gas emissions by 2031. However, the combination of RLTP investment¹, improved vehicle efficiency as forecast in Vehicle Emissions Prediction Model 6.1² and planned government interventions such as the Clean Car Standard and biofuels improvements are expected to lead to a small absolute emissions reduction (in the order of -1%) for Auckland between 2016 and 2031.
28. Inclusion of the figures for the Clean Car Standards and Biofuels blend is based on advice and announcements from the Minister of Transport that government is moving aggressively to introduce Clean Car Standards and to mandate a Biofuels blend³. It is therefore reasonable to assume that these will be implemented as proposed by the Government. Note the overall estimates do not include the additional reductions that could be expected from completion of the City Centre to Māngere light rail project.
29. The above figures are based on a comparison with the 2016 base year. The results therefore include the impact of projects, including the significant investment in the Western Ring Route, and population growth between 2016 and 2021 which is outside the scope of the 2021 GPS. Accounting for the rate of population growth (which is a proxy for increases in demand) relative to forecast improvements in fleet efficiency, the impact of announced government interventions and the strong emphasis on public transport and active modes in the RLTP from 2021 onwards, we are confident of a greater absolute reduction in emissions between 2021 and 2031. This reduction is estimated to be in the order of 5%. In the time scale of transport change, this scale of reduction represents a rapid shift from the nine years between 2009-2018⁴ which saw an 11 percent increase in emissions.
30. Forecast emissions reductions are consistent with the priority of 'Transforming to a low carbon transport system that supports emissions reductions that align with national commitments'. They are also consistent with key elements of the Primary Outcome – particularly:
- Supporting a rapid transition to a low carbon transport system and
 - "Contributing to a resilient transport sector that reduces harmful emissions, giving effect to the emissions reduction target the Climate Change Commission (CCC) recommended to Cabinet until emissions budgets are released in 2021".
31. Forecast emissions reductions are, however, likely to be less than the CCC's emission budget in its advice to the Government. Nevertheless, as required by the Primary Outcome the investment decisions as incorporated in the RLTP do contribute to and support this outcome. In addition, as the points below illustrate, there is little ability to further reduce overall emissions through RLTP direct investment in infrastructure and services.
- Fundamentally, investment in infrastructure or services only has a very minor impact on total emissions, whether positive or negative. Even the biggest projects may only account for changes in the order of one percent of total. Scenario testing as part of ATAP development, along with analysis of other scenarios as background to the Te Tāruke ā Tāwhiri (Auckland Climate Plan), shows that plausible changes to the programme are unlikely to yield materially different results. External variables such as demand associated with population growth or improvements in fleet efficiency have a much larger impact on total emissions.
 - With the possible exception of a Crown allocation to complete the City Centre to Māngere light rail project, no further funding appears likely for additional sustainable modes. Assumed funding from the NLTP is already at the \$16.3 billion allocation set out in the GPS. Meanwhile, Council funding for additional public transport services is also limited, with the final allocation being smaller than desirable (although increased on the original draft).
 - There is limited practical scope to relocate elements of the programme from roading projects to further increase investment in public transport and active modes. The bulk of major roading projects included in the RLTP are either committed or included in the NZUP programme, which cannot be altered by the RTC.
 - It is not a given that roading projects will automatically lead to increased tailpipe emissions. For example, Penlink is likely to result in a net reduction in tailpipe emissions as it significantly shortens the connection to the North Shore and reduces congestion while managing demand through tolling. As an illustration, a modelling test for the 2031 year shows that removal of the Penlink and the full Mill Road project (as originally announced in the NZUP package) would lead to a very small (0.15%) increase in CO₂ emissions due to an increase in total VKT and higher congestion⁵. Remaining projects will also make important contributions to other objectives including safety, connectivity overall effectiveness and freight access – or may be multi-modal in nature.
 - General road space reallocation towards cycling and other sustainable modes has also been proposed by submitters as a way of addressing climate issues. This is already occurring as part of the wider cycling programme and projects such as Connected Communities that will provide for bus lanes, bus priority and cycling and safety improvements. As noted, there is no available funding for further reallocation. In practice, it is also likely that gains from deterring car travel through lane reallocation alone would be largely offset by the increase in emissions associated with increased congestion⁶ and diversion amongst the remaining traffic. Reallocation of general traffic lanes without additional effective alternatives (which cannot be funded) would also materially reduce the RLTP's contribution to LTMA objectives around effectiveness and economic, social and cultural public interests.

¹ The impacts of RLTP investments are modelled using the Auckland Forecasting Centre's macro strategic model. The structure and robustness of this model has been peer reviewed by international experts, and the model has been validated to 2016 conditions on the Auckland network.

² The Vehicle Emissions Prediction Model (VEPM) has been developed by Waka Kotahi NZ Transport Agency and Auckland Council to predict emissions from vehicles in the New Zealand fleet under typical road, traffic and operating conditions. The model provides estimates that are suitable for air quality assessments and regional emissions inventories.

³ Government support for the Clean Car Standard and biofuels improvements, along with forecast scale of effects, has been outlined in the correspondence to the Mayor of Auckland, along with the ATAP media release and confirmed in recent correspondence with the Ministry of Transport. The scale of reductions from the Clean Car Standard and Biofuels changes is based on the average & medium point for estimates provided by Ministry of Transport officials, which correspond to the figures advised by the Minister of Transport. The Ministry noted that the estimate for biofuels are indicative only. Using the range advised by the Ministry, the estimated change in vehicle emissions compared to 2016 is between +2 and -4% and the estimated change compared to 2021 is between -3 and -8%.

⁴ This is the most recent CO₂e emission data we have available.

⁵ The test assumed that all other variables are held constant.

⁶ For example, the Vehicle Emissions Prediction Model shows emissions per kilometre increase significantly as average traffic speeds get closer to zero – especially with heavy vehicles.

Appendix 9

Consistency with S14 of the LTMA cont.

32. Although there is limited scope to further reduce emissions through RLTP investment, we anticipate further interventions from government, beyond the already announced clean car standard and biofuels, that will support achieving the Climate Change Commission budgets. These further interventions are discussed below.
33. In terms of delivery expectations, as discussed above, we expect to see an absolute reduction in emissions (between 1% and 5%) between 2021 and 2031. Relative reductions in air⁷ and noise pollution and relative improvements in transport system resilience are also expected under the RLTP investment programme.

Further emissions reductions from likely future policy initiatives

34. Further emissions reductions are expected as a result of additional government policy interventions. These will be necessary as the investment allocation and direction outlined in the GPS itself does not achieve the transport sector contribution to national commitments under current policy settings. For example, the CCC's base case, which presumably includes the effects of transport investment consistent with the GPS, anticipates a 6 percent increase in national transport emissions between 2016 and 2031 without new tools. The Hikina te Kohupara reference case also anticipates similar increases over the same period.
35. In practice, it is clear that achieving the GPS priority of 'Transforming to a low carbon transport system that aligns with national commitments and CCC emissions budgets at a national level depends on additional major national scale policy interventions that have yet to be put in place by government. This is evident from paragraph 72 of the GPS, which anticipates further elements in a Transport Emissions Action Plan as follows:
- "the outcomes for the Climate Change strategic priority in GPS 2021 reflect the Government's move towards setting emissions budgets to make sure New Zealand achieves its emission reduction goals. The independent Climate Change Commission (the CCC) is developing emissions budget which will set a cap for emissions in five-year periods (2022-2025, 2026-2030 and 2031-2035). The CCC will provide advice on the direction of policy required for an emissions reduction plan for the first budget, by February 2021. The government will respond with its plan to achieve the first budget by 31 December 2021. All investment decisions will need to be consistent with the transport component of that plan, which will be informed by the Transport Emissions Action Plan."
36. The reliance on further policy initiatives is also clear from the CCC's draft emissions budget and the Hikina te Kohupara modelling, which both depend on major new policy initiatives to achieve emission reductions targets. For example:
- The CCC's draft emissions budget has proposed new policies to incentivise much faster uptake of electric vehicles as a key part of its transport programme
 - Hikina te Kohupara canvasses significant changes, including EV incentives and distanced based pricing, as key mechanisms to achieve transport emissions budgets. Meanwhile, the release of the document itself demonstrates that government expects further policy changes are required.
37. The implementation of the type of new climate change policies that can have effect at scale is beyond the scope of the RLTP as an investment programme or even local government more generally. The GPS recognises this situation, noting "Government should lead [on the reduction of greenhouse gas emissions] because it has a range of tools available to reduce land transport emissions from regulations and standards to direct investment, urban planning requirements and incentive schemes".
38. In an Auckland specific context, the Minister of Transport's ATAP media release also provides confirmation of further policy intervention, stating that:
- "To achieve meaningful reductions, changes are required in the vehicle fleet which require wider Government policy levers to be implemented to encourage electric and hybrid private vehicles.
- As Government we are developing multiple policies in order to achieve forthcoming emissions budgets and the long-term goal of net zero CO2 emissions by 2050 as required under the Climate Change Response Act 2002. We recently introduced a CO2 reduction in light vehicle imports by 2025 (the Clean Car Standard), to introduce a biofuel mandate in principle, to decarbonise the public transport bus fleet by 2035."

⁷ Some types of air pollution are expected to reduce dramatically as a result of more of the vehicle fleet meeting Euro 6 standards.

39. Overall, given the CCC's carbon budget process and Government's commitment to further policy initiatives, emissions reduction outcomes well in excess of the current modelled forecasts can be expected. For example, implementation of the EV incentives outlined in the CCC's draft advice would see Auckland's transport emissions reduce by a further 12 percent by 2031 beyond the reductions discussed. Consequently, we can be confident that the additional policy initiatives signalled by government will further support the initiatives in this RLTP towards achieving the GPS Primary Outcome for climate change, including CCC budgets.
- Government agreement to ATAP implicitly supports consistency of the RLTP with the GPS.
40. Based on the above, it can be concluded that the RLTP is consistent with the GPS. In addition, the ATAP process and its incorporation within the GPS is consistent with this conclusion. ATAP is an aligned strategic approach between Government and Auckland Council and is recognised in the GPS as a key element of delivery of GPS outcomes in Auckland.
- The GPS identifies ATAP as an aligned strategic approach between Government and Auckland Council.
41. This RLTP is guided by and aligned to the ATAP programme agreed by Cabinet and Auckland Council for 2021. In its summary of key policy direction documents, the GPS describes ATAP as follows:
- The Auckland Transport Alignment Project (ATAP) is an aligned strategic approach between the Government and Auckland Council to develop a transformative programme that addresses Auckland's key challenges over the next 30 years. The GPS makes explicit reference to supporting ATAP 2018 projects. The RLTP for Auckland is fully aligned with ATAP 2018 and the NLTP must give effect to the Government's priorities that for Auckland [sic] are embodied in the ATAP package.
42. As noted, delivery of ATAP is identified as one of the key expectations of the GPS and is highlighted as a key means by which the GPS expects to achieve its outcomes. The GPS makes explicit reference to supporting ATAP 2018 projects. In particular, the GPS indicates funding to give effect to the Government's commitment to the next ATAP will be factored into future GPS updates. So, given Cabinet agreement to the 2021 ATAP, we expect to see the same support for ATAP 2021 in future GPS documents.
- Ministry of Transport involvement in development of the ATAP investment programme and Cabinet endorsement.
43. The 2021 ATAP report states that the Auckland Plan and GPS provide key strategic direction to ATAP. This key strategic direction is reflected in the agreed ATAP objectives around responding to climate change, growth, better transport choices, safety and connectivity outlined above. These objectives were developed in conjunction with the Ministry of Transport officials, endorsed by a Governance Group with the Ministry of Transport's Chief Executive and finally agreed by the Minister of Transport via the ATAP Terms of Reference.
44. Like the ATAP objectives, the agreed ATAP investment programme was developed through a joint working group lead by the Ministry of Transport, with Waka Kotahi as a core party, and overseen and agreed by a Governance Group jointly chaired by the Chief Executive of the Ministry of Transport and including the Chief Executive of Waka Kotahi.
45. The ATAP package was then agreed by Cabinet after advice on the expected outcomes, including emissions. The core involvement of Ministry of Transport officials in developing the ATAP programme and its agreement by Cabinet provides a reasonable basis to assume that the ATAP programme is consistent with Government's policy objectives, implicitly including the GPS.
46. This is further reinforced by the Minister of Transport's request that officials progress work on funding rules to enable full utilisation of the GPS 2021-31 commitment of \$16.3 billion for Auckland – essentially to implement the 2021 ATAP programme. This includes modifying the 2024 GPS to increase the allocation to Local Road Maintenance Activity Class.
47. As the LTMA requires that the Waka Kotahi ensure approval of funding for activities is consistent with the GPS, and the ATAP programme was supported by the Waka Kotahi along with the Minister and Ministry, it is reasonable to assume these agencies considered the ATAP programme to be consistent with the GPS. Otherwise, the resulting RLTP and NLTP would not meet legislative requirements. This can reasonably be taken into account as supporting the overall conclusion that the ATAP programme is consistent with the GPS.

Appendix 9

Consistency with S14 of the LTMA cont.

48. The RLTP investment programme is directly aligned to the ATAP investment programme and achieves the same results. Therefore, Cabinet and central agency support for ATAP is consistent with a conclusion that the RLTP is consistent with the GPS. However, given the evaluation above, the RLTP is consistent with the 2021 GPS in any event.

Summary

49. In summary, the 2021 RLTP is consistent with the 2021 GPS as it:

- a. Seeks to achieve a set of objectives that are consistent with the four GPS investment priorities
- b. Follows an investment approach that is consistent with the GPS
- c. Is forecast to achieve outcomes that are consistent with the Primary Outcomes and delivery expectations included in the GPS.

50. This conclusion is consistent with the fact that the RLTP itself derives from the ATAP programme, which was:

- a. Developed in conjunction with the Ministry of Transport and NZTA and proposed to Cabinet, indicating that these agencies considered the RLTP to be consistent with the GPS
- b. Agreed by Cabinet, who were advised of the anticipated results, which supports the overall conclusion that the ATAP programme, and thus the RLTP, is consistent with the GPS.

Other requirements in s.14 of the LTMA

Before a regional transport committee submits a regional land transport plan to a regional council or Auckland Transport (as the case may be) for approval, the regional transport committee must -

| | |
|--|---|
| <p>b) have considered -</p> <ul style="list-style-type: none"> i. alternative regional land transport objectives that would contribute to the purpose of this Act; ii. the feasibility and affordability of those alternative objectives | <p>The RTC approved the regional land transport objectives at its meeting of 29 October 2021. Those objectives were identified following an Investment Logic Mapping process undertaken through the Future Connect project. The ILM process considered alternative objectives, and alternative formulation of objectives. The RTC considered the objectives and added an additional objective of 'Sound Asset Management'.</p> <p>The feasibility and affordability of this objective was considered in the context of additional investment needed to ensure an appropriate and sound level of asset management.</p> |
| <p>c) have taken into account any -</p> <ul style="list-style-type: none"> i. national energy efficiency and conservation strategy; and | <p>The NEECS 2017-22 identifies three priorities, of which 'Efficient and low emissions transport' is most relevant to the RLTP. In addition to matters discussed above, the RLTP supports the NEECS by:</p> <ul style="list-style-type: none"> • Inclusion of programmes to decarbonise the PT fleet (the conversion of 40 - 50% of the bus fleet to electric/ hydrogen-powered by 2031, starting to decarbonise the ferry fleet, electrification between Papakura and Pukekohe and new electric trains) • Projects to expand the reach and capacity of the Rapid Transit Network, supporting greater intensification around transport hubs • Programmes to support ITS • Projects that support freight and passenger movement by rail. <p>The EV take-up target in the NEECS (Electric vehicles make up two per cent of the vehicle fleet by the end of 2021) relates to the full vehicle fleet. However, the RLTP contains programmes and possible policy levers to support the uptake in EVs and advocates for further action in this area.</p> |

c) have taken into account any -

- ii. relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and

The **National Policy Statement on Freshwater Management 2020**. The NPS on Freshwater Management was released during RLTP development. NPS objectives around improved water quality were taken into account via the "Improving the resilience and sustainability of the transport system, significantly reducing the GHG the system generates" objective. The RLTP sets out a range of initiatives to improve water quality, including via general mode change and specific water related initiatives and includes a target to reduce the impact of runoff from Auckland's busiest roads. Further work underway to identify more specific responses to the revised 2020 NPS.

The **National Policy Statement on Urban Development's objectives** around urban form and greater density taken into account via the "Enabling and supporting Auckland's growth, focusing on intensification in brownfield areas and with some managed expansion into emerging greenfield areas" objectives. The relationship between this policy statement and development of the rapid transit network is specifically discussed in the RLTP in the section "Rapid transit and the National Policy Statement on Urban development".

Auckland Unitary Plan - Development of the RLTP has taken account of the Auckland Unitary Plan in that the RLTP objectives, investment programme and outcomes align with the transport objectives in the AUP of

1) Effective, efficient and safe transport that:

- a) supports the **movement of people, goods and services;**
- b) integrates with and supports a **quality compact urban form;**
- c) **enables growth;**
- d) **avoids, remedies or mitigates adverse effects on the quality of the environment** and amenity values and the health and **safety** of people and communities; and
- e) **facilitates transport choices**, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.

The expected form of land use under the Auckland Unitary Plan has also been a key input to development and modelling work for the RLTP, along with identification of priority growth areas.

c) have taken into account any -

- iii. likely funding from any source

The RTC has considered the funding sources through the development of the draft RLTP investment programme. This consideration is set out in the RLTP:

- Section 8 sets out the likely funding sources.
- RLTP reflects the ATAP investment programme and the funding commitments from the Government and Council.
 - The Government's funding commitment is in the GPS (for ATAP 2018), with an expectation that the funding commitment for 2021 will be reflected in a future GPS.
 - AT's capital and operating investment has been made consistent with AC's LTP.
- The RLTP indicates how AT's capital programme will be amended if funding shortfalls arise.

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Appendix 10

Changes from the Draft 2021-2031 RLTP

The following changes have been made to the draft 2021 RLTP as a result of consultation and engagement and feedback from Auckland Council's Planning Committee, as well as:

- changes to Auckland Council's funding for AT as a result of funding in the Long-Term Plan 2021-31;
- changes to the New Zealand Upgrade Programme announced by the Minister of Transport on 4 June;
- changes to ensure the RLTP is complete and meets the requirements of the LTMA.

Responding to the consultation, engagement and feedback

The following refinements have been made to the final RLTP as a result of the consultation and engagement processes.

| | |
|---|--|
| Additional investment in new footpaths | An additional \$20 million investment over ten years will be invested in new footpaths. |
| Dairy Flat Highway (DFH)/The Avenue Intersection | An additional investment (\$12.5 million uninflated) to address safety and efficiency issues at the DFH/The Avenue intersection. |
| Hill Street Intersection (Warkworth) | A local share of 25% be included to address the Hill Street Intersection (Warkworth) |
| Business Case for Lake Road | Funding for the business case work for Lake Road will be spread over 2021/22 and 2022/23, with offsetting changes in Supporting Growth – Investigation for Growth Projects. |
| Auckland-Wellington Regional Passenger Services | The investigation being undertaken on the feasibility of a North Island inter-regional passenger rail service operating on the North Island Main Trunk will be referenced in the chapter on Inter-Regional Priorities |
| Improving community outcomes | AT is committed to working with Local Boards around the funding and allocation of smaller local projects that improve community outcomes. This continues the success of what we have achieved with the local boards in the last 12 months. |

The investment in new footpaths, DFH/The Avenue intersection and Hill Street (Warkworth) local share will be delivered when and if funding becomes available due to the delivery of another project being delayed. This reflects the very limited options to make adjustments to AT's capital programme, given the current priorities to fund committed projects, complete major projects such as Eastern Busway, EMUs and infrastructure to support the CRL, and Urban Cycleway Programme, as well as priorities such as One Local Initiatives.

Submissions from All Aboard Aotearoa and Lawyers for Climate Action NZ Inc

Submissions have been received from All Aboard Aotearoa (AAA) and Lawyers for Climate Action NZ Inc (LCANZI). AAA is a coalition of climate and transport advocacy groups, including Generation Zero, Bike Auckland, Movement, Women in Urbanism, Greenpeace, LCANZI, among others.

AAA calls for decarbonisation of transport by 2030 as the best way for Tāmaki Makaurau to contribute to the global effort to limit warming to 1.5 degrees Celsius above pre-industrial levels. Decarbonisation should be achieved by reducing reliance on private vehicles and investing in public transport, active transport, and a compact city.

AAA's primary submission is that the draft RLTP does not comply with the law and must be entirely overhauled. If AT and the Council do not produce a RLTP that achieves the necessary emissions reductions, AAA will issue legal proceedings.

LCANZI notes that it fully supports the submission being made by the AAA. The focus of its separate submission is to consider in greater detail whether the draft RLTP complies with the applicable legal framework,

The RTC has fully considered these two submissions but does not agree with their views for a range of reasons, including the following.

- Reducing carbon emissions, while very important, is one part of an overall land transport system that is required to comply with the statutory objectives of being effective, efficient and safe.
- The GPS notes that a number of different agencies and decision-makers have a role in providing and maintaining the transport system, requiring coordination and investment. These parties include the Minister and Ministry of Transport, Waka Kotahi, local government, other Ministries, KiwiRail and the Climate Change Commission.
- Likewise, Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan notes that multiple parties need to be involved in the governance of and have accountability for, the implementation and actions within the Plan. The Plan allocates actions to a range of parties and proposed leadership responsibilities are shared between multiple parties.
- The RTC is satisfied that the RLTP is contributes to the purpose of the Land Transport Management Act and is consistent with the GPS.

Appendix 9 of this RLTP sets out the assessment of how the RLTP complies with section 14, including how it contributes to the purpose of the LTMA and is consistent with the GPS on land transport.

Incorporating changes that arise from changes to Auckland Council's funding for AT

As part of finalising its Long Term Plan 2021-31, Auckland Council has revised its funding for AT. These changes are incorporated in the final RLTP.

Operating Funding – Auckland Council 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 co-funding from Waka Kotahi, a total of \$200 million will be available for new bus and ferry services, compared to the draft RLTP.

Capital Funding – Auckland Council's capital funding for AT has been re-phased to reflect (i) AT's confidence in shifting to a \$940 million capital programme in 2021/22; (ii) AT's capex profile in the draft RLTP which exceeded funding in 2024/25 and 2025/26, and (iii) the Council's own funding parameters.

While the total funding is the same over ten years, this has required a re-phasing of AT's capital programme, with around \$460 million re-profiled from the 2021-26 to the 2026-31 period.

Waka Kotahi and KiwiRail programmes: changes have been made to the Waka Kotahi and KiwiRail activities to better reflect programme costs and timing.

Incorporating changes to the New Zealand Upgrade Programme

On 4 June 2021, the Minister of Transport announced changes to the NZUP programme, including a scaled down Mill Road, confirmation of three rail stations in Drury and Paerata, a separate walking and cycling bridge across the Waitemata Harbour, and changes to costs of each of the NZUP projects.

Ensuring the final RLTP is complete and meets the requirements of the LTMA

There are a number of changes proposed for the final RLTP to ensure that it is complete and 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:

- Addition of a Chair's Forward
- Addition of a Summary of Consultation (required by s.16(6)(f) of the LTMA)
- Addition of a new appendix showing how the RLTP is consistent with s.14 of the LTMA (required by s.16(6)(a) of the LTMA)
- Table of activities that have been approved for NLTF funding but not yet completed (required by s.16(6)(c) of the LTMA)
- The monitoring approach for the implementation of the RLTP (required by s.16(6)(f) of the LTMA)
- Inclusion of a definition of 'Significant Activity' in the Significance Policy, and adoption of the Significance Policy by the RTC.

In addition to these amendments, various small changes have been made to the RLTP to ensure it is complete and accurate.

Appendix 11

Significance Policy

Purpose

The purpose of this Significance Policy is to determine significance in respect of various matters in relation to the Auckland Regional Land Transport Plan (RLTP).

Section 106(2) of the Land Transport Management Act (LTMA) 2003 requires the Regional Transport Committee (RTC) to adopt a policy that determines significance in respect of:

- a. Variations made to the RLTP under section 18D; and
- b. The activities that are included in the RLTP under section 16.

This policy sets out how to:

- a. Determine the significance of variations to the Auckland RLTP under section 18D of the LTMA 2003.
- b. Determine what is a **significant activity** for the purpose of section 16 of the LTMA 2003.

Significance of variations to the Regional Land Transport Plan

Legislation provides for an RLTP to remain in force for six years. However, the RTC may prepare a variation to the RLTP either following a review under section 18CA, or where good reason exists. In accordance with section 18D of the Act, consultation will be required on a variation if the variation is significant.

The following variations are considered to be significant:

- a. The addition or removal of an improvement activity or group of activities that the RTC considers to be of strategic importance. These are activities that either have a significant effect on the objectives in the RLTP or have significant network, economic or land use implications or impact on other regions.
- b. A new AT activity, or a change to the scope of an existing AT activity, which the RTC considers to represent a 30 percent or greater increase or decrease in AT's total gross operating or capital expenditure in any one year.

- c. A new Transport Agency activity or a change to the scope of an existing Transport Agency activity, which the RTC considers would increase expenditure by more than 30 percent of the Transport Agency's total gross expenditure in Auckland in any one year.

- d. Any variation that is defined as significant in the Auckland Council's Significance Policy as it applies to AT.

- e. A variation to the RLTP that results in a significant variation to the Regional Public Transport Plan.

The following variations will generally not be significant:

- a. A change to the duration and/or order of priority of an activity or project that does not substantially change the balance of the programme.
- b. Replacement of an activity or project by another activity or project of the same or substantially similar type.
- c. Cost or timing changes that do not affect the scope of an activity or project.
- d. A scope change for a project that does not significantly alter its original objectives.
- e. An activity that has previously been consulted on.
- f. A decision to progress emergency works.

Consultation is not required for any variation that is not significant, or arises from the declaration or revocation of a State Highway.

Significant activities for the Regional Land Transport Plan

Under the LTMA, an activity means a land transport output or capital project, and includes any combination of activities. An activity class means a grouping of similar activities.

An activity will be considered to be significant, and therefore needs to be shown in the order of priority in this RLTP in accordance with section 16(3)(d), as follows:

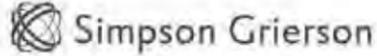
All new improvement activities in the region where funding from the National Land Transport Fund is required within the first three years of the Regional Land Transport Plan other than:

- Maintenance, operations and renewal programmes
- Public transport programmes (existing services)
- Low cost/low risk programmes
- Road safety promotion programmes
- Investment management activities, including transport planning and modelling
- Business cases that are not part of a package

Activities with inter-regional significance for the Regional Land Transport Plan

An activity will be considered to have inter-regional significance, and therefore needs to be shown in the RLTP in accordance with section 16(2) (d), if it is a significant activity and it has implications for connectivity with other regions and/or for which cooperation with other regions is required, or it is a nationally **significant activity** identified in the Government Policy Statement on Land Transport.

Appendix 12 Independent Assurance



15 June 2021

Partner Reference
G C Lanning - Auckland

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Tēnā koe Joanne

Preparation of the Auckland Regional Land Transport Plan

- Simpson Grierson has provided legal advice on a range of matters relating to the preparation of the Auckland Regional Land Transport Plan (RLTP). This has included advice on the relevance of issues raised by submitters concerning the impacts of greenhouse gas emissions from the transport network on climate change. Our advice has also included a comprehensive summary of all of the relevant legal requirements for the preparation of the RLTP, which address a broader range of issues than climate change.
- The advice has been prepared in draft and finalised after comment from AT staff to ensure that the advice is comprehensive and based on an accurate understanding of the facts. We understand that AT staff have generally adopted our advice when providing their advice to the Regional Transport Committee (RTC). We have also attended workshops with the RTC to discuss our advice and answer questions. In our view, therefore, staff and RTC members have a thorough understanding of the legal framework they are working within.
- In terms of the RTC's role, the provisions of the Land Transport Management Act 2003 (LTMA), and section 14 in particular, are of central importance. Section 14(a) requires the RTC to "be satisfied" that the RLTP "contributes to the purpose" of the LTMA, and is "consistent with the GPS on land transport". In doing so, the RTC must consider and take into account the matters listed in section 14(b) and (c). In our view, from what we have seen, the RTC and staff have understood and carefully considered the section 14 requirements. In particular there has been a thorough analysis of the GPS in its entirety, what it requires and whether the RLTP will be consistent with it. This has included a consideration of the views expressed by submitters.
- The staff's advice to the RTC has addressed each of the section 14 requirements and provided an evidential basis for a conclusion that each requirement is met. We understand that this advice is acceptable to the RTC. On that basis, in our view, the RTC's decision-making process appropriately addresses these requirements.

Yours faithfully
SIMPSON GRIERSON

Gerald Lanning
Partner

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Appendix 13 Glossary

| | |
|-------------|---|
| AC | Auckland Council |
| AHP | Auckland Housing Programme |
| AIAL | Auckland International Airport Ltd |
| ANAA | Auckland Network Access Agreement |
| AT | Auckland Transport |
| ATAP | Auckland Transport Alignment Project |
| CCO | Council Controlled Organisation |
| CRL | City Rail Link |
| CRLI | City Rail Link Limited |
| DOC | Department of Conservation |
| EECA | Energy Efficiency and Conservation Authority |
| EMU | Electric Multiple Unit |
| EV | Low Emission Vehicle |
| FTN | Frequent Transit Network (key bus and ferry routes) |
| GPS | Government Policy Statement on land transport |
| LTMA | Land Transport Management Act |
| LTP | Long Term Plan |
| MoT | Ministry of Transport |
| NPS-UD | National Policy Statement on Urban Development |
| NLTF | National Land Transport Fund |
| NLTP | National Land Transport Programme |
| NZUP | New Zealand Upgrade Programme |
| RFT | Regional Fuel Tax |
| RLTP | Regional Land Transport Plan |
| RPTP | Regional Public Transport Plan |
| RTC | Regional Transport Committee |
| RTN | Rapid Transit Network |
| RPTP | Regional Public Transport Plan |
| SH | State Highway |
| TCQ | The Congestion Question |
| Waka Kotahi | Waka Kotahi NZ Transport Agency |

VERSION TO
AT BOARD
28 JUNE



Minutes

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

| Item | Topic | Update / Actions | Responsible |
|------|--------------------------|------------------|-------------|
| 1. | Welcome/Acknowledgements | | |



Minutes

| Item | Topic | Update / Actions | Responsible |
|---------------------------|---|--|-------------|
| | | The Chair opened the meeting and welcomed all present. | |
| 2. | Opening Karakia | | |
| | | Dr Jim Mather led the Karakia. | |
| 3. | Apologies | | |
| | | Nicole Rosie. Darren Linton (joined the meeting at 1.05pm). Councillor Bill Cashmore. | |
| 4. | Update from the Chair | | |
| | | 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. | Late Items for General Business | | |
| | | There were no late items for general business. | |
| 6. | Interest Register – Declarations/Conflicts | | |
| | | There were no changes noted. | |
| 7. | Approval of Open Session Minutes – 27 May 2021 | | |
| | | The board approved the open session minutes of 27 May 2021 as a true and accurate record. (Ms Reynolds Ms Clegg): Carried | |
| 8. | Action Register | | |
| | | There were no comments or questions on the action register. | |
| Items for Approval | | | |
| 9. | Approval of the 2021-2031 RLTP | | |
| | | 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: <ul style="list-style-type: none"> • The RLTP includes projects which are important to the future of Auckland. • Greater granularity of projects is provided in the first three years of the RLTP. | |

Minutes

| Item | Topic | Update / Actions | Responsible |
|------|--|------------------|-------------|
| | <ul style="list-style-type: none"> For the first time, key policy initiatives to support implementation of the plan have been identified. Extensive consultation was undertaken with community groups and other stakeholders. 5,800 public submissions on the draft RLTP were received during the consultation process. 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. <p>The EGM Planning and Investment went on to note the significant benefits offered by the RLTP:</p> <ul style="list-style-type: none"> Delivery of rapid transit options and key projects including Airport to Botany, the Eastern Busway and City Rail Link. Providing 200km of cycleways. Prevention of an expected 1,760 deaths and serious injuries in Auckland over the next 10 years. 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. <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> <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.</p> <p>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:</p> | | |

Minutes

| Item | Topic | Update / Actions | Responsible |
|------|--|------------------|-------------|
| | <ul style="list-style-type: none"> • 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. <p>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.</p> <p>The Chief Executive also spoke about the importance of the Clean Car Discount Scheme announced by the Minister of Transport on 13 June 2021 and its relevance to emissions reductions in the 2021 RLTP. He noted that the scheme will come into effect on 1 July 2021 accelerating the transition of light fleet decarbonisation and bring forward carbon emissions reductions. Noting that the policy was only announced in the fortnight before the RLTP coming to this board meeting management have been unable to model the impact of the scheme on emissions over this RLTP period. However, advice received from the Secretary of Transport, Peter Mersi, states that the Clean Car Discount scheme is expected to prevent up to 9.2 million tonnes of carbon dioxide emissions to 2050. The policy change is an important consideration in determining whether the RLTP will meet the GPS requirements as previously modelling done by the Auckland Forecasting Centre shows that accelerated transition to electric vehicles is likely to be the single biggest lever (as highlighted graphically in the RLTP) which can be pulled to meet Auckland Council’s emissions targets – with reductions estimated at around 14% - depending on the nature of the scheme.</p> <p>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.</p> <p>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.</p> <p>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</p> | | |



Minutes

| Item | Topic | Update / Actions | Responsible |
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| | <p>ferry fleet, Airport to Botany and increased funding for the Eastern Busway project and subsequent omission from the NLTP.</p> <p>The board:</p> <ul style="list-style-type: none"> a) 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: <ul style="list-style-type: none"> 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) Noted that the RTC has recommended the RLTP to the board for approval. c) 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). d) Approved the RLTP (Attachment 1). e) 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. f) Management to provide detailed advice to the board on how the Eastern Busway project may be accelerated following a review of the capital programme. g) Management to provide advice to the board on renewals funding and where appropriate how this might be repurposed for non multi-modal corridors. h) Noted the resolutions of the Planning Committee of Auckland Council from its meeting of 24 June 2021 as follows: <p>That the Planning Committee:</p> <ul style="list-style-type: none"> 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. | | |

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| | <p>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:</p> <ul style="list-style-type: none"> 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. <p>(Mr Donnelly Ms Reynolds): Carried.</p> | | |
| 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"> • Auckland continues to face a significant challenge with deaths and serious injuries (DSI) to users of the regions' roads. • 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. • A broad suite of interventions is being made. • As a Road Controlling Authority (RCA), AT is legally required to review speed limits on individual roads to ensure they are 'safe and appropriate'. • 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. • In December 2020, the board endorsed a two stage approach to tranche 2. | | |

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| | <ul style="list-style-type: none"> 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. An independent peer review of the roads in Tranche 2A was carried out and confirmed compliance with the setting speed limits guide. <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"> Visiting all proposed sites. Using the Waka Kotahi Speed Management Guide 2016, the Infrastructure Risk Rating Manual and Waka Kotahi Megamaps tool to inform decision making. Using video and photographic data to assess road conditions. Assessing the road conditions including geometric design and assessment of any dangerous areas such as roadside hazards. Engineers review of road speeds. 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). <p>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.</p> <p>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.</p> <p>Mr Parker asked if speed limit changes were reviewed after implementation for effectiveness, which was confirmed by Mr Karma.</p> <p>Ms Daly encouraged management to continue to engage proactively with impacted communities and assist them to understand the rationale behind the speed limit changes.</p> <p>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.</p> <p>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.</p> | | |

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| | <p>The board agreed to the Chair’s recommendation that any two directors would be on the hearings panel.</p> <p>The board:</p> <ul style="list-style-type: none"> 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”). b) Endorsed the findings of the technical review assessments of the speed limits for the Tranche 2A roads (Attachment 1). 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. d) Approved the proposed Auckland Transport Speed Limits Amendment Bylaw 2022 (Attachment 2) for public consultation. 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. 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. 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. 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. 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. 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. <p>(Mr Parker Ms Reynolds): Carried.</p> | | |
| 11. | General Business | | |
| | <p>No items of general business were discussed.</p> <p>The meeting closed at 2:37PM.</p> | | |

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| Next Meeting – 29 July 2021 | | | |





Ngā Kaupapa Huarahi o Aotearoa

National Land Transport Programme



Waka Kotahi NZ Transport Agency

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While all care has been taken to ensure all the figures and information in this publication are correct, there may be some errors or omissions in the detail.

JC1-1241

JC1-1242



2021-24 revenue and investment flows

Funding will come from...

National Land Transport Fund

Road user charges (net)¹ **\$6 billion**

End customers of freight carriers in the prices paid for goods and services. Light diesel vehicle owner payments

Fuel excise duty (net)¹ **\$6.7 billion**

Excise collected at source (fuel shipments & refinery) and recharged in petrol, LPG and CNG prices

Motor vehicle registry fees (net)¹ **\$690 million**

Public road users through registration & licence fees to access the roading network

Use of opening balance **\$260 million**

Use of surplus from previous NLTP

Rail Network Investment Programme **\$830 million**

Crown top up

NLTF debt financing **\$2 billion**

Crown loan

Other funding

Local share of NLTP activities **\$4.8 billion**

Local residents through the rates and charges paid for local authority provision of transport infrastructure and services

New Zealand Upgrade Programme (NZUP) **\$2.5 billion**

- additional Crown funding

SuperGold card **\$90 million**

Taxpayers through the subsidies paid to fund SuperGold card for off peak public transport travel via Ministry of Transport

Crown Infrastructure Package/economic stimulus package **\$70 million**

- additional Crown funding

Provincial Growth Fund **\$100 million**

- additional Crown funding

NZUP Regional Investment Opportunities **\$50 million**

- additional Crown funding

Housing Infrastructure Fund loan **\$300 million**

Crown loan to fund acceleration of roading projects to support of high growth urban development in Auckland, Hamilton, Tauranga and Queenstown

1. Net of refunds and administrative costs

2. Covers costs for bad debts, search & rescue, recreational boating safety awareness and revenue system management

TOTAL FUNDS

\$24.3 billion

and will be invested in...

Walking and cycling improvements

\$1 billion

Road to Zero safety improvements

\$3 billion

Public transport, infrastructure

\$2.3 billion

Road, walking and cycling network operations and maintenance

\$7.2 billion

Local, regional and state highway road improvements

\$6.6 billion

Public transport services

\$2.6 billion

Rail improvements

\$1.3 billion

Miscellaneous²

(includes coastal shipping and long term planning)

\$450 million

TOTAL FUNDS

\$24.3 billion

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Foreword

The government has an ambitious programme of transformational change it is seeking for New Zealand's land transport system that will support the transition to reduced emissions, keep people safe and ensure our communities are better places to live. Investment from the National Land Transport Fund (NLTF) has an important role to play in supporting this vision for the future.

Funding through the 2021–24 National Land Transport Programme (NLTP) has been targeted at delivering a land transport system that is safe and accessible; that supports Aotearoa's economic recovery and continues our transition to a more sustainable transport system. Through this investment we're connecting people, products and places and investing in the planning that will help ensure Aotearoa thrives.

Waka Kotahi NZ Transport Agency has worked closely with our co-investment partners in local government and others to develop the NLTP. The NLTP gives effect to the strategic direction and funding allocations in the Government Policy Statement on land transport 2021–31 (GPS 2021). It is a robust investment programme to deliver on the government's four strategic priorities (safety, better travel options, improving freight connections, and climate change) and meets investment expectations for the four government commitments – Auckland Transport Alignment Project (ATAP), Let's Get Wellington Moving (LGWM), the New Zealand Rail Plan (the Rail Plan) and the Road to Zero Strategy.

We've faced significant funding pressures in developing this NLTP, with \$12.9 billion of our forecast \$13.6 billion revenue through the NLTF being needed to meet the lower limit across the 11 activity classes within the GPS. More than 90% of this forecast revenue was already committed for approved projects under contract or construction, to meet public-private partnerships (PPP) repayments and for continuous programmes to maintain levels of service on our roads and public transport networks. To ensure we could deliver better outcomes for Aotearoa, in particular through ATAP and LGWM, the Crown has given us comfort they will provide significant additional financing of \$2 billion. This has enabled us to present a programme that enables us to give better effect to the strategic priorities and government commitments within the GPS. However, it is recognised that for future NLTPs, further increases in the level of funding or financing will be required for Aotearoa to transition to a low carbon future and meet emerging transport emissions reduction targets.

Aotearoa faces increasing costs to maintain existing assets. The transport system has grown and become more complex, costs for labour and materials continue to increase, the network is being accessed by more and larger vehicles, and there are increasing impacts from climate change, with more frequent and severe weather events.

In this NLTP, we have focused our investment on:

- meeting existing commitments, such as debt repayments and funding for projects already under contract or construction
- maintaining the roading network at current levels of service for safety, access and resilience
- restoring the condition of the existing rail network to make it more reliable and resilient to support existing services and provide a platform for growth
- maintaining public transport services at current levels to support forecast growth
- completing the walking and cycling programme of commitments and projects underway, as well as investing in a high number of new projects spread across the country
- investing in new key public transport infrastructure that will support growth, sustainability and provide travel choice, and
- funding continuous programmes for road policing and road safety promotion at a base level of service.

During this three-year period, total investment in the land transport system will be significant. It is expected to be about \$24.3 billion across the NLTF, Crown funding and co-investment from local councils. Funding for the NLTF is forecast to rise 5% from \$12.9 billion in 2018–21 to a net \$13.6 billion in 2021–24.

Throughout this three-year period, there is additional investment in the land transport system, outside of the NLTF, by the Crown through the NZ Upgrade Programme, the Crown Infrastructure Package and regional projects. Increasingly, significant improvements to the land transport system are likely to require Crown funding or financing as fuel-related revenue decreases with improvements to vehicle efficiency and a greater number of electric vehicles.

To make our cities better places to live and reduce carbon emissions, we need to give people better options than travelling by car. The GPS prioritised funding to support people using shared transport options such as buses, trains and ferries, and walking and cycling.

In our rural areas, where people are dependent on travel by private car to access essential services, such as healthcare, education and employment opportunities, we have prioritised funding activities that support an efficient and safe transport system. This ensures we keep communities connected and can get freight to market, helping regional economies to thrive.

This GPS broadens the activities to be supported by the NLTF to include coastal shipping and a significant contribution to rail.

The 2021-24 NLTP is a snapshot in time; the demand for funding from the NLTF means that not all activities can be funded at the start of the NLTP, and some activities currently identified for funding may not proceed. We expect there will be changes in the activities that are able to be approved for funding under the NLTP through the three-year period as revenue and spend changes.

We'll continue to work with our local government co-investment partners and others in the coming three years to make our land transport system safe, ensure it connects people and businesses in our cities, towns, regions and rural areas; meets the needs of our growing communities; and contributes to the transition to a low-carbon economy.



Brian Roche

Sir Brian Roche
Chair, Waka Kotahi Board



Nicole Rosie

Nicole Rosie
CEO, Waka Kotahi

The period of COVID-19 related lockdowns which began on 17 August 2021 is likely to have a material impact on key aspects of the NLTP, including: NLTF revenue forecasts; availability of local share; activity cost estimates and delivery timelines. It has not been possible to factor those impacts into the NLTP given the timeframes and uncertainty over both the extent of any impact and potential financial support from the Crown.



Ngā Kaupapa Huarahi o Aotearoa

National Land Transport Programme

Ngā Kaupapa Huarahi o Aotearoa talks to the numerous projects, topics and themes across the many highways, roads, streets and pathways of Aotearoa.

Ngā Uara | Our values

Our values are from *Te Ara Kotahi, our Māori strategy* and they influence how we work and how we engage with iwi, partners, stakeholders and communities.

Rangatiratanga - we recognise, respect and value each other as partners.

Manaakitanga - we exercise care and the work we do is mana enhancing and supportive.

Kaitiakitanga - we recognise that the environment is a taonga that must be managed and looked after carefully.

Whanaungatanga - we foster meaningful and enduring relationships based on good faith, mutual respect, understanding and trust.

Whakapono - we act with integrity and honesty.



Introduction

Transport plays a crucial role in supporting the wellbeing of our communities. When the transport system is well planned and well managed, it delivers social, economic and environmental benefits.

The government's strategic priorities for the land transport system are set out in the GPS 2021. It focuses on creating a safe, well-connected and low-emission land transport system to move people, get goods to market and provide choice in how this happens.

GPS 2021 guides our decision-making on where investment from the NLTF will be spent during the next 10 years. It sets out the government's priorities for the land transport system, how much revenue is forecast to be raised for the NLTF, how much borrowing we can access and how this funding will be allocated across different types of land transport activities.

The NLTP is a three-year programme of prioritised activities with a 10-year forecast of revenue and expenditure. It is prepared by Waka Kotahi to give effect to the GPS and is a partnership between Waka Kotahi, which invests NLTF funding on behalf of the Crown, and local government, which invests local funding on behalf of ratepayers. It includes activities in the Rail Network Investment Programme (RNIP) which is approved by the Minister of Transport and funded from the NLTF through the rail network and public transport infrastructure activity classes.

In preparing the 2021-24 NLTP, we worked closely with local, regional and unitary authorities, Auckland Transport, KiwiRail, the Department of Conservation and Waitangi Trust Board to develop a programme of national and regional activities that responds to the GPS 2021 and provides a transport system that meets the needs of today and in the future.

The NLTP includes local land transport projects and activities put forward by Regional Transport Committees (RTCs) in their Regional Land Transport Plans (RLTPs), including activities from the Waka Kotahi Investment Proposal for state highway maintenance and improvements and the proposed programme of national activities. These include national road safety education and advertising campaigns, road policing, research programmes that explore new and smarter ways to deliver customer benefits and national technology solutions, such as the National Ticketing Solution.

This investment also includes joint programmes with our local and central government partners, such as the Network Optimisation Programme to develop national tools and standards to efficiently move people and goods; and the Road Efficiency Group (REG) which builds capability and provides leadership to help shape a more accessible, safe and sustainable transport system.

All proposed activities have been initially assessed for inclusion in the NLTP and prioritised for funding through the Investment Prioritisation Method (IPM) and then through a moderation exercise to ensure that all activities are prioritised to give effect to the GPS 2021.

We must plan to meet the level of expenditure for each activity class as set out in the GPS – this means meeting the minimum spend across all activity classes.

The NLTP sets out forecast activities and expenditure for 2021-24. Some activities are committed for funding, other activities continue to be proposed, awaiting further planning, information and/or funding to confirm their priority and to be approved.

Investment by the numbers

Everyone who drives a vehicle makes a contribution to the NLTF.

\$24.3 BILLION

The total investment in land transport under this NLTP

Revenue in the NLTF comes from two main sources - fuel taxes and road user charges. Smaller amounts of revenue come from vehicle licensing.

There is a smaller sum collected from the sale of surplus land/property and rail track user charges.

The majority of this revenue is gathered into the NLTF and allocated to the NLTP. The NLTF is to be solely used for activities in the NLTP, with limited exceptions. These include search and rescue, and regulatory activities.

Funds are also provided by local government, to invest in their local and regional land transport system on behalf of their ratepayers. There is also targeted Crown funding for some activities, such as subsidies under the SuperGold scheme.

In 2021-24, \$24.3 billion of funding is forecast to be managed under the NLTP. This is an increase of 44% compared to 2018-21. It includes an estimated investment of \$15.6 billion from the NLTF, including \$2 billion of assumed financing, \$4.8 billion of local share, \$800 million of Crown funding to help fund the RNIP and \$2.5 billion Crown funding will be managed alongside the NLTP for the New Zealand Upgrade Programme and the Provincial Growth Fund.

\$3.8 BILLION

Investment by the Crown through funding and financing

\$4.8 BILLION

Investment by local government

\$15.6 BILLION

The total investment from NLTF, including \$2 billion of assumed financing



**\$1.3
BILLION**

Total investment in New Zealand's rail network over the next three years

**\$5
BILLION**

Investment in public transport

**\$1.24
BILLION**

Forecast investment in road policing during the next three years

**\$1.25
BILLION**

Total investment in local road improvements over the next three years

**\$910
MILLION**

Total investment in walking and cycling networks over the next three years

**\$197
MILLION**

Forecast investment in road safety promotion during the next three years

**\$7
BILLION**

Total investment on state highway and local road maintenance

**\$2.9
BILLION**

Investment to reduce deaths and serious injuries on New Zealand roads through the new Road to Zero activity class

**\$2.6
BILLION**

Total investment in improving New Zealand's state highway network over the next three years



Development of the NLTP

The 2021-24 NLTP is a three-year programme that sets out how we, working with our partners, will create a safe, well-connected, more resilient land transport system that supports emissions reduction goals.

It sets out the activities that can be funded from the NLTF under the Land Transport Management Act 2003 to give effect to the GPS 2021.

The government's transport priorities are focused on creating a transport system that is sustainable, offers choice in the way people move around to better manage urban growth, reduces harm both to people and the environment, and uses technology to manage travel demand and help people make good travel choices.

In our cities, we're investing in an integrated transport system that can support sustainable growth, while at the same time helping everyone to be less reliant on private vehicle travel – businesses included. Creating new walking and cycling facilities and investing in public transport to make our buses, trains and ferries more frequent and reliable, is important if we are to reduce carbon emissions and congestion. We need to support people to change the way they move around by enabling them to choose a variety of travel options every day, if our cities are to become better places to live.

In the regions, we're investing to maintain existing networks that keep communities connected and get goods to market. Our rural areas rely on their transport network for their day-to-day and critical connections.

Other Crown funding will support sustainable regional development and build greater resilience into the network.

Assessment of the NLTP

We're required to ensure that the NLTP contributes to an effective, efficient and safe land transport system in the public's interest and in accordance with the purpose of the Land Transport Management Act 2003. We're also required to ensure the NLTP gives effect to the GPS and takes into account Regional Land Transport Plans, the National Energy Efficiency and Conservation Strategy and relevant policy statements in force under the Resource Management Act 1991. The NLTP must also include an assessment of how it complies with these requirements. The NLTP was developed to give effect to these requirements, and how these requirements are met is detailed in this document.

Government Policy Statement on land transport 2021 (GPS 2021)

The GPS determines how money from the NLTF will be co-invested with local government in a range of activities to maintain, renew, operate and improve the land transport system.

It is these activities, as well as a forward view of land transport beyond 2021-24, that form the NLTP.

GPS 2021 took effect on 1 July 2021. It has four strategic priorities that build on those in the GPS 2018, contributing to improving the country's wellbeing and creating communities that are great places to live. These are:

- **Safety** – developing a transport system where no-one is killed or seriously injured.
- **Better travel options** – providing people with better transport options to access social and economic opportunities.
- **Improving freight connections** – for economic development.
- **Climate change** – developing a low-carbon transport system that supports emission reductions, while improving safety and inclusive access.

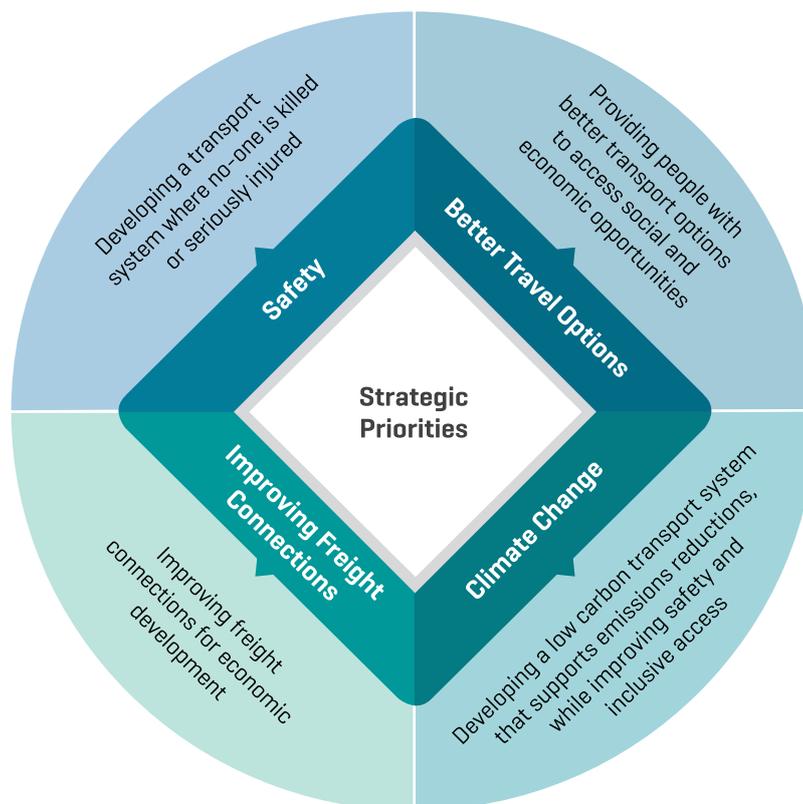
The four strategic priorities in the GPS are framed by the Ministry of Transport's Transport Outcomes Framework, which provide a long-term view for the wider transport system, including land, air and maritime transport.

Within the GPS 2021 there are 11 activity classes. These signal how funding is to be allocated from the NLTF. New activity classes in the GPS 2021 are Road to Zero, rail network and coastal shipping.

The lower level of activity class funding ranges in the GPS 2021 were developed based on the estimated funding needed to:

- meet prior commitments, such as repayments for public private partnerships (PPPs) and significant projects which have already had funding approved
- maintain the land transport system at current levels of service, such as for safety and resilience, across all travel options and in line with forecast demand
- meet increasing costs of construction, the impacts of climate change and increasing demand which impacts on the costs of network maintenance and repairs.

For the first time, GPS 2021 also sets investment expectations in relation to four government commitments: ATAP, LGWM, Road to Zero safety strategy and the Rail Plan.



Wider government objectives

Investment in the land transport system delivers a range of outcomes and benefits for people, business and the economy. Some of these benefits are directly transport-related – others support wider government outcomes.

The 2021–24 NLTP supports government’s wider objectives for:

- making our cities and towns, in particular growth areas, great places to live
- addressing pressure on housing availability and affordability
- supporting sustainable economic recovery from COVID-19.

Making our cities and towns great places to live

For our cities and towns to support the wellbeing of people and the environment, we need them to:

- be designed to encourage people to live, work and play in their community
- support rapid bus and rail transit networks to enable compact urban growth
- have high-quality, well-connected, safe, reliable and accessible public transport and walking and cycling networks, making it easy for people to move around without using their car.

The 2021–24 NLTP contributes to the government’s goal of making our cities and towns greater places to live by enabling us and our partners to:

- better manage growth in our main urban areas by changing use of our transport corridors
- help shape travel options and compact urban form to manage demand in main urban areas
- deliver on travel choice programmes and ensure investment supports development of new communities with sustainable travel options
- invest in people making greater use of public transport, walking and cycling opportunities and using new ways to move about
- make shared spaces safer and more attractive for people to use
- invest in initiatives that result in the reallocation of road space for shared use by all the ways people want to move around.

Housing availability and affordability

The 2021–24 NLTP contributes to addressing pressures on housing availability and affordability by enabling us and our partners to:

- work with Kāinga Ora as it plans for and builds houses and communities in priority development areas, which are currently Auckland and Porirua
- increase housing supply and improve housing affordability and choice through sustainable development with central government, local government and mana whenua in our main urban areas
- invest in road and rail infrastructure, public transport services and walking and cycling infrastructure to support the development of new communities with sustainable transport connections.

Economic recovery from COVID-19

COVID-19 has significantly changed the way we live, work, shop and travel. More people are now working from home and greater numbers continue to shop online, increasing the volume of goods being home delivered. The pandemic has changed travel patterns, which has had a positive impact on traffic congestion and the environment in our cities and towns.

It has also shown us that we can move around our cities and towns in different ways and that there are benefits when there are fewer vehicles on the road – less air and noise pollution, less congestion, and increased public health from more walking and cycling. We can continue to harness some of these benefits in the way that we plan and meet demand for transport into the future.

COVID-19 has had a significant impact on regions that depend on tourism and/or migrant workers. Some regions continue to struggle with lower population and employment growth, significantly reduced tourism numbers and less travel demand, particularly on public transport. This has resulted in some regions struggling to fund their share of investment in the land transport system.

During this NLTP period, there is expected to be slower growth and reduced numbers of visitors. This three-year plan has been produced based on the expectation that Crown funding will be made available to help cover the costs of further COVID lockdowns and that there will be a return to forecast levels of demand in the medium-to-long term, which is the current economic forecast.

Through our delivery of government investment in both the NZ Upgrade Programme and Crown Infrastructure Package, we are supporting the regions through economic stimulus and jobs. Many of these projects are about developing corridors that also support growth, travel choice and well-connected sustainable ways to move around.



How we assess and prioritise projects

For each NLTP, the bids for funding for regional and national projects are always higher than available forecast revenue from the NLTF. To ensure funding is prioritised and distributed on a national basis to give effect to the GPS and achieve the best investment for New Zealand, we develop an investment framework which is used to assess and prioritise each activity for funding.

For the 2021-24 NLTP, we developed the Investment Prioritisation Method (IPM) to give effect to the GPS 2021 and prioritise activities for funding. This replaces the Investment Assessment Framework (IAF) that was used for the 2018-21 NLTP.

In broad terms, funding is prioritised using the following tiered investment approach:

- Activities that have been previously approved for funding and are continuing to be delivered in 2021-24.
- Continuous programmes, such as state highway and local road maintenance, public transport services and road safety promotions – and indicative funding for these are provided early to councils to enable them to finalise their Long Term Plans and to Regional Transport Committees to finalise their RLTPs. This allocation reflects a starting point for assessing these programmes, the importance of maintaining ongoing levels of service, as well as an assessment of each programme for GPS alignment.
- The three-year RNIP as approved by the Minister of Transport.
- Improvement activities, including low cost low risk activities, are prioritised for funding based on the GPS priorities and government commitments. Low cost low risk activities are assessed primarily on GPS alignment.

By using the IPM, in conjunction with moderation undertaken by senior subject matter experts, considering RLTP priorities and involving representatives from local government and Ministry of Transport as observers of our prioritisation process, our decisions at every stage follow a transparent, evidence-based process to ensure we deliver the outcomes of the GPS and best value for money for New Zealand.

We must plan to meet minimum spend levels for each activity class. Each activity is prioritised for funding using the IPM, against other activities in the same activity class.

There is always a degree of over-programming within each activity class to manage the continual dynamic nature of activities, as a result of programme phasing, completion of business cases and availability of funding. This means the NLTP continually changes throughout the three-year period.

Our role – a story of leadership and collaboration

At Waka Kotahi, we're focused on providing one integrated land transport system that connects people, products and places for a thriving Aotearoa.

We have the responsibility to look after the national land transport system with our partners for today's and future generations. We're using innovation to make sure the system is not only efficient and sustainable, but unlocks opportunities and keeps New Zealand moving.

We have system leadership, planning, investment, regulatory and delivery roles to support our vision. We take an approach that responds to the investment direction set by government across all travel options, to maintain levels of service for customers and deliver improvements where these are needed.

Our role as system leader

Transport supports communities and regions to thrive by delivering a range of social, economic and environmental benefits. At Waka Kotahi, we're well positioned to help achieve these benefits, in partnership with others, working nationally, regionally and locally.

At the national level, we work with others who are shaping national infrastructure and networks, such as freight, tourism, and water services, to achieve wider outcomes for housing, urban development, health, education, and equity.

Regionally and locally, we work with local government and other partners to identify the key needs of the future land transport system. We provide sector leadership on issues that require national coordination, such as identifying levels of service for road maintenance and public transport services. We commission research that supports innovation and ongoing improvements to the way we build, operate and manage the land transport system. We model innovation through programmes such as Innovating Streets and we partner with industry to develop tools, digital platforms, policies and guidelines to promote efficiency and reduce costs for everyone who uses and pays for the land transport system.

Our role in system planning, spatial planning and urban design

We work with our partners to help achieve integrated planning, decision-making, programming and investment that will deliver better services and solutions for the land transport system.

We work in partnership with local government and others to plan and manage growth in our cities, towns and regions. This ensures land-use planning and the transport system are integrated, that our communities are well-connected and there is easy access to education, employment and essential services. This partnering ensures we plan and invest for transport and land-use, to do the right things, in the right place, at the right time.

We partner with local government to support access to core local transport services, such as local roads, public transport (by bus, rail and ferry) and active modes, support sustainable land-use development and urban form, support economic activity and provide efficient access to markets, primary freight hubs, and air and sea ports.

Our role as funder and co-investor

As a funder, we have several statutorily independent functions, including determining which activities are included in the NLTP and which activities will be funded from the NLTF. We're a full member of each of the 16 Regional Transport Committees and a member of the Auckland Transport Board. We also provide assurance advice to ministers on the Rail Network Investment Programme, which is funded from the NLTF and supports KiwiRail's activities in maintaining, operating and renewing the heavy rail network.

As a land transport investor, we co-invest in the development and maintenance of 85,800kms of local roads, the development of urban cycleways and walkways, and public transport networks for buses, trains and ferries to make it easier for people to move around.

Our role as road controlling authority

We manage and maintain 11,021kms of sealed and 31.5kms of unsealed state highways, which support economic growth, safety and resilience, and are critical in connecting our regions and communities.

We work with our local government co-investment partners to manage access to the state highway and local networks, manage transport demand, and respond to events and incidents.

We also work with major urban council partners to manage day-to-day transport operations, improve the flow of people and freight across the transport system to manage travel demand and improve travel reliability. State highways provide a lifeline for many local communities, making it important to reflect the right balance of movement and place to support local and national objectives.

Our role as regulator

As the land transport regulator, we're focused on reducing harm to people and the environment. We work to ensure the land transport system is safe, effective, efficient and functions well for everyone. We manage the licensing of drivers, commercial operators, rail operators and vehicles and regulate the transport industry to ensure it is safe. Our role in public transport has been expanded to include oversight of the planning, operation, implementation and delivery of public transport.

Our role in delivery

We design and deliver nationally-led projects and programmes funded under the NLTP – including programmes to maintain, renew and improve the state highway network and projects that require national coordination, such as the National Ticketing Solution.

We also deliver projects on behalf of the Crown, through the Provincial Growth Fund, the NZ Upgrade Programme, and the government's economic stimulus package in response to COVID-19. While these projects are not managed under the NLTP (because they are not funded from the NLTF), they need to align with the government's wider transport objectives and be integrated into the land transport system.

Arataki and the next steps with the 30-year plan

Arataki is our 10-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system. It shares the evidence base that informs our view and shapes the way we partner with others through planning and investment tools, such as spatial plans, network plans, RLTPs and the NLTP.

We're currently developing a baseline version of a 30-year system plan, drawing on the direction in *Arataki* and taking into consideration other plans that have an impact on future transport outcomes. It will set out a three-decade map of what we need to do to support a thriving Aotearoa and will be based on our best understanding of what our future transport system will need to deliver. It will consider gaps, opportunities and issues to clarify where we need to focus our efforts.

Future iterations will develop the baseline version into a full 30-year system plan.



Iwi engagement

Since the development of the 2018–21 NLTP, we have made significant improvements in building stronger relationships with Māori and recognising the role of Māori as a Treaty of Waitangi partner.

We have:

- launched *Te Ara Kotahi, our Māori strategy*
- strengthened our Te Mātangi Māori partnerships team with the appointment of regional Pou Ārahi
- developed *Hononga ki te Iwi, our Māori Engagement Framework* to support a more consistent approach
- embedded the consideration of te ao Māori into our investment decision making.

This work means we are better positioned for more meaningful engagement with Māori during preparation for the 2024–27 NLTP.

Work has already been done to identify existing opportunities and relationships to start our conversations with Māori, and how we can better involve them in the decision-making process relating to the development of the land transport system. There is still more work to do in this space, to establish the right hui, forums and other opportunities where we can connect with Māori and have the right conversations across Aotearoa.

Six actions have been identified for the next three years. These are:

- Ensuring sufficient resourcing to inform and educate iwi/hapū on what the NLTP is and why it's critical they engage in the process.
- Targeted communications with iwi to build knowledge and understanding of opportunities for input.
- Working closer with regional councils, RTCs and others on a joint approach for Māori engagement.
- engaging an independent Māori adviser to provide a te ao Māori lens across the NLTP development process
- Adopting measurable expectations of RTCs to provide more meaningful engagement in the development of the 2024–27 RLTPs.
- Establishing a Māori events calendar to ensure we are across all regional touchpoints to maximise participation opportunities.



How the 2021-24 NLTP will give effect to the GPS 2021

Delivering on 'baseline' activities

In developing the 2021-24 NLTP, we first considered 'baseline' activities that must be funded in line with our legal and financial obligations and to maintain the system at acceptable levels of service as expected by the GPS. This includes:

- Financial commitments for projects that have already been approved for funding in previous NLTPs.
- Scheduled payments under public private partnerships.
- Funding for the RNIP - which is decided by ministers and has a 'first call' on funding under both the rail network and public transport infrastructure activity classes.
- Funding to maintain existing public transport services.
- Funding to help maintain the roading network at essential levels of service for safety, resilience and access.
- Funding for road policing and road safety promotion.

In 2021-24, these activities accounted for about 90% of forecast funding from the NLTF.

These activities all have a role to play in delivering on the four strategic priorities in the GPS, and also play a key role in delivering the four government commitments.

We have assumed additional Crown financing for the 2021-24 NLTP at a level that will allow our road network to be maintained at current levels of service. The costs of maintaining our state highways and local roads continue to rise and are forecast to require an increasing proportion of NLTF funding in future - increasing from about two thirds of available funds in 2021, to three quarters by 2031. This presents an increasing constraint on the number of new improvement activities that can be funded from the NLTF in the future.

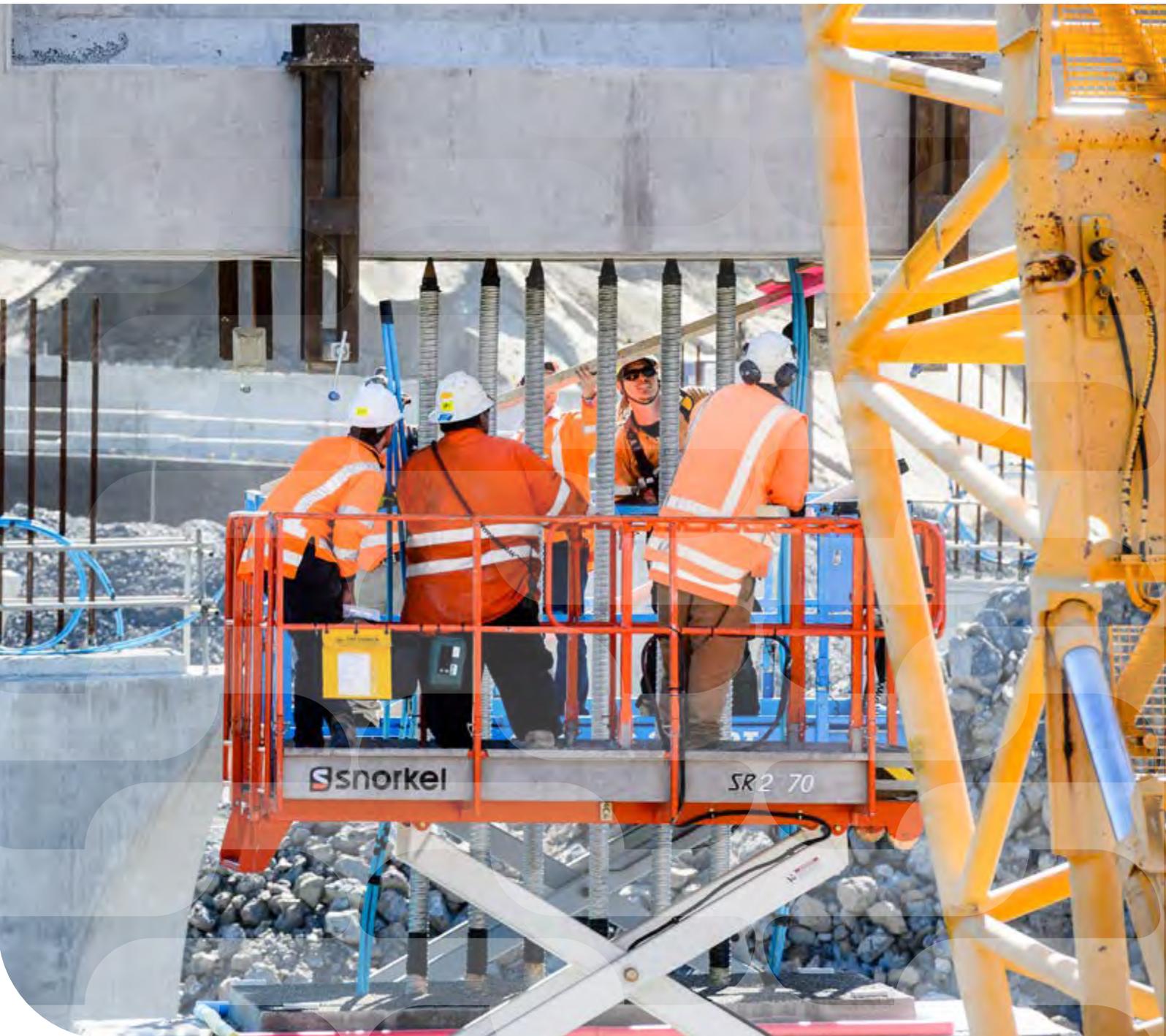
We decide which new activities will be included in the NLTP in addition to the 'baseline' activities set out above, in line with strategic direction and funding allocations in the GPS.

We have targeted additional funding towards maintaining service levels and infrastructure for safety, access and resilience on the road network, ahead of considering improvements in these levels of service. This is important to mitigate the risk of avoidable deaths and serious injuries, disruption, and increased future costs as a result of declining levels of service in road maintenance.

A number of improvement activities are included for funding in this NLTP. This mix of included activities will deliver the greatest impact across the four strategic priorities, meet investment expectations for the four government commitments, target high priority activities across the various travel options, and help us to plan for the significant and transformational change that is coming, particularly in relation to emissions reduction.

Further additional funding or financing will be required outside of the NLTF in future NLTP periods to make significant progress on transformational changes, such as achieving a shift to public transport, and walking and cycling at the scale and pace required to support emerging emissions reduction objectives.

The combined impact of these funding decisions is described below in relation to each of the four strategic priorities and the four government commitments.



Delivering on the strategic priorities

Safety

One person is killed and several people seriously injured in crashes on our roads every day. In 2020, 318 people were killed and almost 2,500 seriously injured. Each death and serious injury has a devastating and wide-reaching impact on our communities. This has a social cost to New Zealand estimated at \$84 million per week or nearly \$4.7 billion a year.

Road to Zero 2020–2030 is New Zealand’s strategy to guide improvements to road safety. It sets us on a path to achieve a New Zealand where no one is killed or seriously injured on our roads. As a step towards this, Road to Zero sets an initial target of reducing the number of people killed or seriously injured by 40% by 2030. The strategy is being implemented through action plans, starting with the initial action plan for 2020–2022.

To support the Road to Zero strategy, the GPS 2021 includes a new Road to Zero activity class. This anticipates investing about \$10 billion over the next 10 years targeted towards the interventions identified as key to achieving the reduction in deaths and serious injuries sought by the strategy.

Steady progress towards the Road to Zero 2030 target would mean about 600 fewer deaths and serious injuries per year by the end of the 2021–24 period, compared to 2018 levels. We intend to target this through a combination of the following:

- Safety treatments and speed management targeting 10,000kms of road network across New Zealand where the highest concentrations of deaths and serious injuries occur. This will include 1,000kms of median barrier, with a combination of other corridor safety treatments, such as intersection improvements and speed limit reductions. It also includes road engineering to support speed reductions around urban and rural schools.
- Maintaining the number of existing dedicated road policing staff and non-dedicated police staff time undertaking road policing activities. These activities are focused on restraints, impairment, distraction and speed (RIDS) and aim to significantly increase enforcement activities, particularly targeting speed and drunk driving.
- Introducing a new speed management planning process and expanding the safety camera network. While work is underway to determine the full extent of the expanded camera network, Road to Zero indicates that the first phase could include the roll out of about 100 additional cameras (eg, average speed, mobile, red light and fixed cameras).
- Encouraging more people to buy safe and clean vehicles and lifting the safety performance of the light vehicle fleet by supporting the development of policy to restrict the importation of one and two-star safety rated vehicles into the fleet.
- National, regional and local road safety promotion campaigns and initiatives targeting road user behaviour and raising public awareness of Road to Zero.
- Strengthening system leadership, support and coordination. Plus, monitoring and reporting on progress towards the Road to Zero target.
- Supporting the alcohol interlock programme by providing a subsidy for those who qualify for the installation of an alcohol interlock device in their vehicle.

We expect this investment to provide a reduction to the number of people killed or seriously injured on our roads, making significant progress toward the Road to Zero target. This would mean about 750 fewer people would be killed and 5,600 fewer people would be seriously injured on our roads over the next 10 years.

Safety outcomes are also delivered through a range of other activity classes, including where investment supports a shift from private vehicles to public transport and through the road maintenance activity classes.

Better travel options

With continued growth forecast in our main urban areas, our transport system faces challenges in being able to meet this demand and provide safe, reliable travel choice. It is no longer sustainable to only focus on building new roads – we need a transport system that reduces the need to travel by car, encourages increased travel by shared and active modes, and enables the uptake of low emission vehicles.

In GPS 2021, funding for public transport – buses, trains and ferries – is split into two activity classes: public transport services and public transport infrastructure.

The NLTF continues to fund metro rail activities to support public transport in Auckland and Wellington. This builds on investment in the 2018–21 NLTP in transitional rail activities under a dedicated activity class.

The new public transport infrastructure activity class will continue to fund the completion of committed transitional rail activities, as well as new metro rail activities in Auckland and Wellington. This will include activities within ATAP and LGWM, and inter-regional rail connections, such as the new Te Huia service between Auckland and Hamilton and the Capital Connection from Palmerston North to Wellington. Investment in heavy rail infrastructure will also support inter-regional tourism.

Rapid transit, by bus or rail, is recognised as critical for compact urban development in our fastest growing urban centres to support growth, while ensuring the transport system is sustainable – low emissions, better for people and the environment, and resilient to climate change impacts.

We're also working with local government to deliver new walking and cycling facilities, as well as making public transport easier to access and use, with better connections, a greater frequency of services and bus prioritisation to reduce travel times and make it a more attractive form of travel.

Real-time travel information is critical so people can make informed choices about how they move about our main cities. It lets them know about delays, roadworks, bus/train arrival times, and journey times for both our roads and public transport.

We're also working on integrated ticketing and easy payment options to enable seamless journeys for those who travel using a variety of different ways, and/or who use public transport in different cities. One 'ticket' for all travel which is easy to top-up is the future.

COVID-19 taught us that people want their communities to be safe and easy to move around in, whether walking, cycling, scootering or using other travel options. It showed us we can change the way we move around – the challenge is making those changes part of our daily routine.

The Innovating Streets programme supported councils to make street changes quickly at the start of the COVID-19 pandemic, enabling them to widen footpaths, create pop-up cycle lanes and close off streets so people could exercise in a safe way.

Since then the programme has supported a further 70 projects delivered by 33 councils nationwide, all with the aim of encouraging people to walk or bike more. This has seen a drop in traffic volumes and speeds, making our streets more inviting and accessible to people.

We'll be continuing to work with our partners to take this more agile, adaptive approach to street changes over the next three years to help accelerate the pace of change.

Innovating Streets

The Innovating Streets programme launched in June 2020 to make it quicker and easier for councils to trial changes aimed at making streets safer, providing more travel choice and encouraging more people to travel in ways that are better for their health and the environment.

How it works

Thirty-three councils across the country ran 70 community projects to trial low-cost, temporary changes, like: better street crossings, protected bike paths, traffic-free zones, reduced speed zones and new street layouts.

Community involvement is an essential part of the Innovating Streets approach. Getting community input from the start of a project and trialling temporary changes helps community members get a sense of what their streets could be like and have their say.

Measuring the impact of projects is also essential. Councils use feedback and data collected to make insight-based decisions about which changes best create safer, more liveable spaces for local people and need to be made permanent.

What this means for communities

Safer speeds are one of the best, most affordable ways to make streets safer for everyone.

At Waterloo Station in Lower Hutt, Wellington, a new road layout resulted in:

- an overall reduction in speed
- up to 30% reduction in near misses for everyone who uses this road
- a 75% reduction in near misses for people walking in the area.

Children are one of the major winners, with Innovating Streets projects helping create more safe spaces for young people. For example, a pop-up cycleway in Cambridge resulted in a 56% increase in bike trips to the primary school.

While collecting feedback as part of these projects, some parents told us safer cycleways make them feel confident letting their children cycle to school. Some older people said they feel more connected to their community because slower or reduced traffic means they can confidently walk to local shops and cafes.

What's next

Between June 2020 and June 2021, \$29 million was invested in Innovating Streets projects. Building on insights gained to date, a further \$30 million will be invested on a range of new community projects over the next three years.



Improving freight connections

For the land transport system to work most effectively, we need to ensure that road, rail and coastal shipping all play their part in moving freight around the country.

New Zealand's economy relies on having access to a safe, reliable and resilient transport network. This is even more critical now as regions adapt to the impact of the COVID-19 pandemic and look at growth to offset the loss of tourism while most borders remain closed.

Between 2012 and 2018, freight volumes grew 18% to about 280 million tonnes. Ministry of Transport data projects these will increase a further 11% in the next 10 years and 40% by 2053, driven by the needs of our growing population. This growth means that to reduce carbon emissions and ensure goods get to market on time, we need to look at new ways of moving freight.

In this NLTP period, we'll look at opportunities to move freight using the best combination of road, rail and sea transport options. Increasing the use of both rail and sea will also improve safety and reduce emissions.

High productivity motor vehicles (HPMVs) allow fewer trucks to transport more freight. This helps the economy grow, while at the same time reducing congestion, carbon emissions and improving safety on our roads. More than 8,200kms of our state highways are now capable of supporting HPMVs.

During the next three years, our investment will progress the Weigh Right programme which supports improved productivity, makes our road safer and protects the network from damage from overweight vehicles. Weigh Right uses electronic scales built into the road to weigh trucks as they travel the network. Potentially overweight vehicles are directed into Commercial Vehicle Safety Centres (CVSCs) for further testing and compliance checks.

Fully equipped CVSCs are already operating at Glasnevin (Waipara) and Paengaroa, with upgrades planned this NLTP period for Ohakea and Stanley Street in central Auckland. New centres will be established at Albany in north Auckland, Bombay in south Auckland; Mackays Crossing, Napier Port, Rakaia, Tauranga Port and Taupō to complete the nationwide network.

By sea

Coastal shipping has a role to play in transporting freight, such as cement, refined petroleum products and shipping containers. In time, investment from the NLTF is expected to help provide the freight industry with more choice in how they move goods to support a more resilient freight network. Moving more freight by coastal shipping will also help to reduce emissions and improve safety.

Activities to be funded under this activity class are yet to be identified. We are working with the sector to identify specific actions and activities for building a more resilient, sustainable and competitive domestic coastal shipping sector, and enable coastal shipping to play a greater role in moving freight.

By rail

Over time, investment in the rail network will provide a safer, more reliable and lower-carbon option for transporting freight. It will take time to improve the infrastructure and connections that will make rail a great way to move goods throughout the country.

During this NLTP, in line with the Rail Plan, our investment will be targeted to restoring the existing rail network to be resilient and reliable to support existing services and provide the platform for growth.

Investment will support the operation and management of the national rail network and an accelerated programme of repair and renewal of track rails, structures and signalling equipment assets. Where funds allow, small scale improvements will be undertaken to improve the performance and resiliency of the freight network, for example slope stabilisation and upgrading signalling equipment to the European standard.

Investing in rail supports the climate change objectives of the GPS, improves road safety and the wear and tear on roads by reducing road freight traffic.

By road

Today, 93% of freight in New Zealand is moved by road. Roads enable the rapid transportation of perishable goods, access to almost any town and the ability to quickly respond to changing demands. However, these journeys tend to be relatively short and localised. The average distance freight travels by road in New Zealand is 111kms, with 77% of all freight staying within the region from which it originates.

We need to increase the volume of freight carried by rail and coastal shipping to meet future demand and reduce emissions. However, any increase in rail and coastal shipping will be constrained by network limitations and the type of high volume, non-perishable goods that can be carried. This means roads will remain the main transport option for freight. Improvements to the state highway and local road networks, delivered as part of 2021-24 NLTP, will support the efficient movement of freight across the country.

Our investments will:

- improve the safety and resilience of key freight routes with:
 - › the completion of the SH1 Waikato Expressway to support upper North Island freight journeys between Hamilton, Auckland and Tauranga, as well as the lower North Island
 - › coastal erosion protection works along the Katiki Coast and at Raupunga Bluff to support more reliable freight journeys between Dunedin and Christchurch, and Gisborne and Napier, respectively
- provide more efficient movement of freight between ports and distribution centres by:
 - › establishing a logging freight hub in Marton for the removal of bark before transporting the logs by rail to other destinations
 - › infrastructure improvements at ports to promote a resilient coastal shipping network
 - › feasibility studies and/or business cases for infrastructure projects which support the coastal shipping industry.

Weigh Right

The Weigh Right programme takes a high-tech approach to help make our roads safer by reducing the number of overweight trucks.

It also helps create a level playing field across the freight industry by helping ensure operators meet regulations.

A high-tech way to weigh

The programme involves using electronic scales and other scanning equipment which are built into the road. As a truck passes over scales at normal speeds, intelligent software identifies if it's overloaded.

Potentially overweight trucks are directed to stop at a nearby Commercial Vehicle Safety Centre (CVSC) where they can undergo a range of compliance checks, including looking at:

- how long drivers have been on the road to help prevent fatigue and improve safety
- vehicles' certificates of fitness to ensure they are compliant.

Trucks within weight limits keep on travelling, uninterrupted.

The road so far

Since 2019, technology equipped CVSCs have been established in Glasnevin in North Canterbury and Paengaroa in the Bay of Plenty. In 2020, 914,000 trucks were weighed at these two key freight locations, with 21,000 of them stopped for a weight check.

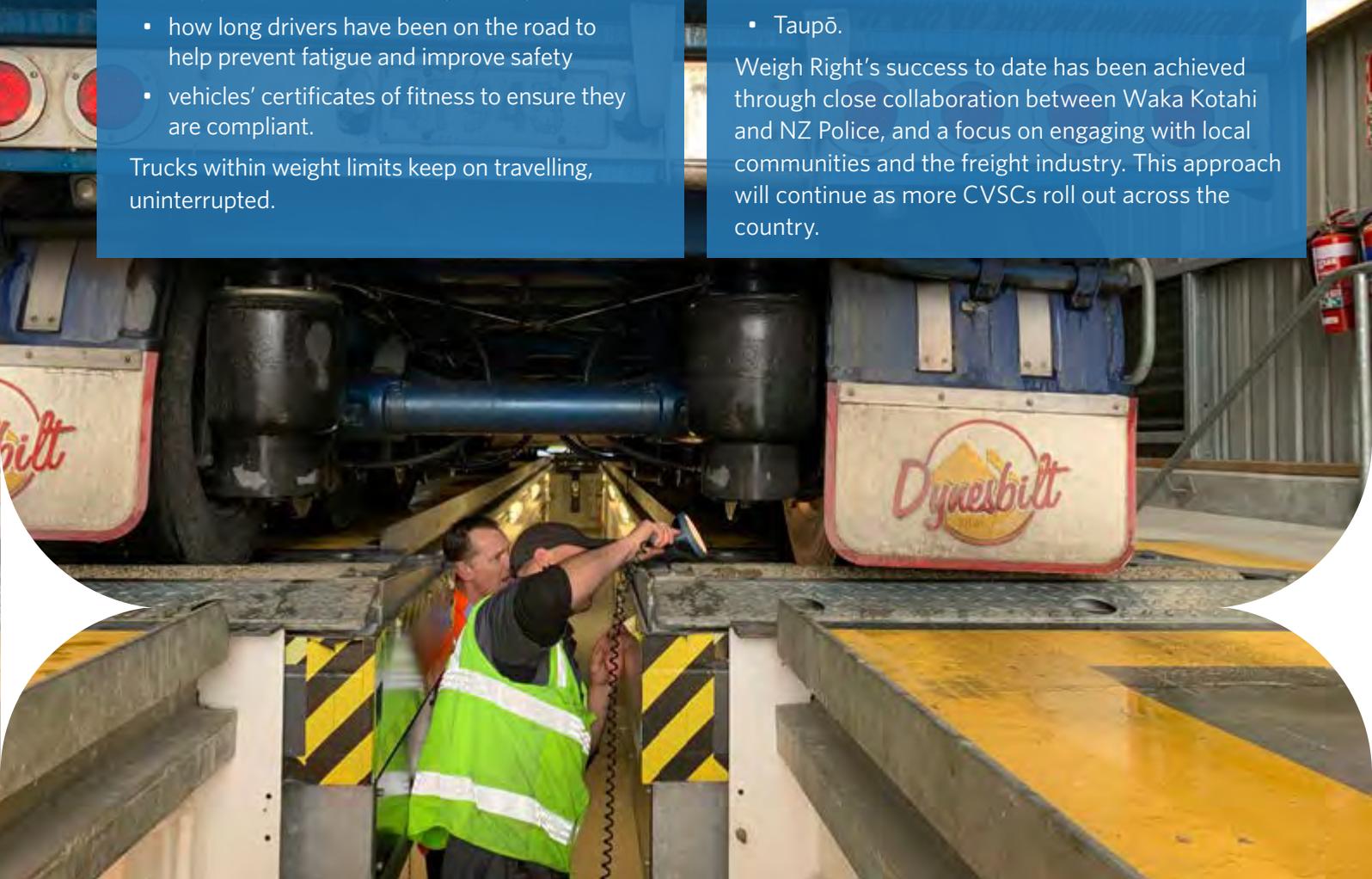
Two more CVSCs, at Ohakea in Manawatū and Stanley Street in Central Auckland, are currently operating without in-road weighing technology.

The road ahead

Over the next three years \$54 million will be invested to upgrade CVSCs at Ohakea and Stanley Street in Auckland, as well as establish seven more technology-enabled CVSCs at:

- Albany in Auckland
- Bombay in Auckland
- Mackays Crossing on the Kāpiti Coast
- Napier Port
- Rakaia in mid-Canterbury
- Tauranga Port
- Taupō.

Weigh Right's success to date has been achieved through close collaboration between Waka Kotahi and NZ Police, and a focus on engaging with local communities and the freight industry. This approach will continue as more CVSCs roll out across the country.



Climate change

The climate change strategic priority in GPS 2021 focuses on:

- reducing land transport carbon emissions to limit the transport contribution to global warming
- improving the resilience of the land transport system to climate-related weather disruption and adapting to the long-term impacts of climate change
- reducing harm to people and the environment from land transport activities.

Reducing transport carbon emissions

The GPS 2021 climate change priority is focused on ‘transforming to a low carbon transport system that supports emissions reduction aligned to national commitments, while improving safety and access’.

The GPS signals that the transition to a low carbon transport system must be rapid, and that investment decisions must be consistent with the emissions reduction target recommended to Cabinet until emissions budgets are released in 2021. Emission budgets, and the policies required to achieve them, will be set by the government through the Emissions Reduction Plan, expected to be released by 31 December 2021.

We’ll deliver these outcomes by implementing **Toitū te Taiao** – Our Sustainability Action Plan.

We’ll also make investment decisions that support national commitments on emissions reduction.

The 2021–24 NLTP is positioned at the start of what will be a significant change in transport investment focus over time and as successive emission reduction budgets take effect. At this point in time we have certainty about the broad areas of focus for reducing transport emissions, but detailed policies and plans are not yet in place.

The broad areas of focus are likely to be:

- supporting reduced need to travel by car and increased use of public transport, walking and cycling
- supporting increased uptake of electric vehicles
- supporting more efficient freight movement and freight vehicles.

Activities for inclusion in this NLTP support these three focus areas. Consistent with the positioning of the climate change priority in the GPS, many of these activities are also represented in investments for safety, better travel options and improved freight connections.

Within this NLTP, preference has been given to activities that support safety and access outcomes in ways that also make a strong contribution to reducing the need to travel by car; increasing the use of public transport, walking and cycling; and supporting more efficient freight movement. These activities will contribute to the short-to-medium term results of reducing transport sector emissions by 2031 and provide a platform for the significant new investment that will be needed to enable delivery of the government’s Emissions Reduction Plan from 2022.

Adapting to climate change

The land transport system is increasingly challenged by climate-related weather events such as flooding. These events disrupt supply chains and impact on the ability of people and communities to connect with critical and lifeline services.

The land transport system is also exposed to risks of increasing sea-level rise. The national response to climate change adaptation is being led by the Ministry for the Environment and next year (2022) will see the release of the National Adaptation Plan.

For this NLTP, our climate change adaptation response is primarily focused on maintaining and improving the resilience of the land transport system to climate-related weather disruption. We're also engaged in planning for climate change adaptation and building our capability and evidence base in this area. We'll undertake relevant actions identified in the National Adaptation Plan when it's released.

Reducing harm to people and the environment

We're required to demonstrate social and environmental responsibility when undertaking our functions. This includes consideration of activities for inclusion in the NLTP.

Many activities delivering on the GPS priorities for better travel options, improved freight connections and climate change will also deliver wider benefits for public health and the environment.

For example, activities that reduce the need to travel by car and increase the uptake of public transport, walking and cycling deliver a range of public health benefits including cleaner air, quieter and safer streets, and increased levels of physical activity which reduces exposure to health risks associated with sedentary living.

Environmental responsibility requires active consideration of how activities for maintenance and improvements are designed, taking care of indigenous biodiversity and water quality in particular and also considering resource efficiency and waste management. To this end, we're finalising **Te Hiringa O Te Taiao** - Our Resource Efficiency Strategy. This strategy focuses on sustainable sourcing and use of resources, waste minimisation and reducing energy and carbon emissions.

We've also updated our policy on sustainability rating tools for use on improvement projects. Sustainability rating schemes assess the environmental and social credentials of activities. Our improvement projects over \$100 million must complete certification under the Infrastructure Sustainability Council of Australia (ISCA) for planning, design and construction.

Our improvement projects over \$15 million are required to consider assessment under ISCA, and at a minimum must apply the principles contained in **Toitū Te Taiao** - Our Sustainability Action Plan, **Te Hiringa o te Taiao** - Our Resource Efficiency Strategy, and the Sustainability Rating Scheme Specification. Projects that we part-fund above \$15 million must also consider assessment under ISCA, and at a minimum include at least one IS Accredited Professional (ISAP) for the duration of the project.

The government also has its own Carbon Neutral Government Programme, which is applicable to Waka Kotahi. We're exploring what transitioning to carbon neutral maintenance and improvements will require of our supply chain.

Activities in the 2021-24 NLTP that will deliver on the climate change strategic priority include:

- Planning with our co-investment partners to shape compact development, enable low carbon travel options for mode shift and health benefits in main urban areas, and ensure resilient networks for people and freight.
- Supporting development of the National Charging Infrastructure Plan and the National Adaptation Plan.
- Supporting increased use of public transport, walking and cycling through improvement of existing and provision of new services, networks and infrastructure; making shared spaces safer and more attractive to encourage mode shift.
- Reallocating road space for shared and active modes to support more efficient, reliable and low emission movement of people and freight.
- Improving connections between shared and active modes to help people connect with and transfer between public transport, walking, cycling and 'micro-mobility' networks.
- Improving the safety and resilience of the rail network to support a shift from road to rail freight, and deliver inter-regional tourism benefits in some areas.
- Improving the efficiency of freight movement by improving connections between freight modes through inland hubs, and efficient transfer and storage; and investigating options for mode shift from road to coastal shipping.
- Supporting activities to increase the uptake of electric vehicles and electrify the public transport bus fleet.
- Supporting public health, biodiversity and water quality through investment in active modes, use of low noise surfaces and noise walls; protection and enhancement of habitats for important species, weed and pest management and control; erosion and sediment control, management of contaminants, engineered wetlands and traditional stormwater treatment.

Delivering on the government commitments

The government commitments are multi-billion-dollar, multi-year programmes that we need to fund and deliver with our co-investment partners through the 2021-24 NLTP and successive NLTPs.

Additional Crown contributions to the NLTF through funding and by providing Waka Kotahi access to Crown loans would enable good progress to be made on the ATAP and LGWM programmes and key objectives to be achieved during this NLTP.

The RNIP has been funded in full. Activities in the RNIP had first call on funding from both the rail network and public transport infrastructure activity classes.

Road to Zero activities have been funded above the bottom of the activity class, with our investment focused on delivering lower cost speed and safety infrastructure interventions in 2021-24 and progressing planning and design work to be ready to undertake larger projects from 2025 and beyond. This is likely to have an impact on achieving the reduction of deaths and serious injuries being sought through the strategy.

Auckland Transport Alignment Project

The 2021–24 NLTP will help deliver the first three years of the 10-year Auckland Transport Alignment Project (ATAP) package, which was agreed by Cabinet and Auckland Council in March 2021.

The ATAP package is a \$31.4 billion, 10-year investment package for Auckland funded from:

- \$16.3 billion from the NLTF
- \$10.2 billion from Auckland Council (through rates, borrowing and the Auckland regional fuel tax)
- \$4.9 billion from the Crown.

This NLTP will deliver the first three years of the ATAP programme as detailed in Auckland's RLTP, following extensive engagement with the public. The RLTP was approved by Auckland Council, and Auckland Transport and incorporates KiwiRail's Rail Network Investment Programme (RNIP). The NLTP will enable significant progress towards meeting ATAP objectives.

Investment of \$4.2 billion through the 2021–24 NLTP will enable appropriate levels of maintenance, operation and renewal of the existing network, continuing critical safety and minor improvements programmes, supporting City Rail Link with wider rail network improvements and progress significant projects, such as:

- Eastern Busway (Panmure to Botany)
- Puhoi to Warkworth motorway extension
- Northern motorway improvements, including a shared path and an extension of the Northern Busway to Albany
- Auckland Transport's cycling programmes
- City centre bus improvements
- Connected Communities programme of bus and cycle lane and safety improvements on key arterial routes
- steps towards decarbonising the ferry fleet
- seed funding for rapid transit
- completion of the final stage of the Glen Innes to Tamaki shared walking and cycling path
- Glenvar/East Coast Road improvements.

Investment through the NLTP will be supported by the government and Auckland Council's funding of City Rail Link and the \$1.2 billion the government will make through the NZ Upgrade Programme (NZUP). Over the next three years, NZUP will progress the SH1 Papakura to Drury improvements, the development of Penlink, rail upgrades between Wiri and Quay Park, and rail electrification between Papakura and Pukekohe.

The 2021–24 NLTP also supports planning the next generation of major investments in Auckland that are in the ATAP package. This work includes planning and designing light-rail and other rapid transit corridors, major bus and cycle lane programmes, and significant investment to support growth in both new and existing urban areas. These projects focus on improving access, increasing travel choice, reducing emissions, improving safety and supporting ongoing growth. If additional funding or financing becomes available, it may be possible to bring forward delivery of these future investments.

Let's Get Wellington Moving

Let's Get Wellington Moving (LGWM) is a joint initiative between Wellington City Council, Greater Wellington Regional Council and Waka Kotahi to transform Wellington's transport system to support growth, reduce congestion and make it safer and easier for everyone to get around. The city's vision is to be accessible to all, with attractive places, shared streets, and efficient local and regional journeys.

The GPS 2021 has an investment expectation of \$3.8 billion from the National Land Transport Fund from 2021/22 to 2041/42, reflecting an overall split of 60:40 investment between central and local government (subject to funding availability).

In the 2021-24 NLTP, \$159 million is planned to be invested from the NLTP on a number of projects, including:

- City Streets – making it safer and easier for people to walk, cycle, or travel by bus through the busiest places in the central city.
- Thorndon Quay and Hutt Road – improvements aimed at making streets and pathways safer and more attractive for cyclists and pedestrians, giving buses more priority, and improving access to ferry services.
- Golden Mile – redevelopment of Lambton Quay and Willis Street, from Parliament to Courtney Place, with a greater emphasis on people and accessible spaces.
- Managing Travel Demand – a package of smart transport measures to help make the best use of existing infrastructure and smooth the transition while the various components of LGWM are built.

Almost \$159 million will be invested in developing the detailed business case through to implementation for mass rapid transit. Mass rapid transit will improve travel choice and help shape a compact, sustainable city.

A further \$92 million will be provided for the detailed business case through to implementation phases for proposed investments in State Highway 1, including improvements to the Basin Reserve, and the construction of a second tunnel through Mt Victoria. Both projects will provide improvements for all transport modes, including pedestrians, cyclists and public transport.

Road to Zero strategy

Road to Zero 2020-2030 is the government's strategy to guide improvements in New Zealand's road safety. It sets us on a path to achieve a New Zealand where no one is killed or seriously injured on our roads with an interim target of a 40% reduction in deaths and serious injuries by 2030 against a 2018 baseline.

The 2021-24 NLTP will invest \$2.9 billion from the Road to Zero activity class to deliver on the strategy. This investment is focused on safety infrastructure, speed management, road policing, road safety promotion and system management.

Funding at this level places us on a trajectory towards a 10-year target of a 30-35% reduction in deaths and serious injuries, if there is insufficient catch up in later NLTP periods.

To align the investment level within the activity class range the approach taken was to limit investment in new infrastructure improvements, while maintaining investment in speed management and safety cameras. While safety infrastructure and safety cameras offer similar reductions in deaths and serious injuries per comparative dollar spent, New Zealand has fallen well behind good practice when it comes to automated enforcement, and the full safety benefits of speed management changes will not be realised without safety camera related enforcement.

It is unlikely the strategy's target could be met if limited to sustained investment in new safe system infrastructure treatments (such as median barriers), therefore the role of more widespread safe and appropriate speed limits across the network will become increasingly critical. This will need to be supported in the short to medium term by enforcement, speed management planning and safety cameras.

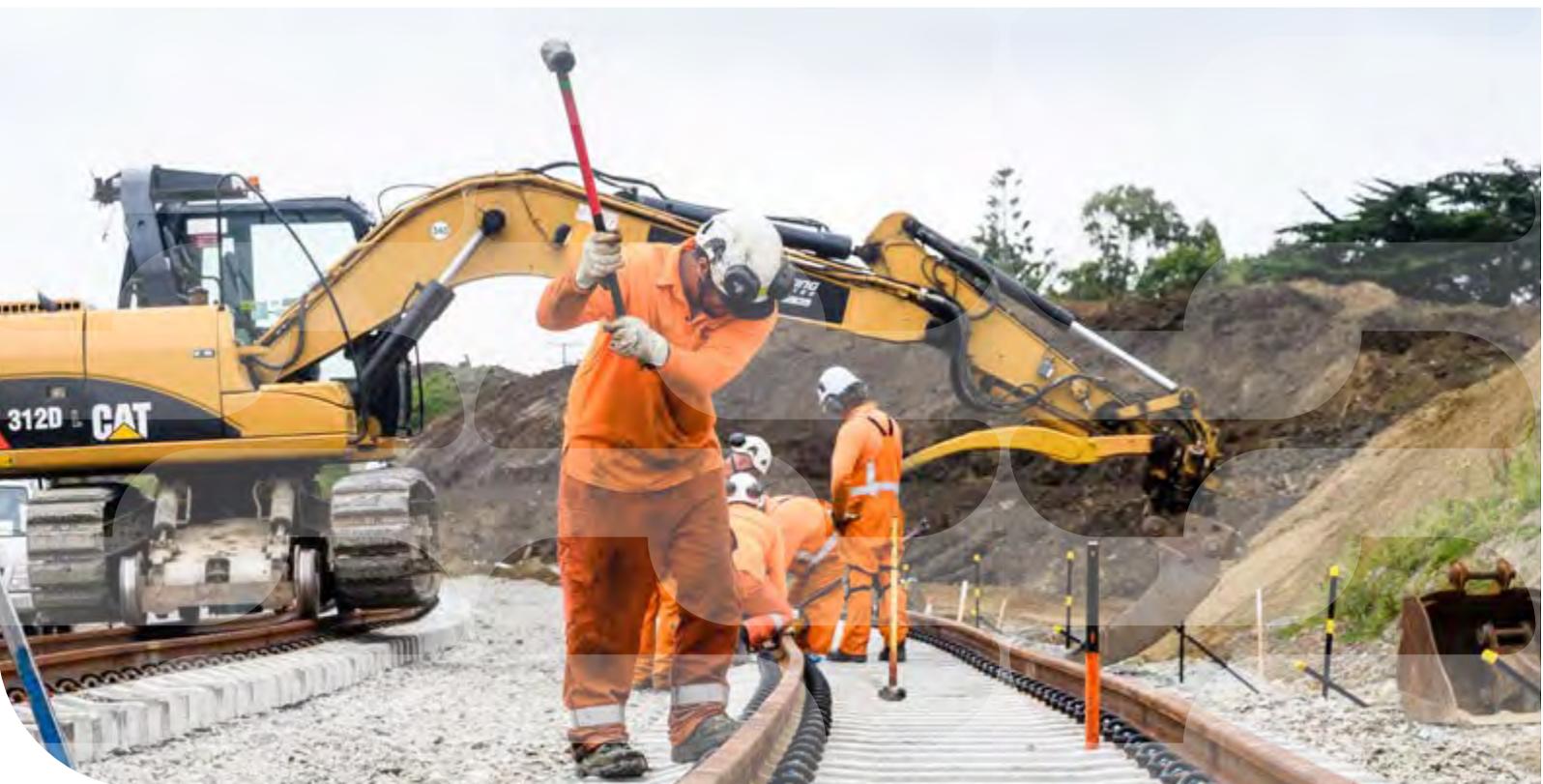
The Rail Plan

Under the new planning and funding framework for rail, the NLTF will fund the RNIP which is a key mechanism for delivering on the Rail Plan. KiwiRail has prepared the first RNIP under the new framework. This has a 10-year forecast and sets out the proposed rail investment for the next three years, aligning with the NLTP funding cycle.

The Minister of Transport is responsible for approving the RNIP. The role of Waka Kotahi is to provide assurance to the minister that it will deliver value for money in achieving the intent of the Rail Plan, and the government's long-term vision for a more resilient, reliable and safer rail network.

The RNIP will be funded through both the rail network and public transport infrastructure activity classes.

Auckland Transport and Greater Wellington Regional Council projects approved for funding under the transitional rail activity class in the 2018-21 NLTP are now funded from the new public transport infrastructure activity class for the 2021-24 NLTP.

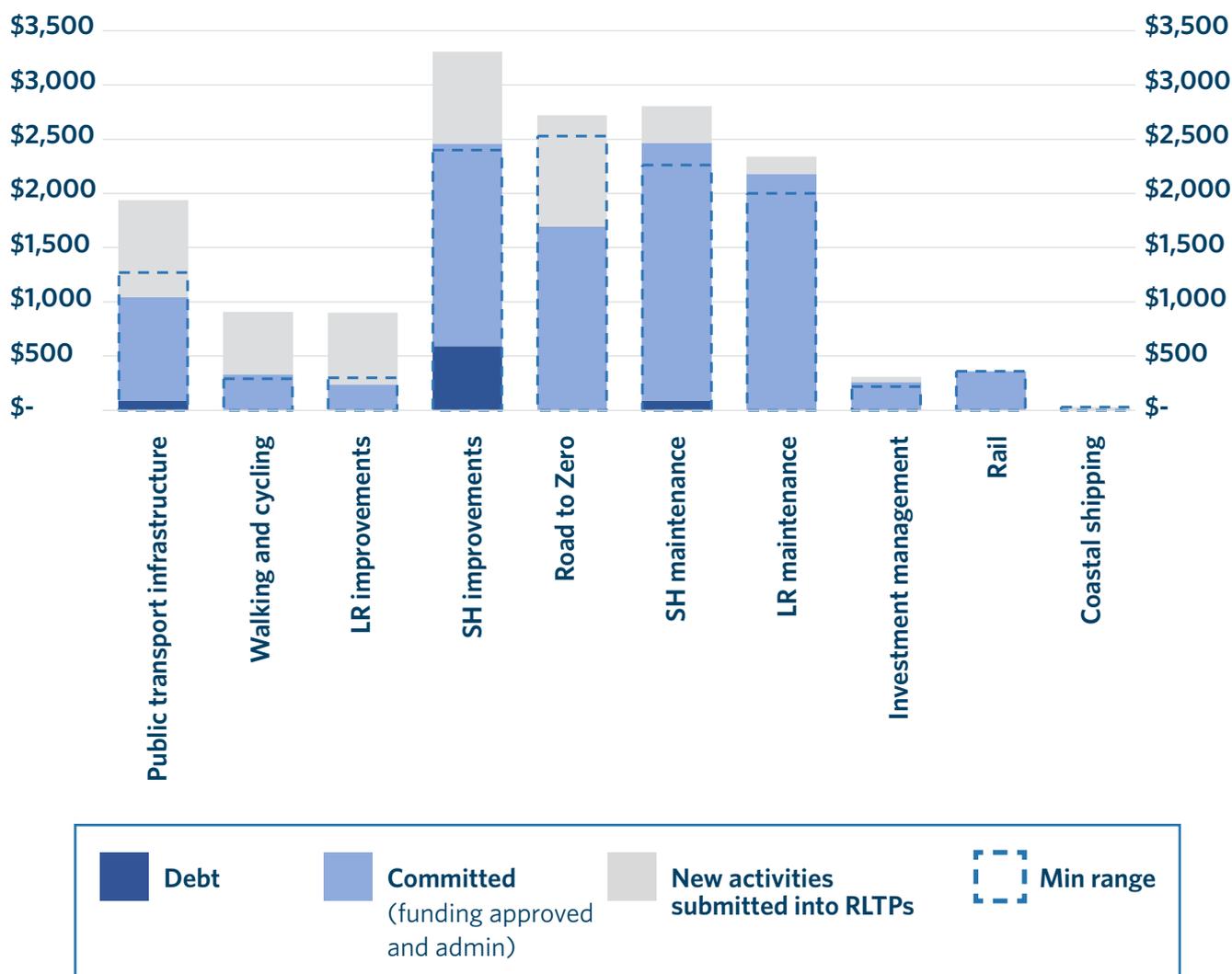


Delivering under the activity classes

A full list of activities that have been approved for funding, or that we anticipate receiving funding from the NLTF, is available online at www.nzta.govt.nz/nltpfunding. We explain below our proposed investment from the NLTF in each activity class and summarise the activities that will be invested in.

Activity class overview

Commitments and new activity bids vs. utilisation of GPS lower range by activity class, 2021-24



Risk adjustment and over-programming are undertaken to account for approved expenditure extending beyond the 2021-24 NLTP period. Accordingly, the total cost of activities included in the NLTP exceed the forecast \$15.4 billion NLTF expenditure for the 2021-24 NLTP period.

Road to Zero activity class



NLTP 2021-24
\$2.9 BILLION
Target investment

Road to Zero is a new activity class in the 2021-24 NLTP. It is dedicated to investment in safe system responses to risk on our roads.

Over the next three years, \$2.9 billion will be invested in Road to Zero activities throughout New Zealand. A priority in this period is to continue an infrastructure and speed improvements programme that will reduce deaths and serious injuries. These are on state highways and local roads that carry the highest risk to road users and the most traffic.

In 2021-24, we intend to install approximately 183kms of median barriers, 75 roundabouts and make speed changes on 16,500kms of local roads and state highways to prevent an estimated 213 deaths and serious injuries.

On state highways, we have work planned on 17 high risk corridors throughout New Zealand. This includes 51 intersection improvements, 25 new roundabouts, and 164kms of median barriers.

On local roads, working with local government, we plan to invest in more than 1074 projects. This includes 50 roundabouts, 190kms of median barriers, and speed changes on 13,500kms.

In 2021-24 we'll be investing \$1.24 billion in the Road Safety Partnership Programme to provide road policing activities approved by the minister which will maintain 1,070 dedicated road policing staff and about 20% of non-dedicated police staff time undertaking these activities. These activities are focused on restraints, impairment, distraction and speed (RIDS) and include almost doubling enforcement of speed and drunk driving.

We'll be investing about \$197 million in national, regional and local road safety promotion and education campaigns supporting Road to Zero programmes. This includes a campaign to raise public awareness of Road to Zero.

Public transport services activity class



NLTP 2021-24
\$2.6 BILLION
Target investment

Public transport has a critical role to play in helping reduce New Zealanders' reliance on travel by car, especially in reducing greenhouse gas emission in our large urban areas.

It provides a safe, affordable way for people to access employment, education, recreation and healthcare. Improvements to service provision, frequency and reliability are addressed through continued NLTP investment, encouraging a greater uptake in public transport usage.

Our investment in public transport supports better accessibility, such as through the Total Mobility scheme by assisting people with long-term impairments to access appropriate travel options, while our *Requirements for urban buses* standardises urban bus requirements across all regional councils and Auckland Transport to create efficiencies and improve the usability and accessibility and environmental quality, of buses for all customers.

During the 2020 COVID-19 lockdowns, there was a significant drop in public transport use across the country. Nationwide, passenger numbers fell nearly 18% from 168.4 million total boardings in 2018/19 to 138.8 million in 2019/20. The greatest drop was a reduction of 18.5 million passenger boardings in Auckland. In Wellington, patronage fell by 6.3 million boardings and in Canterbury by 2.7 million. While use is recovering at a faster pace in some centres, numbers are not expected to return to pre-COVID levels until 2023/24 or may continue to be impacted by further COVID-19 lockdowns. The Delta variant is going to place more pressure on the public transport services farebox recovery.

A total of \$2.6 billion will be invested through this this NLTP in public transport services and improvements. With co-investment funding from our partners, our focus is on maintaining all existing services. Where revenue allows, investment through this NLTP will be in making improvements to the frequency and reliability of public transport services, and to work towards transitioning to a low emission bus fleet.

The following are examples of activities that we expect to co-invest in during the 2021-24 NLTP:

- \$21 million for the Community Connect trial in Auckland, the purpose of which is make public transport a more affordable mode of transport for Community Services Card (CSC) holders it has the co-benefits of improving transport equity, reducing congestion and greenhouse gas emissions and improving health outcomes.
- \$19 million to begin transitioning to a low emission bus fleet in Wellington and Auckland, where buses reaching end of life will be replaced with low emission buses to ensure public transport is an even more sustainable transport option.
- More than \$74 million for improvements to service provision, frequency and reliability in Auckland, Christchurch, Dunedin, Whangarei, Bay of Plenty and Nelson.
- \$29 million for mode shift plans in Wellington, Bay of Plenty, Queenstown and a national mode shift campaign.
- \$20 million for the continued investment in Te Huia inter-regional rail services between Hamilton and Auckland, with \$2 million to introduce an off-peak service.

Public transport infrastructure activity class



NLTP 2021-24
\$2.3 BILLION
Target investment

The public transport infrastructure activity class covers infrastructure improvements and operations. It brings into one activity class, activities that during the 2018-2021 NLTP were funded under the Transitional Rail activity class and the rapid transit activity class.

It also includes metro rail activities that are part of the Rail Network Investment Programme (RNIP). As the activity class includes infrastructure operations it also has a continuous programme component.

The following activities are committed for funding:

- \$151.3 million for upgrading signals on the Auckland metro network, a new Auckland train control centre and an additional power supply into the network, to support increased train frequency with opening of the new City Rail Link. A business case to investigate further network improvements across Wellington, including looking at potentially extending electrification north of Waikanae to Levin and beyond.
- \$505 million for transitional rail projects that continue during the 2021-24 NLTP.
- \$205 million to support the public transport infrastructure continuous programmes.
- \$66 million for the Establishment Unit and development of an indicative business case for City Centre to Mangere.
- \$66 million for the Northern Corridor Improvements, Rosedale Station and associated local road improvements.
- \$42 million to 20Connect and Airport to Botany.
- \$10 million for the National Ticketing Programme (Project NEXT) detailed business case.
- \$9 million for the North West Rapid Transit Improvements detailed business case.

We also expect to invest in the following new activities in this NLTP to enable mode shift, greenhouse emissions reduction and delivery to government commitments:

- \$281 million for the AMETI Eastern Busway stage two, which incorporates the Pakuranga bus station and is linked to other components such as the Reeves Road flyover.
- \$409 million for City Rail Link activities that enable 'day 1' operation of the new rail link. These include additional rail rolling stock, level crossing upgrades and Wellesley Street bus improvements. Investment in these activities will enable increased train frequencies, provide additional capacity to respond to patronage growth and integrate bus services with the rail link.
- \$286 million for Let's Get Wellington Moving - Early Delivery and City Streets.
- \$111 million for Connected Communities to reallocate road space on key Auckland arterials for public transport and active modes.
- \$238 million for implementation of the National Ticketing Solution.
- \$39 million for the subsequent phases of City Centre to Mangere rapid transit.
- \$17 million for North West Bus Improvements.
- \$35 million for ferry vessel purchase and associated infrastructure in Auckland.
- \$55 million for activities that improve and support future growth of the metro rail network in the greater Wellington area.
- Over \$55 million planning phases and implementation of public transport infrastructure improvements in the high growth centres of Tauranga, Hamilton, Christchurch and Queenstown.

Walking and cycling activity class



NLTP 2021-24
\$910 MILLION
Target investment

Reducing our carbon emissions is key to New Zealand meeting its climate change commitments. One of the most effective ways to do this is by reducing our reliance on private vehicles, especially when it comes to short trips that could easily be walked or cycled in our main urban areas.

Providing easy access to safe shared paths is part of the equation to support more people to walk and cycle, as is making cycling more affordable and providing people with the skills and confidence to ride a bike.

With our co-investment partners, we have delivered more than 253 kilometres of new walking and cycling facilities in the last three years and our planned investment in 2021-24 will continue that momentum. Cycle numbers continue to grow with cordon count numbers for Wellington up 15% on last year, and Auckland up 7%, building on an 11% increase the previous year. Since 2015/16 numbers in Christchurch have increased by 62%.

We will continue to deliver the larger projects that provide the spine and major connections in our main urban networks, such as completing the Urban Cycleways Programme, and through programmes in the larger mode shift centres, including ATAP in Auckland, LGWM in Wellington, UFTI in Tauranga, and Christchurch's Major Cycleways.

Smaller scale projects will continue to be important in this NLTP, providing the missing links in New Zealand's cycling network. Although small in scale, these projects have assisted people with disabilities gain better access within their community, made crossing busy state highways safer and helped provide important connections to existing cycling networks. We will continue to encourage these activities through low cost low risk projects and by extending the Innovating Streets programme.

During the 2021-24 NLTP, we will invest \$910 million on new shared pathways, bike routes, walkways and pedestrian facilities across the country. This builds on our NLTP investment of \$518 million in the last three years. The Crown also continues to make significant investment in walking and cycling activities through the NZ Upgrade Programme.

In 2021-24 we will focus on extending existing walking and cycling networks around the regions, including:

- \$179m in the Ngā Ūranga to Pito-one (Ngauranga to Petone) shared path to be built on the Wellington Harbour's edge and connect Wellington City to the Hutt Valley.
- \$25m to complete delivery of the 7km long section two of the Glenn Innes to Tamaki Drive to connect Auckland's eastern suburbs to the city centre.
- \$18m in Dunedin to finish the Port Chalmers safety improvements and make SH88 safer for everyone by developing a secure off highway route for pedestrians and cyclists.
- \$13m in the first stage of the Wakatipu Walking/Cycling Network to deliver a safe, connected and accessible transport network to the area.
- \$19m on Dunedin's Urban Cycleways to accelerate the development of the cycle network and create safer cycle lanes.
- \$14m on the Mangawhai Shared Path in Kaipara to connect the different areas of Mangawhai, from the school to the beach. Improvements to the village have been made as part of the Innovating Streets programme.

- \$9m on the New Plymouth Coastal Path – a 13.2km path from Port Taranaki to the eastern end side of Bell Block Beach.
- \$10m for a clip-on walking and cycling shared path on SH3 Ashhurst Bridge. This will improve pedestrian and cycling safety and access into Te Ahu a Turanga.
- \$7m in the Eastern Bays shared path in the Hutt Valley – a 4.4km cycleway running along Marine Drive in two sections. It also links to other paths such as the Remutaka Cycle Trail, Te Aranui o Pōneke/Great Harbour Way and Te Ara Tupua – Ngā Ūranga ki Pito-One shared path.
- \$30m to extend the Innovating Streets programme. Over the past 12 months it has had a tangible impact on accelerating the transition to a safe, healthy and low carbon transport system.
- \$21m on the Hutt City Riverlink Walking and Cycling Bridge to provide a dedicated walking and cycling connection to the Melling link and western suburbs.
- \$18m for the Let's Get Wellington Moving (LGWM) City Streets and Safer Speed Implementation programmes, including the Cobham Drive Pedestrian Upgrade.
- \$26m for Wellington City Councils Cycleways for completing existing projects underway and establishing longer term/permanent solutions to the same corridors, and the business case and pre-implementation phases of a proposed Accelerated Cycleways Programme to deliver low-cost intervention on as much of the network as possible.
- \$57m for Tauranga City's primary cycleways to support housing development by providing better travel options in the sub-region.
- \$190m for Auckland Transport to complete their Urban Cycleways Projects. Meadowbank – Kohimarama Connectivity Project, brownfields, airport access, and cycling investment projects.
- \$4m to Porirua City for implementation of the first phases of their Access Kenepuru to provide shared paths that connect the Kenepuru residential and mixed-use areas with the Porirua City Centre.
- \$22m for Hamilton City's Eastern Pathways Connections and School link projects that will provide a safe biking network serving local schools, and improve public transport priority.

In addition, more than \$270m will be invested in smaller projects (less than \$2m) delivered across New Zealand through the low cost low risk programme. This allows projects, including pedestrian safety improvements, new footpaths, shared use pathways, and cycleway connections to be prioritised locally.

Local road improvements activity class



NLTP 2021-24
\$1.25 BILLION
Target investment

A total of \$1.25 billion will be invested through this NLTP on local roads improvements throughout New Zealand to ensure we continue to have an accessible and safe transport system that keeps communities connected, helps move freight while working harder to reduce the environmental impact.

For this NLTP, there is a significant amount of committed funding with the carry-over of existing approved activities. There was also a significant number of new bids received that were well aligned to GPS outcomes.

The Local Road Improvements activity class focuses investment on activities to improve levels of service on the network including upgrading and resurfacing existing roads, upgrading intersections, improving or replacing bridges and HPMV strengthening at key locations.

One of our priorities is to ensure that key roads connecting new state highways are upgraded, such as the roads connecting to the Waikato Expressway which will be completed during this NLTP and will link to Hamilton's northern urban growth areas.

Resilience improvements on local roads will include targeted infrastructure improvements to mitigate against the impacts of climate change and installing prevention measures against slips and rock-fall, including the \$4.8 million investment on a new 1.2km stretch of Gladstone Road east of Levin.

State highway improvements activity class



NLTP 2021-24
\$2.6 BILLION
Target investment

During the next three years we will invest \$2.6 billion improving the state highway network, with our focus being on delivering our existing programme of work that improves safety, supports better freight connections and emissions reduction goals.

During this NLTP, we will complete significant state highway projects to provide better freight connections across the country, including Te Ahu a Turanga; Manawatū Tararua Highway. This will reconnect the Manawatū and the Hawke's Bay, significantly reducing both distances travelled and travel times, carbon emissions and freight costs.

In Auckland, completion of SH16 Brigham Creek will improve safety and the Puhoi to Warkworth Motorway extension, north of Auckland, will deliver better freight connections. In Wellington, the Northern Corridor improvements will help provide safer access to growth areas along the Kāpiti Coast and in Horowhenua and better travel options.

New investments of \$103 million are planned across the state highway network in this NLTP period:

- In Auckland, we're investing in a state highway optimisation programme to deliver a range of targeted small-scale projects, and adding west-facing ramps to Squadron Drive on SH18 to reduce traffic volumes along Hobsonville Drive.
- In Wellington, we're investing in strategic highway improvements as part of Let's Get Wellington Moving and improvements at Wellington Port to support the proposed relocation of the ferry terminals to accommodate KiwiRail's new, larger ferries. This investment also supports the local road and state highway connections at Aotea Quay, Thorndon Quay and Hutt Road.
- Across Cook Strait, in Picton, we're supporting KiwiRail's new ferries with improvements to SH1 and local roads to better manage the higher volumes of vehicles, including road and rail freight, being carried by the new ferries.
- In Gisborne we're improving the resilience and safety on SH2 through Waioeka Gorge, between Gisborne and Ōpōtiki to support freight.
- In Southland and Otago, our investment focus is on improving the resilience of SH94 Milford Road through the rockfall/avalanche protection programme, and addressing high-risk slip areas along SH6 Haast to Hawea and SH94 Milford Road to Te Anau Downs.

The Crown also continues to make significant investment in state highways through the NZ Upgrade Programme.

Investment in this activity class will also support connections with other transport options such as public transport and walking and cycling.

Our improvement programme is focused on increasing the reliability and resilience of critical parts of the network that are essential for moving people and freight. Through the replacement and improvement of end-of-life bridges, as part of our resilience programme, we are strengthening freight links to support growth.



State highway maintenance activity class



NLTP 2021-24
\$2.8 BILLION
Target investment

Our investment to maintain 11,052kms of state highway network will increase to \$2.8 billion over the next three years, including an estimated \$240 million for emergency works. This is a 30% increase on the 2018-21 NLTP.

At a value of \$52 billion, the state highway network is New Zealand's largest value social asset and is of critical importance to the country's economic and social wellbeing, connecting people and places and efficiently moving freight to markets.

Population growth and increasing traffic volumes, including for freight is resulting in greater wear and tear to road surfaces and pavements.

We've prioritised our discretionary funding for maintenance to help keep our roads safe and support the transport system to be resilient. Our focus is on high priority maintenance and renewal work on high volume, more vulnerable state highways and tunnels across New Zealand. There is an increased focus on pavement and structure renewals, combined with changes in road treatment options. This will increase resurfacing work which will help retain asset condition and safety across the network.

More intense and frequent weather events, coupled with climate change disruption, will continue to compromise the resilience of the state highway network. This NLTP we will invest in resilience work and climate change adaptation including a number of preventions for slips and rock-falls in areas prone to road closures.

Local road maintenance activity class



NLTP 2021-24
\$4.2 BILLION
Target investment

We're investing \$4.2 billion in local road maintenance during the next three years to support local government to operate, maintain and renew the more than 85,800kms of local roads.

This assumes financing from the Crown and a \$280 million provision for emergency works funding to restore the network following storm events.

On average, about half of each region's funding will be used to maintain and operate the local road network, the remaining 50% being used to renew infrastructure at the end of its life.

Since 2015, the size of the local road network has increased by 2,340 lane kilometres and use of it by 12%, with demand from heavy vehicles increasing 16%.

Maintenance is a significant annual cost for councils, normally accounting for about 40% of their transport spend in any NLTP period. A well-maintained roading network helps not only to improve safety but to protect the environment, as an efficiently operating network reduces carbon emissions, and builds greater resilience into the transport system by helping protect infrastructure from failure during natural weather events, such as cyclones and earthquakes. Investment in maintenance also plays a key role in keeping communities connected and getting goods to market.

Costs for local road maintenance have continued to rise during the last three years, including for base hourly labour rates, temporary traffic management, health and safety, and for materials. This activity class also now includes the replacement of bridges and structures that are at the end of their life and funding for ongoing travel demand activities.

Our investment in local road maintenance during the next three years is almost a 20% increase on the 2018–21 NLTP. This is aimed at maintaining current levels of service, accounting for network growth and the rising cost inputs described above.

Our planned investment will deliver 18,000 lane kilometres of sealed road renewals, more than three million cubic metres of metalling on unsealed roads and more than 1,900kms of drain renewals.

Investment management activity class



NLTP 2021–24
\$290 MILLION
Target investment

This investment management activity class covers three main activities:

- Transport planning.
- Sector research.
- Investment in the funding allocation system.

During the 2021–24 NLTP, we’re planning to invest \$290 million in this activity class.

Our investment in transport planning will focus on the work required to develop future NLTPs. This includes identifying the projects and programmes needed to meet our climate change obligations, delivering a transport system that provides travel choice and supporting regions to implement their spatial plans.

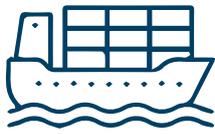
Through the sector research programme we manage, we’ll invest in applied research across a wide range of land transport topics to deliver on the priorities of the Transport Evidence Base Strategy.

As part of our business planning and financial management, we develop and manage investment in the funding allocation system. This is included within the current *Waka Kotahi Statement of performance expectations* agreed with the Minister of Transport. This also covers the development and management of the NLTP and work to fulfil our legislative functions including ‘to assist, advise and cooperate with approved organisations’.

Some of our nationally delivered programmes also sit in this activity class, including the innovation programme which supports transformative ideas to improve transport options, and could include using new technologies or business models.

Our innovation programme has a collaborative approach, bringing together both private sector and academic innovators, and will also work closely with the Ministry of Transport, Local Government New Zealand and others. Innovation projects will be funded from the most relevant activity class.

Coastal shipping activity class



NLTP 2021-24
\$30 MILLION
Target investment

The GPS 2021 introduces a new coastal shipping activity class. Investment through this activity class is intended to provide greater choice for moving freight, enabling the coastal shipping sector to be more competitive with other operators.

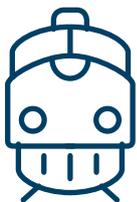
Our investment of \$30 million during this NLTP period will focus on investments in infrastructure, research and programme business cases, and projects that can support the objectives of the activity class.

Coastal shipping is recognised as one of the essential transport options to support economic growth. It provides a safe, sustainable way to transport freight, such as cement, refined petroleum products and shipping containers.

Investment during this NLTP will help provide producers and exporters with greater choice in how they move goods to market and offshore. Over time, moving more freight by coastal shipping will help reduce carbon emissions.

We are developing an approach to determine the types of activities that will be funded from the coastal shipping activity class. This will allow us to identify specific actions and projects for building a more resilient, sustainable, and competitive domestic coastal shipping sector, and enable coastal shipping to play a greater role in shifting freight.

Rail network activity class



NLTP 2021-24
\$1.2 BILLION
Target investment

For the land transport system to work effectively, we need to ensure all travel options are contributing and operating efficiently.

A well-maintained rail network contributes many benefits, including reduced emissions, improved safety and resilience across the land transport system.

Investment of \$1.2 billion over the three-year NLTP period in rail will be focused on restoring the existing network to a reliable and resilient condition that supports existing services and provides a platform for future growth.

The Rail Network activity class provides funding to KiwiRail to maintain, renew, operate and improve the national rail network. (Funding is also being provided through the Public Transport Infrastructure activity class for investment in the metro components of the network in Auckland and Wellington to support the delivery of metro rail services.)

A track user charge is being introduced in 2021-22 to contribute to the funding of rail, similar to the road user charge for motorists.



Future investment

Regionally and nationally significant activities in 2024-27

Ongoing maintenance of our transport assets and the delivery of public transport services will continue to remain a significant focus for investment in the 2024-27 NLTP, along with meeting the government's commitments to ATAP, LGWM and Road to Zero.

Significant regional activities identified in RLTPs that are expected to be considered for funding in the 2024-27 NLTP include:

- Queenstown public transport improvements.
- Rotorua bus priority.
- Bridge improvements on the West Coast.
- Napier Port Access improvements.
- Implementation of the Kerikeri Area Transport Network Plan.
- Nūhaka Ōpoutama coastal erosion protection work.
- SH1 Cambridge to Piarere long-term improvements.
- Palmerston North Integrated Transport Improvements.
- Christchurch Major Cycleways.
- Waipau resilience work.
- Waiwhakaiho River second crossing.

National Land Transport Fund Revenue and expenditure 2021/22-2030/31



Revenue forecast

The revenue forecast is based on fuel excise duty, road user charges and motor vehicle registry fees forecasts made through the most recent Ministry of Transport revenue model, including reductions for impacts from Government Policy changes such as the Clean Car Discount scheme. Forecast revenue over the next 10 years is shown as a band, which indicates the estimated range of forecasting risk. Revenue will vary from forecast (and potentially outside the indicated forecast range) depending on a range of factors including: economic growth and the continuing impacts of COVID-19.

For the 2021-24 NLTP, the low end of the forecast range has been assumed to reflect the uncertainty from COVID and to reduce the risk from a higher level of over-programming of expenditure than in the previous 2018-21 NLTP.

The 2021-22 financial year shows higher revenue because of the NLTF opening balance and reflects that in 2021-22 there is a high level of forecast expenditure on in-flight projects.

The forecast revenue also includes additional Crown funding for Rail and the corresponding expenditure.

The medium revenue from the Ministry of Transport has been used beyond 2023/2024.

Expenditure forecast

2021-24 NLTP expenditure is based on the risk-adjusted forecast of expenditure on activities already committed or expected to be approved during the NLTP period.

Expenditure can vary from forecast depending on a variety of factors impacting project delivery, for example resource consenting; resource availability; weather; sequencing of work by councils, etc.

We are required to match expenditure to available revenue in aggregate and within the available revenue received in that year. Expenditure will also be managed in line with the actual revenue and available finance each year.

Forecast expenditure reflects use of an expected \$2 billion financing facility from the Crown. We have assumed that this facility is available and fully utilised within the three year period with no debt repayments in the 10-year period. The exact terms of any loan are still to be agreed. With the use of the facility, forecast expenditure will align to by forecast revenue (including borrowings).

The expenditure forecast for the subsequent seven years (from 2024/25) is set at the mid-point of the expenditure targets set out in GPS 2021.

Glossary of terms

AT - Auckland Transport

Responsible for Auckland region's transport services, from roads and footpaths, to cycling, parking and public transport.

ATAP - Auckland Transport Alignment Project

A cross-agency partnership including the Ministry of Transport, Waka Kotahi NZ Transport Agency, KiwiRail, the Treasury, Auckland Council, Auckland Transport and Public Service Commission.

Since 2015, the partnership has delivered a series of strategic reports and develops an indicative package of transport investments for Auckland (the ATAP package) every three years. This package informs statutory processes including the National Land Transport Programme and Auckland's Regional Land Transport Plan.

CVSCs - Commercial Vehicle Safety Centres

Formerly known as weigh stations, CVSCs are sites where enforcement officers can undertake checks on heavy vehicles. For example, checks of: weight, road user charges, certificate of fitness, logbook, and alcohol and drugs.

GPS - Government Policy Statement on land transport

The Government Policy Statement on land transport (GPS) sets the government's priorities for land transport investment over the next 10-year period. It also sets out how money from the National Land Transport Fund (NLTF) is spent on activities such as public transport, state highway improvements, local roads, and road safety.

HPMVs - High productivity motor vehicles

Trucks that can operate above the current 44 tonne weight limit under permit.

IPM - Investment Prioritisation Method

The tool used to prioritise activities for the 2021-24 National Land Transport Programme in support of government's priorities and commitments as outlined in the Government Policy Statement on land transport.

LGWM - Let's Get Wellington Moving

A joint initiative between Wellington City Council, Greater Wellington Regional Council, and Waka Kotahi. LGWM aims to develop a transport system that supports the city's aspirations for how it looks, feels and functions.

Nationally delivered activities

Waka Kotahi delivers a range of non-state highway activities as part of the National Land Transport Programme. These activities support sector innovation, improve value and efficiencies and are aligned with GPS outcomes. Examples include national road safety education and advertising, research programmes and the national ticketing system.

NLTF - National Land Transport Fund

The National Land Transport Fund (NLTF) is made up of revenue collected from:

- fuel excise duty
- road user charges
- vehicle and driver registration and licensing
- state highway property disposal and leasing
- road tolling.

By law, NLTF money has to be invested in land transport. The amount of funds in the NLTF can vary from year-to-year depending on the economy, petrol prices and government decisions on transport related levies and charges.

NLTP - National Land Transport Programme

A three-year programme that sets out how Waka Kotahi, working with its partners, invests national land transport funding across New Zealand.

NZUP - New Zealand Upgrade Programme

A multi-billion-dollar government investment that includes \$6.8 billion investment in our transport system. Waka Kotahi is the main delivery agent for the projects included in this programme.

PGF - Provincial Growth Fund

In February 2018, the government announced this three-year, \$3 billion fund that will support regional economic development by investing in activities that: create jobs, increase social inclusion, enable Māori to realise their aspirations, encourage environmental sustainability or improve resilience.

Rail Plan - New Zealand Rail Plan

Sets out the government's vision and priorities for rail until 2030, and the levels of investment needed to achieve it.

REG - Road Efficiency Group

The Road Efficiency Group was formed in 2012 to deliver changes that help move the transport sector from a focus on private vehicles and freight to encouraging and enabling the use of a range of travel modes (walking cycling, scooting, bus and rail). It's made up of members from Waka Kotahi, Local Government New Zealand and the Road Controlling Authorities of New Zealand.

RLTPs - Regional Land Transport Plans

These set out a region's land transport objectives, policies, and measures for at least 10 financial years, as required under section 16 of the Land Transport Management Act 2003. They are prepared by Regional Transport Committees, or Auckland Transport in the case of Auckland, every six years.

Activities must be included in an RLTP to be considered for inclusion in the National Land Transport Programme.

RNIP - Rail Network Investment Programme

KiwiRail is required to prepare a Rail Network Investment Programme (RNIP) every three years to be eligible for funding from the NLTF. It sets out the rail network activities that KiwiRail proposes, and that require investment from the NLTF.

RTCs - Regional Transport Committees

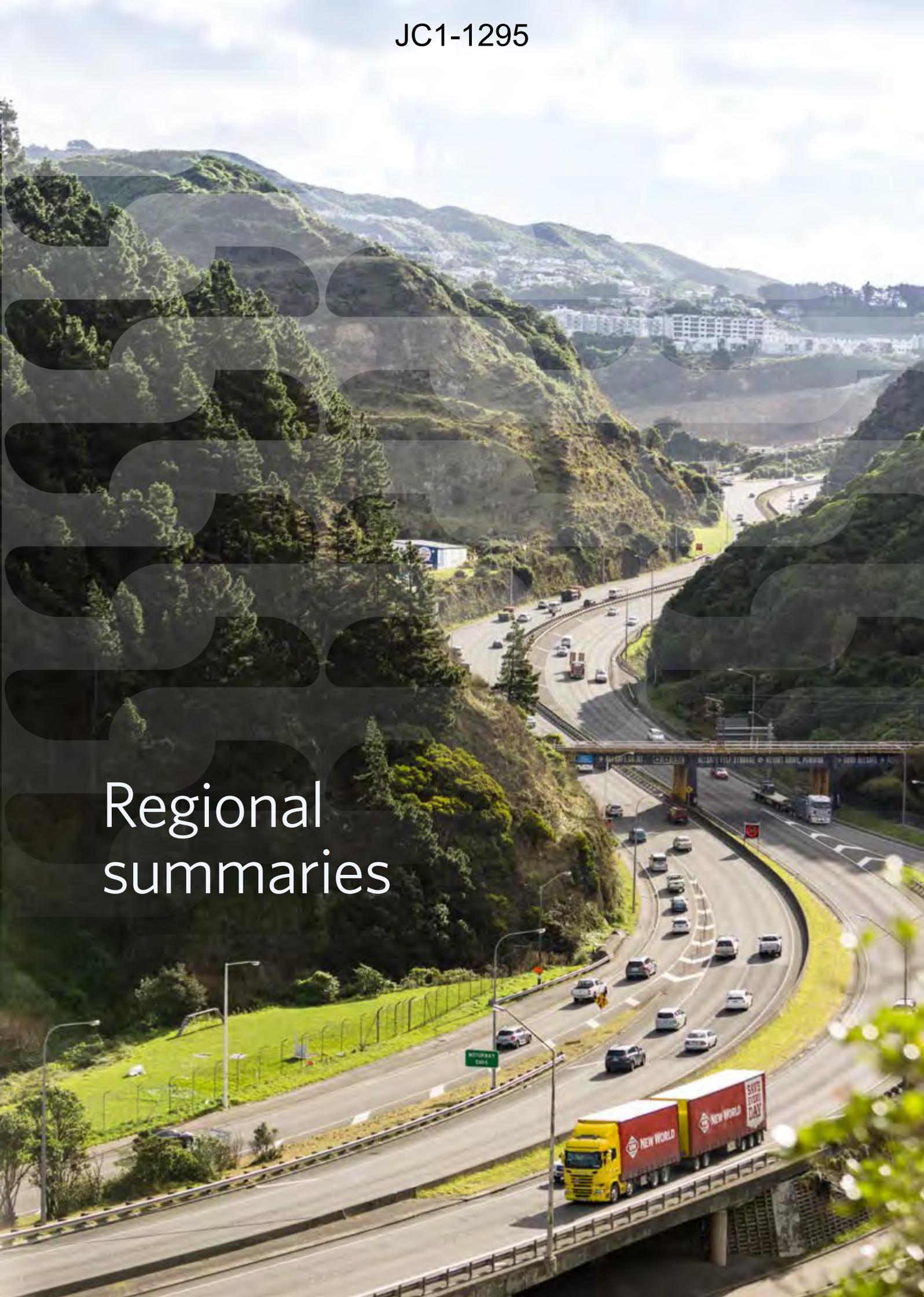
Regional councils and unitary authorities establish and appoint members of regional transport committees. They prepare Regional Land Transport Plans and provide advice as requested by the regional council.

Waka Kotahi Investment Proposal

Sets out the programme of activities that we propose for inclusion in the 2021-24 NLTP, including state highway maintenance and improvements, and nationally delivered programmes, such as national road safety education and advertising, research programmes and the National Ticketing System.



Regional summaries



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**\$751
million**

Forecast total investment



**\$344
million**

Forecast maintenance and operations



**\$19
million**

Forecast public transport investment



**\$36
million**

Forecast walking and cycling

PGF

**\$19
million**

Forecast Provincial Growth Fund

NZUP

**\$116
million**

Forecast NZ Upgrade Programme



**\$103
million**

Forecast Road to Zero

Te Tai Tokerau Northland

With Northland’s economy reliant on dairy, forestry, farming and horticulture, our investment in the region’s transport system during the 2021-24 NLTP will be to help create a safe, resilient network to get goods to export markets.

These primary industries remain critical for Northland’s economic recovery post-COVID 19. Tourism is bouncing back, making the development of Northland’s Twin Coast Discovery Route critical to support local recovery.

With about 70% of Northland’s population living outside the region’s major centre, Whangārei, there is a high dependency on travel by private vehicle to access essential services, such as healthcare, education and training. Public transport is not a travel option outside Whangārei and Kaitaia, the region’s dispersed population relying on a safe, reliable roading network to stay connected.

According to Statistics NZ, Northland’s population is growing faster than any other region - more than 18% in the five years to 2018. It is forecast to reach 197,000 by 2043. This population growth is unevenly dispersed across the

region, and with industry changes because of climate change, and New Zealand's transition to a low-emission economy, will lead to changes in land use for this predominately rural community, as horticulture use increases and traditional farming usage shrinks.

Key transport routes such as State Highway 1 (SH1) will continue to be critical in connecting Northland's towns and communities. The network north of Auckland must be safe, resilience, reliable and accessible for the region to be more attractive to visitors, both domestic and overseas, and as a place for people to live and work.

Improving safety

Northland has a poor safety record, with a disproportionately high number of deaths and serious injuries.

During the next three years, \$103 million will be spent throughout Northland to improve safety across a number of corridors to reduce annual deaths and serious injuries (DSI) by 10.

Along 80kms of SH1 from Whangārei to Wellsford, which is a high-risk rural road, we will invest in safety improvements along three sections to reduce deaths and serious injuries.

The work has been split into three areas:

- **Northern section** (SH1 Whangārei to SH1/SH15 Port Marsden Highway). Funded by the New Zealand Upgrade Programme (NZUP), a detailed business case will be fast tracked to determine the most appropriate targeted safely interventions on this section.
- **Central section** (SH1/SH15 Port Marsden Highway to north of Brynderwyn Hills). The work includes installing new safety barriers, wider centrelines, better signage, improved road markings and safer speeds.
- **Southern section** (SH1/SH12 Brynderwyn Hills to SH1 Wellsford). The work includes installing new safety barriers, wider centrelines, better signage, improved road markings and safer speeds.

On SH10 between Kāeo to Pakaraka, a project stretching 40kms and involving widening the centreline and adding a median barrier will cost \$27 million to undertake design and start construction in the next NLTP and is estimated to save more than two deaths and serious injuries per year on project completion.

Speed reviews across Northland will look to set speed limits that are more suitable for the roads and safer for users, helping to minimise the severity of crashes.

A \$32 million project building a two-lane bridge and roundabout at the intersection of SH10 and Whangaroa Road in Kāeo will improve safety and traffic flow along this section of the Twin Coast Discovery Route renowned as a bottleneck.

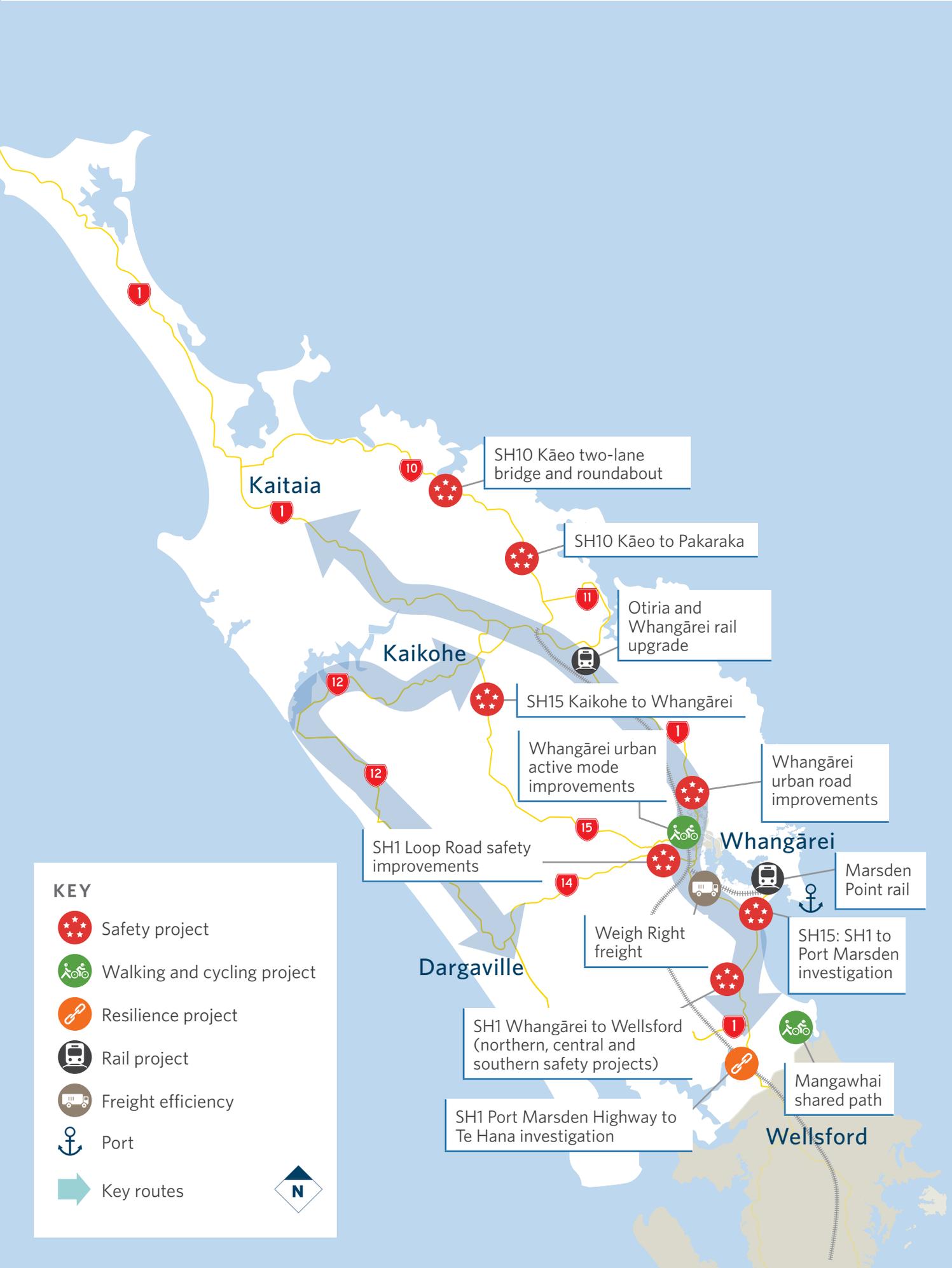
Safety improvements at the SH1/SH15 Loop Road intersection and SH1/Portland Road intersection will make travel safer across the state highway network south of Whangārei. This section of SH1 carries 19,000 vehicles a day of which 13% are heavy freight, including trucks carrying export logs to Northport at Marsden Point.

Working in partnership with key agencies, such as NZ Police, we will deliver an enforcement and behaviour change programme targeted at speed, alcohol and drug impairment, as well as wearing seat belts.

Lower speed limits will be introduced on state highways near schools, improving safety and encouraging more children to walk and cycle to school. Across the region, over \$18 million will be invested in low cost low risk safety projects.

Te Tai Tokerau Northland

key projects 2021-24



Better freight connections

SH1 between Whangārei and Auckland and the North Auckland rail corridor are recognised as nationally significant routes for freight, connecting Northland with critical local and export markets.

During the next three years, we'll continue to investigate and make improvements on SH1 between Whangārei and Wellsford, ensuring this supports the NZUP investment to upgrade capacity along the North Auckland rail corridor and the development of rail to Marsden Point. This work will be supplemented with further upgrades to the rail line between Otiria and Whangārei, enabling it to carry 18 tonne axle load trains. It builds on existing projects to upgrade and widen tunnels on the rail line between Swanson and Whangārei, and for planned work between Whangārei and Otiria.

This supports the priority of ensuring freight is carried by the most suitable form of transport, whether road, rail or coastal shipping to help achieve safety and environmental outcomes.

\$344 million is forecast to be spent on road maintenance across the region in 2021-24. This will be invested in the maintenance and operation of the network to support freight and tourism connections.

Under the 2021-24 RNIP, work will be undertaken to increase the resilience of the North Auckland Line to support reliable freight connections. Two rail bridges will be replaced and resilience works carried out on a third. In addition, 1km of track will be re-sleepered and 4kms of track re-railed, along with civil works to improve formation and drainage.

Significant upgrade work has already taken place on the Northland Line (Provincial Growth Fund (PGF) funded) to improve resilience and allow it to carry modern shipping containers, with more work planned to reopen and upgrade the mothballed line north of Kauri (PGF/NZUP) from 2022. Planning is underway to build a new spur line to Northport, funded by NZUP.

Summary of achievements from 2018-21

- A new roundabout at Loop Road (north) and intersection improvements at the SH1/Portland Road intersection are improving safety and traffic flow south of Whangārei.
- SH1 Tarewa Road intersection improvements were completed, improving traffic flow and safety with new traffic lights and double lanes for north and southbound traffic.
- Replacement of one-lane bridges at Taipā and Matakohe have enhanced those communities and the road network.
- A spillway at Otiria Stream (constructed in partnership with Northland Regional Council) mitigated the flood risk on a crucial 100m stretch of SH1 at Moerewa.
- A decaying seawall at Ōpononi was repaired and extended to reduce erosion and protect the section of SH12 running along the edge of Hokianga Harbour.

Better travel options

Shared paths for walking and cycling are being built in Whangārei and are programmed to be built in Mangawhai to encourage more people to walk and cycle between residential areas, to access education and recreation facilities and to connect local shopping areas.

The \$6.2 million northern section of Whangārei's 4.7km Kamo shared path extension and the Tikipunga shared path will be built during the next three years. These will connect a number of schools as well as residential areas north of the city through to the Whangārei CBD, the Auckland University campus, and off-road links to key recreational areas such as Kensington Park.

The \$14 million Mangawhai shared path in Kaipara will connect different parts of the town, from the school to the beach, improving safety and making it easier to travel by foot, bike, or scooter along a part of busy Molesworth Drive. Improvements to the village have already been made as part of the Innovating Streets programme.

There will be \$6 million invested in an integrated land use and transport programme business case for Whangārei to improve urban form and transform urban mobility.

Climate change

Climate change is expected to result in greater disruption across the network in coming years. The expected hotter, drier summers will increase dust issues with a high proportion of the region's roads being unsealed, while sea level rise and the increased frequency and intensity of storm events is expected to result in greater access issues.

Ten major and extreme risks have been identified across Northland, the most significant being SH1 from the Brynderwyn Hills to Whangārei which is often affected by both landslips and flooding. The Brynderwyn Hill risk will be considered via the Port Marsden Highway to Te Hana detailed business case. The Otiria stream catchment flow has been managed recently as part of the \$5 million spillway project led by Northland Regional Council.

Greater urbanisation in Whangārei provides an opportunity to shift more trips onto public transport, walking and cycling. This is supported with further investment into shared paths and improved public transport infrastructure and services, including over \$1 million invested to support bus priority lanes, rural services and more frequent services.

Working together

Working in partnership with Northland councils and others, we're looking at how we can get the most from the region's existing land transport system and offer greater travel choice throughout the region.

We're part of the Northern Transportation Alliance, a collaboration between the Whangārei, Kaipara and Far North district councils, Northland Regional Council and Waka Kotahi to deliver combined transportation services for Northland.

Further investment in integrated transport strategies and programme business cases that integrate with future development strategies will help with the development of a transport system that more easily connects new communities and offers alternative travel options to private vehicle use. We will continue to collaborate with Northland councils in their endeavours to better integrate land use and transport planning through their spatial planning and future development strategies.

An urban growth partnership is being explored for the corridor between the Bay of Islands and Warkworth. We will continue to work with local government, central government and iwi, to achieve better urban and transport outcomes for the region.

Investment highlights for 2021-24

- Significant investment in a number of speed and infrastructure improvements along prioritised state highways (particularly along SH1 and SH10) and local roads. This is supported by investment from NZUP for targeted safety upgrades along the SH1 Whangārei to Port Marsden Highway route.
- \$32m committed for completing of the replacement of the one-lane Kāeo Bridge with a two-lane bridge and roundabout intersection, making journeys safer and improving economic outcomes for communities in the Kāeo area.
- \$6.3m committed for the completion of design and construction of the northern section of the Kamo shared path extension – a Whangārei District Council project to create a network of shared paths for walking and cycling between residential areas, education, recreation and shops.
- \$14m committed for the Mangawhai shared path network – a Kaipara District Council project to create a network of shared paths for walking and cycling between residential areas, education, recreation and shops.
- \$2m for safety improvements at Murphy's Bend on Ngunguru Road.
- NZUP will fund the 19kms rail spur to the port at Marsden Point and upgrading the line between Whangārei and Otira to handle heavier trains.



\$7.3 billion

Forecast total investment

\$1.4 billion

Forecast maintenance and operations

\$2.8 billion

Forecast public transport investment

\$290 million

Forecast walking and cycling

\$1 billion

Forecast NZ Upgrade Programme

\$298 million

Forecast Road to Zero

Tāmaki Makaurau Auckland

Investment in Auckland’s land transport system during the 2021-24 NLTP will focus on continuing to deliver the Auckland Transport Alignment Project (ATAP) to support population growth and the development of new communities with better access to more sustainable travel choice.

ATAP is a 10-year programme which will see \$31.4 billion invested in critical transport infrastructure and services across the city. The focus is on a rapid transit network, walking and cycling facilities, better public transport services and improving safety.

More than a third of New Zealanders already call Auckland home, with the population expected to grow by 260,000 during the next decade to reach 2.4 million by 2050. Working in partnership with Auckland Council, we recognise the importance of the transport system being able to deliver broad economic, social and environmental outcomes for the city.

During the last five years significant progress has been made on improving transport in Auckland. Record levels of investment have supported more people using public transport, a reduction in deaths and serious injuries and being able to maintain congestion levels, despite the growth in population.

Rail makes up the majority of Auckland's current rapid transit network and plays a key role in moving large numbers of people, especially at peak times to the city centre, as well as being a critical part of the national freight network. The rail network will become even more important in meeting growing travel demand and shaping urban form in the future. City Rail Link (CRL) will have a further transformational impact on the rail network by removing the key city centre bottleneck to the rail system.

Investment in the 2021-24 NLTP critical to CRL will fund wider rail network upgrades, provide additional electric trains to significantly improve travel times for train passengers, and remove level crossings to improve safety and travel times.

During this NLTP period, we will be completing significant strategic state highway projects, such as the Northern Corridor Improvements, which will provide new public transport and walking and cycling options; the Panmure to Pakuranga section of the Eastern Busway; public transport improvements to the SH16 Northwestern Motorway; a replacement walking and cycling bridge between Māngere Bridge and Onehunga; and the Puhoi to Warkworth Motorway extension to strengthen inter-regional freight links.

Work will begin in 2021-24 on planning for rapid transit for Auckland Light Rail; to protect the future Airport to Botany rapid transit corridor; continuing to develop the city's walking and cycling network; and improvements to make bus journeys into Auckland's city centre more efficient and reliable.

Through the Supporting Growth Alliance, we'll progress route protection for the transport networks required to support Auckland's Warkworth, northern, northwest and southern growth areas, as well as planning for the investment required to support brownfield growth areas, especially Mt Roskill, Māngere and Glen Innes/Tāmaki.

Better travel options

During the next three years, the investment focus will be on:

- expanding and upgrading Auckland's rapid transit network to provide more frequent and reliable public transport that is not impacted by road congestion
- continuing to roll out bus priority improvements, particularly in the city centre and along busy arterial routes to make travel by bus quicker and more reliable
- delivering key walking and cycling projects to fill the gaps in the network and make travel by active modes safer and more attractive
- investing in a state highway optimisation programme in Auckland to deliver a range of targeted small-scale projects to keep people moving by increasing productivity, enhancing travel choice, reducing transport-related carbon emissions and enhancing safety on the existing transport network.

Key investments will be:

- **City Rail Link (CRL)** – investment in the NLTP 2021-24 will fund wider network upgrades and additional electric trains to support CRL. This transformational project will significantly improve travel times for train passengers, open up rail access to new parts of the city centre and double the rail network's capacity.

Tāmaki Makaurau Auckland

key projects 2021-24



SH16 Brigham Creek to Waimauku safety improvements

Northern Corridor improvements

Rosedale bus station

Mid town bus improvements

City rail link

SH1 Dome Valley safety improvements

Ara Tūhono - Puhoi to Warkworth

Penlink NZUP

Northwest bus improvements

Glen Innes to Tāmaki Drive shared path

Auckland

Auckland Manukau Eastern Transport Initiative (AMETI) Eastern Busway

Auckland light rail

Auckland rail improvements - Wiri to Quay Park third line NZUP

Old Māngere Bridge walking and cycling replacement bridge

Puhinui bus/rail interchange

Key

- Safety project
- Walking & cycling project
- Public transport project
- Access project
- Rail project
- Port
- Airport
- Key routes

Mill Road safety improvements NZUP

SH20B improvements (20 connect)

Papakura to Pukekohe rail line electrification NZUP

SH1 Drury to Paerata safety improvements

SH1 Papakura to Drury improvements NZUP

Auckland rail improvements - new Drury and Paerata stations NZUP

Project specifically funded by:
 New Zealand Upgrade Programme

- **Auckland Light Rail** – this project will progress planning and design for a new rapid transit corridor from the City Centre to Mt Roskill and Māngere (CC2M) to move more people, connect communities and provide better travel options. Planning work will also progress on the Northwest Rapid Transit Improvements along the Northwestern Motorway (SH16).
- **Northern Corridor Improvements** – the next three years will see the completion of this project, including the final phases of the extension of the popular Northern Busway from Constellation Drive to Albany, along with construction of a new busway station in Rosedale to provide more travel options for commuters in this busy commercial area.
- **Eastern Busway** – the Eastern Busway will provide a new rapid transit connection from Panmure to Pakuranga and Botany. This project will improve travel choices by making public transport, walking and cycling safe, and improve connections within the area and to the rest of Auckland. It will also help reduce traffic congestion and vehicle emissions. The next three years will see completion of the Panmure to Pakuranga section and the consenting process for Pakuranga to Botany will be progressed, including the Pakuranga bus station.
- **Airport to Botany (A2B)** – this rapid transit programme will improve travel choices and journey times for people in south and east Auckland. Stage one of this project has already delivered a new bus-rail interchange at Puhinui, bus and transit lanes between Manukau and the Auckland Airport precinct, including a new high frequency electric AirportLink bus. In the next three years, work will get underway to protect the future A2B rapid transit corridor, between Auckland Airport and Botany via Manukau, and extending the new AirportLink bus to Botany via Te Irirangi Drive.

Summary of achievements from 2018-21

- The \$250 million Southern Corridor Improvements project was completed in 2021 and provides more reliable and safer trips for road users and includes more lanes, new walking and cycling paths, better safety barriers, new noise walls and an upgrade to the Takanini interchange.
- Starting in 2019, the replacement of the Old Māngere Bridge in the Manukau Harbour has progressed well to create a new, dedicated walking and cycling link that will connect local communities and create an iconic landmark for the area. Construction is expected to be completed in 2022.
- The new Puhinui Station was completed – a major bus and train interchange to improve travel to and from the airport and its surrounding areas by providing more reliable, timely and emission-free travel choices.
- The new Hibiscus Coast Bus Station was completed in early 2021, providing more transport options further north to help reduce private vehicle use, ease congestion and benefit the environment.
- Te Atatu Road corridor upgrade was completed in 2018. This major \$30 million project has transformed the Te Atatu area, making improvements for private and commercial vehicles, public transport and cycling.
- Franklin Road upgrade was completed, transforming one of Auckland’s iconic central city streets, with cycle paths and safe pedestrian crossings.
- Infrastructure upgrades to improve safety progressed on several high-risk roads in the region, SH1 Dome Valley and SH22 Drury to Paerata.
- Improvements to the SH20B road corridor, part of the Southwest Gateway project, were completed. The \$70 million SH20B early improvements project provides additional bus and high occupancy vehicle lanes and new walking and cycling facilities between Pukaki Creek Bridge and SH20.

Walking and cycling

- Progressing the planning and delivery of walking and cycling infrastructure as part of the NZUP, including Penlink and Papakura to Drury.
- We will complete the **Old Māngere Bridge project** in this three-year NLTP period to provide a high quality walking and cycling link connecting communities in Onehunga and Māngere Bridge. We will also complete **Auckland's Urban Cycleways Programme** early in this NLTP period. This programme is delivering projects such as the Urban Cycleways Projects and the Meadowbank – Kohimarama connectivity project, brownfields, airport access and other cycling investment projects.
- More than 7kms of new walking and cycling paths along SH1 and SH18 will be completed as part of the Northern Corridor Improvements project.

Bus and ferry improvements

- **SH16 Northwest Bus Improvements** – this project (part-funded by the COVID-19 Response and Recovery Fund and 2021-24 NLTP) will improve public transport options and reliability in the northwest, including interim bus interchange facilities developed at Lincoln Road and Te Atatu, a new bus station at Westgate and improved bus shoulder lanes along the Northwestern Motorway.
- **Connected Communities** – this programme will deliver comprehensive bus, cycling and safety improvements along critical arterial road corridors in Auckland.
- **Midtown Bus Improvements** – this investment will make bus travel into Auckland's city centre more efficient and reliable by providing bus priority along Wellesley Street and a new bus interchange in the Learning Quarter.
- **Ferries** – investment will be made in purchasing more ferry vessels and progressing associated infrastructure improvements.

Improving safety

During the next three years, about \$72 million will be invested to make 135kms of Auckland's state highway network safer through infrastructure improvements and speed management to reduce deaths and serious injuries.

This builds on our investment during the last three years, where:

- new speed limits were put into place on State Highway 22 between Drury interchange and Paerata
- a new variable speed limit zone was set up outside Kaukapakapa School on SH16
- new and safer speed limits were introduced on more than 600 roads, including the central city, as part of Auckland Transport's Safe Speeds programme
- infrastructure upgrades were progressed to improve safety on several high-risk roads in the region, including SH1 Dome Valley and SH22 Drury to Paerata.

The SH16 Brigham Creek to Waimauku safety project will get underway in this NLTP period, making it safer for all users by installing flexible road safety barriers and flush medians, adding extra lanes, making intersections safer and creating more space for people on bikes.

Work is ongoing in the next three years on Auckland's speed reviews on roads where safer speed limits could make a big difference in preventing deaths and serious injuries, including high-risk roads such as SH16 Wellsford to Waimauku.

Safety improvements valued at \$67 million, including median safety barriers, wider road shoulders and new right-turn bays are being installed on SH1 Wellsford to north of Warkworth through the Dome Valley, making this section of the highway safer, in line with targets set by the national Road to Zero strategy to reduce deaths and serious injuries by 40% by 2030.

During the next three years \$67 million will be spent throughout Auckland on improving safety across three corridors.

Projects include:

- **SH22 SH1 (Drury) to Paerata - Glenbrook:** improvements at the SH22 and Glenbrook Road intersection, with an investment of \$10 million to begin construction.
- **SH22 SH1 (Drury) to Paerata:** median barrier project along the 9.7kms Drury to Paerata corridor, with an investment of \$28 million for design and to start construction.
- **SH1: Dome Valley Safety Improvements:** safety improvements along the 15.2kms Dome Valley corridor, with an investment of \$29 million to complete construction.

Climate change

Investment in infrastructure and services to encourage greater use of lower emission public transport and walking and cycling options, will make the greatest contribution in Auckland to climate change in this NLTP. But this investment alone will not be sufficient to substantially reduce emissions in Auckland.

The introduction of a vehicle fuel efficiency standard for light vehicle imports by 2025, the introduction of a biofuel mandate, policy to decarbonise the public transport bus fleet by 2035 and a reduction in the government's own vehicle fleet will all be critical to reduce emissions.

Auckland Transport is progressing plans to electrify the bus and ferry fleet, and the Papakura to Pukekohe electrification project will see the end of diesel passenger trains in Auckland. (This excludes Te Huia, the new diesel passenger service between Auckland and Hamilton.)

Improving freight connections

More than 76.3 million tonnes of freight were moved within, to, from and through Auckland in 2017/18 - and that volume is expected to grow substantially during the next three decades to 108 million tonnes by 2046. This is largely as a result of population growth.

About 84% of this freight is moved within Auckland - the balance being moved into or out of the region by air or sea. The majority of freight movements in Auckland are over relatively short distances, 90% being by road and the remainder by rail. Critical for the future will be improving the efficiency of connections to major freight hubs and limiting additional congestion.

Through NZUP, a number of the state highway and rail improvements will improve capacity on the freight network, reducing rail-road freight conflicts throughout the region and improving access to road and rail freight hubs.

One of these projects is the \$315 million Wiri to Quay Park upgrade which will improve both freight and commuter services by easing congestion on the busiest parts of New Zealand's rail network, improving links to key freight hubs and providing additional capacity for the City Rail Link. Preparatory work began in late 2020 and is expected to be completed by 2024.

During the 2021-24 NLTP, we will continue to improve inter-regional freight connections and global export connections through improved freight access to and from Auckland International Airport and connections to the Onehunga-Penrose area.

Discussions about the future of Auckland's port will have a significant impact on the city's long-term freight network.

Under the Rail Network Improvement Programme, work will be undertaken to increase the resilience of rail networks in the Auckland region, particularly in areas where there are high volumes of freight and/or passenger traffic. Resilience works will be carried out on two bridges on the North Auckland Line, 2kms of mainline track will be re-sleepered and 6kms of mainline re-railed. Other track and infrastructure works will be carried out across the mainline and in KiwiRail's freight yards to reduce derailment risks. Track on the Mission Bush spur line (servicing the Glenbrook Steel Mill) will also be renewed.

Investment highlights for 2021-24

- **Puhoi to Warkworth motorway extension** – in 2022, we will complete 18.5km extension of the existing SH1 Northern Motorway from the Johnstones Hills Tunnels to just north of Warkworth. It will improve access, reliability and safety to and from Northland, Warkworth and northeast Rodney.
- **Northern Corridor Improvements** – we will also complete this project in 2022. It provides a new SH1/SH18 motorway-to-motorway connection, a widening of the Northern Motorway (SH1) between Constellation Drive and Oteha Valley Road, and new public transport and walking and cycling options to offer more travel choices for the local community.
- **Mill Road Corridor** – funded through the NZUP, Mill Road Corridor is expected to involve an upgrade of two lanes between Flat Bush and Alfriston tying in the existing urban Redoubt Road dynamic lanes. There will also be targeted safety improvements between Alfriston and Papakura.
- **Penlink** – funded through the NZUP, this new two-lane proposed toll-road between the Northern Motorway and Whangaparāoa Peninsula will support development in Auckland's northern growth area and provide significant time savings and network resilience for people living on the Whangaparāoa Peninsula.
- **SH1 Papakura to Drury South improvements** – this project is also funded through the NZUP and includes upgrades to SH1 and a shared walking and cycling path. Construction of SH1 Papakura to Drury Stage One has begun and is expected to be completed in 2026. Three new rail stations (two in Drury plus Paerata) are expected to be completed in late 2025.
- **City Rail Link (CRL)** – investment in the NLTP 2021-24 will fund wider network upgrades and additional electric trains to support CRL. This transformational project will significantly improve travel times for train passengers, open up rail access to new parts of the city centre and double the rail network's capacity.
- **Auckland Light Rail** – this project will progress planning and design for a new rapid transit corridor from the City Centre to Mt Roskill and Māngere to move more people, connect communities and provide better travel options. Planning work will also progress on the Northwest Rapid Transit Improvements along the Northwestern Motorway (SH16).
- **Northwestern Bus Improvements** – the Northwestern Bus Improvements project will improve the public transport experience for people travelling by bus to and from the northwest and the city centre by delivering a more reliable, resilient and better-connected bus service.
- **Eastern Busway** – the Eastern Busway will provide a new rapid transit connection from Panmure to Pakuranga and Botany. This project will improve travel choices by making public transport, walking and cycling safe, and improve connections within the area and to the rest of Auckland. It will also help reduce traffic congestion and vehicle emissions. The next three years will see completion of the Panmure to Pakuranga section and the consenting process for Pakuranga to Botany will be progressed, including the Pakuranga bus station.

Auckland Transport Alignment Project

Today more than 1.7 million people call Auckland home. This number is expected to grow by another million over the next 30 years.

To prepare and adapt as Auckland grows, government and Auckland Council launched the Auckland Transport Alignment Project (ATAP) in 2015. ATAP takes a strategic, joined-up approach to setting transport goals and investment priorities.

ATAP's aim is to encourage more people to use public transport, walk or cycle to help reduce congestion, improve safety and address climate change. Over the past three years, record investment from government and council has resulted in:

- people using public transport more than 100 million times between February 2019 and February 2020, an increase of around 9% compared to the previous 12 months
- the number of people killed or seriously injured on Auckland's roads decreasing by around a third since 2017
- congestion remaining steady despite rapid population growth.

In March 2021, ATAP released its \$31.4 billion investment programme for 2021-31. ATAP 2021 includes \$13.6 billion for operating and maintaining existing infrastructure and services and \$17.8 billion for new infrastructure. As a result, greenhouse gas

emissions per capita will decrease by 13% by 2031 and public transport trips will increase by 91%.

To continue working toward these goals, ATAP will deliver a range of transport improvements over the next three years, including:

- finishing the Northern Corridor Improvements – a suite of motorway, public transport, and walking and cycling improvements on the North Shore. These include:
 - › a State Highway 1 (SH1) to State Highway 18 (SH18) motorway connection
 - › a dedicated, 7km walking and cycling path on SH1 and SH18
 - › extending the Northern Busway between Constellation Station and Albany Station, and a new bus station at Rosedale
- building a 7km long walking and cycling path between Glenn Innes and Tāmaki Drive that will be completed in late 2022 – connecting Auckland's eastern suburbs to the city centre
- completing Auckland's first underground rail line – a 3.45km twin-tunnel link between Britomart and Mount Eden stations – by late 2024 to make it quicker and easier to travel around Auckland by train
- completing the Ara Tūhono – Puhoi to Warkworth motorway by mid-2022 to make this route safer and more resilient.

Looking beyond 2024, key projects could include:

- providing a rapid transit connection across Waitematā Harbour
- Auckland Light Rail to create sustainable rapid transit options and more reliable journeys
- a rapid transit corridor to provide more transport options in the Northwest.





\$1.5 billion

Forecast total investment

\$781 million

Forecast maintenance and operations

\$126 million

Forecast public transport investment

\$54 million

Forecast walking and cycling

NZUP \$38 million

Forecast NZ Upgrade Programme

\$224 million

Forecast Road to Zero

Waikato

Waikato’s significant contribution to the economic wellbeing of New Zealand underpins the importance of the region having a safe, accessible land transport system that is both reliable and resilient to move people and goods along inter-regional routes.

With Auckland and the Bay of Plenty, Waikato forms the ‘golden triangle’ – New Zealand’s major growth area where 50% of our population lives and a significant proportion of our economic activity takes place.

The region has important road and rail connections to Tauranga and Auckland, connecting the three largest urban centres in the upper North Island, the two largest ports (Auckland and Tauranga) and the country’s largest international airport in Auckland. A new 30ha inland port is currently under construction at Ruakura in Hamilton. Together with a 263ha industrial and logistics park, this will create New Zealand’s largest integrated commercial hub. Reliable access to export markets is critical when 40% of the nation’s freight movements go into, out of, or through the Waikato.

Completion of the SH1 Waikato Expressway during this 2021-24 NLTP period will not only reduce travel times between Auckland and Tirau by 35 minutes, but also help reduce the number of deaths and serious injuries along this corridor which has exceptionally high traffic volumes.

Road safety remains a significant issue in the Waikato, with more than 20% of New Zealand's annual deaths and serious injuries occurring in the region. During the 2021-24 NLTP, we'll be focusing on speed management and infrastructure improvements to make journeys safer across the region.

Through the FutureProof partnership, we're working to develop a spatial plan and an integrated land use and transport programme for the Waikato region. We're also working with partners to implement the Hamilton Mode Shift Plan to grow the city's proportion of travel by public transport, and walking and cycling.

Better travel options

Providing more travel options and responding to climate change through targeted public transport improvements, new passenger rail services and better access to walking and cycling is a focus for this NLTP period.

We will complete the \$4.5 million underpass on SH21 Airport Road in Tamahere later this year, providing a safe crossing for the Cambridge to Hamilton shared walking and cycling path. The underpass is part of the 20km Te Awa path between Cambridge and Hamilton. This is the last link in the continuous 60km cycling and walking route following the Waikato River from Karapiro to Ngāruawahia.

Working with Hamilton City Council, we will progress the business case for the Eastern Pathway School Link shared path during the 2021-24 NLTP and seek pre-implementation funding. This \$22 million investment will provide a safe cycling network for local schools and improve public transport priority.

Work will also progress on the planning phases and implementation of public transport infrastructure improvements throughout Hamilton.

Te Huia, the new Hamilton to Auckland passenger train service, which was launched in April 2021, is now offering two return services, five days a week. We're providing \$20 million for the continued investment in Te Huia inter-regional rail services between Hamilton and Auckland, with \$2 million to introduce an off-peak service.

Strengthening connections

During this NLTP period, we will see the completion of the region's biggest ever roading project - the Waikato Expressway. The \$637 million Hamilton section, the last 21.8km bypass east of Hamilton, is scheduled for completion in mid-2022. Construction is already underway on the Resolution Drive connection, a key link to the expressway from Hamilton's northern urban growth area.

South of Hamilton, the city council is developing the Peacocke growth area, with funding from the government's Housing Infrastructure Fund and \$110.1 million from the NLTF to provide for an integrated transport system.

Waikato

key projects 2021-24



Project specifically funded by:

NZUP New Zealand Upgrade Programme

Key

- Safety project
- Walking & cycling project
- Public transport project
- Access project
- Resilience project
- Port
- Key routes

Auckland

Kirikiri Stream Bridge replacement

SH2 and SH27 safety improvements

Waikato Expressway completion

Hamilton cycle network / Te Awa shared path and Eastern Pathway School link

Hamilton public transport investment

Tauranga

SH23 Hamilton to Raglan safety improvements

Peacocke arterials

Hamilton

Mangawhero Stream bridge replacement

SH1/SH29 intersection upgrade **NZUP**

SH1 Cambridge to Piarere

Rotorua

SH1 Piarere to Taupō safety improvements

SH3 Awakino to Mt Messenger safety improvements

SH5 to SH38 safety improvements

SH3 Awakino Tunnel bypass

Kopaki Bridge replacement

SH1 SH29 Piarere to SH5 Wairākei safety improvements

SH1 East Taupō arterial safety improvements

Taupō

SH1 Taupō airport to Hātepe

Construction of a new bridge over the Waikato River and improvements on the surrounding transport network are now underway. This includes the final stage of the \$45 million Hamilton Ring Road, the extension of Wairere Drive between Cambridge Road and Cobham Drive that will connect with Peacocke and extension of shared walking and cycling paths in the area.

The recent opening of the \$37.5 million Awakino Tunnel bypass has strengthened the vital corridor link between the Waikato and Taranaki. Part of the SH3 safety and resilience improvements from the Awakino Gorge to Mt Messenger, the 2.3km project involved building two new bridges over the Awakino River, putting in a passing lane and realigning a section of the highway north of the tunnel to make travel safer and provide a more reliable route.

Safe, reliable access around the Coromandel is a high priority for the region. Work is underway to improve several one-way bridges, including SH26 Onetai Bridge and SH25 Pepe Bridge. Design options for these bridges are being shared with iwi, key stakeholders and affected residents, and these are expected to be considered for funding in this NLTP period.

We're spending \$781 million on maintenance of state highways and local roads across the region to provide safe and reliable access.

Under the Rail Network Investment Programme, a business case will be completed to look at double tracking between Amokura and Te Kauwhata and on Ngāruawahia Bridge, the last remaining areas of single track line between Hamilton and Auckland on the Main North Island Trunk line. This will support growing freight and passenger flows in what is already the busiest rail freight area in the country.

To further support the resilience of the critical freight routes in this area, 27kms of track will be re-sleepered and 12kms re-railed, along with other track and civil infrastructure works to reduce derailment risks, improve drainage and stabilise slopes. Resilience works will be carried out on the bridge between Waharoa and the Kaimai Tunnel.

Summary of achievements from 2018-21

- Good progress was made on the \$637 million Hamilton section, of the 102km Waikato Expressway - the final section of the region's biggest ever roading project.
- Completed the \$37.5 million Awakino Tunnel bypass project in Taranaki, part of SH3 safety and resilience improvements from Awakino Gorge to Mt Messenger, strengthening critical freight connections through to the Waikato and upper North Island.
- Safety improvements along SH1 Cambridge and Piarere to reduce the number of serious crashes.
- The Hamilton to Auckland passenger rail service, Te Huia, was launched in April 2021,
- Improving safety at six high-risk areas in central and eastern Waikato with rumble strips, better roadside signage and long-life line markings.
- Ten railway level crossings in the Waikato were upgraded with a range of lower cost safety improvements to make crossing train tracks on or near state highways safer.
- Construction got underway to replace the 1950s pedestrian rail overbridge in Te Kuiti and connect the western side of town to the town centre.

Improving safety

Throughout Waikato during the next three years, we will invest to improve safety across 15 high-risk corridors to significantly reduce annual deaths and serious injuries in the region.

Work continues to improve safety along the existing length of SH1 between Cambridge and Piarere. We're installing flexible median barriers to reduce the number of crashes along this section of highway. More than 2.4kms of median barriers have already been installed and work continues finalising designs to extend this work to Maungatautari Road. This NLTP we'll invest \$35 million to address safety along 26.3kms of the corridor.

On 12kms of the East Taupō Arterial, \$13 million is being spent widening the roadside shoulders, and installing flexible median safety barriers and safety barriers where hazards cannot be removed.

Speed management reviews are already underway for Hamilton City (SH1, SH3 and SH26), West Waikato (SH23, SH31 and SH39) and Mangatarata to Katikati (SH2/SH25), with a number of additional routes planned for review during this NLTP period.

More than \$2 million is being spent improving safety at six high-risk areas in central and eastern Waikato, with rumble strips, better roadside signage and long-life line markings. These areas are: SH5 Waiohotu Road to Oturoa Road; SH5 Webster Road to Waiohotu Road; SH25 Waitakaruru to Kōpū; SH27 SH26 Tatuani to Waharoa; SH2 Mackaytown to Waikino; and SH29 Matamata-Piako boundary to SH28.

We're building a replacement bridge on SH27 over Mangawhero Stream and realigning the highway to make it safer and provide protection for the bridge from erosion.

NZ Upgrade Programme

Safety at one of New Zealand's most dangerous intersections – SH1/29 at Piarere – will be improved with construction of a new roundabout. This project will replace the current T-intersection with a large roundabout. This roundabout will be on the alignment that future-proofs the route for the extension of the Waikato Expressway from Cambridge to Piarere. Construction is due to get underway in 2022.

Investment highlights for 2021-24

- Completion of the underpass on SH21 Airport Road in Tamahere.
- Completion of the last section of the Waikato Expressway, the 21.8km bypass east of Hamilton, scheduled for mid-2022.
- Safety improvements to 15 high-risk Waikato roads.





Te Huia passenger train takes flight



Te Huia train service launched in April 2021 offering two return services between Hamilton and Auckland on weekdays and selected Saturdays. Te Huia can carry more than 500 people between the two cities each day – the first Saturday service was so busy there was standing room only from Rotokauri to Papakura.

It's estimated Te Huia will reduce car trips between Hamilton and Auckland by up to 73,000 each year, which will help make roads safer, reduce congestion at peak times and reduce New Zealand's carbon footprint. It also gives people a reliable, stress-free way to travel between the two cities.

Waikato Regional Council and Waka Kotahi have invested around \$98 million in this five-year project. Getting this service up and running shows what partners can achieve through collaboration. This work was led by Waikato Regional Council in partnership with Waka Kotahi, KiwiRail, Hamilton City Council, Waikato District Council, Auckland Transport and the Ministry of Transport.

Te Huia will be trialled for just over four years, which gives local people time to try it out and the regional council the opportunity to collect data and insights to help inform next steps.

Over the next three years, more than \$3.2 billion will be invested on work that improves transport options and helps reduce carbon emissions across the Waikato and Auckland regions.



\$1.4 billion

Forecast total investment

\$379 million

Forecast maintenance and operations

\$133 million

Forecast public transport investment

\$81 million

Forecast walking and cycling

NZUP \$432 million

Forecast NZ Upgrade Programme

\$121 million

Forecast Road to Zero

Te Moana-a-Toi Bay of Plenty

Investment in the Bay of Plenty region’s land transport system will support economic growth. The region has a significant role in producing and transporting goods, and needs to respond to high levels of population growth, while providing safe, reliable access and better travel options to connect local communities.

The role of transport varies across the Bay of Plenty with three distinct sub-regions that have different needs. They all require strong partnerships with local government, tangata whenua and key stakeholders to plan and deliver integrated outcomes.

Apart from tourism, the local economy is largely reliant on export industries, such as agriculture, horticulture and forestry. The Port of Tauranga is critical for New Zealand’s economic growth. It is a significant contributor to New Zealand’s economy, handling 25% of the country’s imports and exports.

Maintaining safe and reliable freight connections, including State Highway 1/29 and the North Island Main Trunk/East Coast Main Trunk rail within the region and to neighbouring regions, in particular Waikato and Auckland, is critical to supporting both the regional and national economy.

The region continues to experience substantial population growth, particularly in the Western Bay of Plenty sub-region. Rotorua, and more recently Eastern Bay of Plenty towns such as Whakatāne, are beginning to experience population and economic growth after a flat period during the last 10 to 20 years. With regional partners, we are working to manage this growth to ensure it supports well-connected communities and safe, sustainable transport options through:

- the SmartGrowth partnership's Urban Form + Transport Initiative (UFTI) in the Western Bay of Plenty
- Connect Rotorua and Planning for the Future of Rotorua
- Access Whakatāne, Eastern Bay Spatial Plan and Eastern Bay Beyond Today.

Those living in the region's urban areas remain heavily reliant on private vehicle use. Nearly 90% of journeys to and from work in Rotorua and Tauranga are by private vehicle. Getting people to use safe, accessible and reliable ways to move around these cities is a priority focus for investment in the 2021-24 NLTP.

The Western Bay of Plenty, which includes Tauranga, is one of New Zealand's fastest growing areas, and during this NLTP period, we will be co-investing with partners to increase the frequency of bus services and improve walking, cycling and mobility connections to enable more people to have transport choice and the ability to shift to these transport modes.

Improving safety

During the next three years, \$121 million will be spent throughout the Bay of Plenty on improving safety along five key corridors to reduce annual deaths and serious injuries by 18.

Work will continue on safety improvements along 35.8kms of SH2 between Waihī and Ōmokoroa in the Western Bay of Plenty and 36kms of Wainui Road to Ōpōtiki in the Eastern Bay of Plenty. We'll be investing \$14 million to make further safety improvements along a 8.7km section of SH30 between Awakeri and Whakatāne, and on SH5 south of Rotorua.

On SH33, we'll invest about \$10 million on 34kms of safety improvements from Te Ngae Junction to Paengaroa, and \$5 million on the SH33/SH30 intersection.

We will continue to work with our co-investment partners to ensure an integrated approach to safety across the region's state highways and local roads.

Additionally, reducing drug and alcohol impairment and increasing seat belt use in the Ōpōtiki and Kawerau districts through road policing and behaviour change activities, will be a priority during the next three years.

Better travel options

Working with our partners, a key focus area in the 2021-24 NLTP will be implementing regional growth plans that ensure there are real travel choice options both within existing urban areas and the new communities as these develop.

Investment will be made to improve the frequency and reliability of public transport services across the region, as well as planning and implementing new public transport infrastructure.

In Rotorua, we will co-invest with partners to deliver better connected cycling and walking facilities and public transport networks to enable transport choice for people.

Te Moana-a-Toi Bay of Plenty

key projects 2021-24

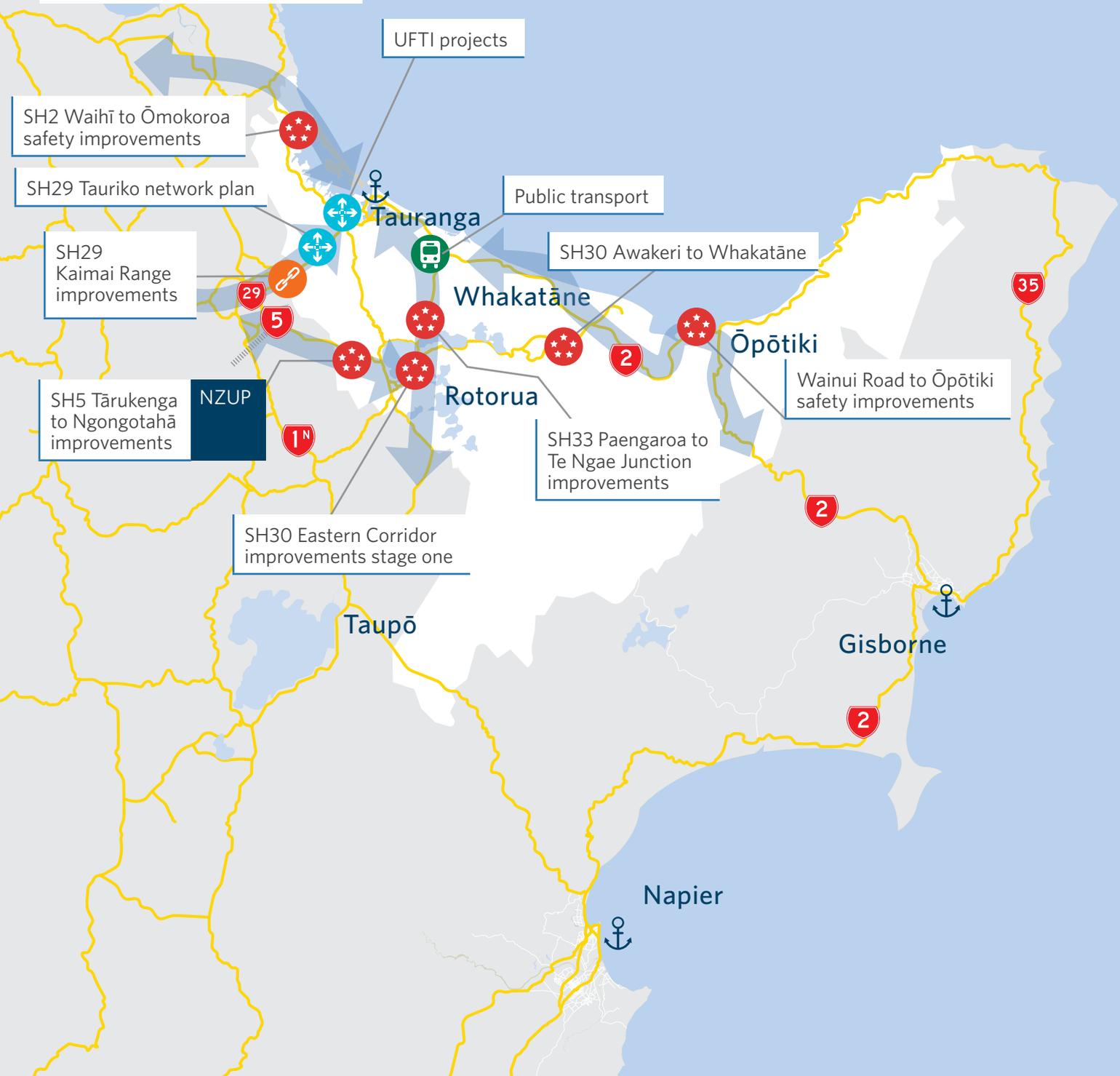
Project specifically funded by:

NZUP

New Zealand Upgrade Programme

Key

-  Safety project
-  Public transport project
-  Access project
-  Resilience project
-  Port
-  Key routes

SH2 Waihi to Ōmokoroa safety improvements

SH29 Tauriko network plan

SH29 Kaimai Range improvements

SH5 Tārukenga to Ngongotahā improvements

NZUP

SH30 Eastern Corridor improvements stage one

UFTI projects

Public transport

SH30 Awakeri to Whakatāne

SH33 Paengaroa to Te Ngae Junction improvements

Wainui Road to Ōpōtiki safety improvements

We're also working with Rotorua Lakes Council to progress the Connect Rotorua Stage Two programme which addresses safety and connections on the eastern corridor while accommodating future growth. This is funded by the Crown Infrastructure Partners (CIP) COVID-19 Recovery Fund

More than \$90 million will be invested in a range of projects to support growth and improve access and safety as part of UFTi. Two business cases will identify ways to change how people travel to and from Tauranga's eastern and western suburbs to the city's central business district. The Hewletts Road sub-area (SH2) and Tauriko West Connections (SH29/SH29A) business cases will also provide for more reliable access to the Port of Tauranga and support future growth in this area. Cameron Road has multimodal stage two safety improvements to support urban development.

During this NLTP period, we'll work with Tauranga City Council on the Tauriko SH29 enabling works to address safety through Tauriko village and at the Cambridge Road intersection, providing access to the new Tauriko West development and Tauriko Business Estate. We'll investigate how to reallocate the SH29A corridor to cater for all travel options with intersection improvements at Barkes Corner and Takitimu Drive roundabout to support public transport journeys from Tauriko to the central business district.

More than \$57 million will be invested in Tauranga's network of primary cycleways to support growth in the region and provide better travel choice.

Improving freight connections

We'll continue to ensure the crucial freight connections are reliable to support the national and regional economies. We'll continue to improve the safety and resilience of freight connections along SH2 between Tauranga and Gisborne, and SH29 between Hamilton and Tauranga.

Through providing better travel options for people within the urban area, people who can shift to other modes are able to, which in turn frees up the system for people that are unable to, such as people in trades and freight journeys.

Under the 2021-24 RNIP, resilience works will be carried out on the East Coast Main Trunk to support freight connections. Bridge 83 (north of Te Puke) will be replaced, resilience works carried out on two other bridges and signal cable replacements made east of Te Puke. Eight kilometres of track will be re-sleepered and 9kms of track re-railed, along with other track and civil infrastructure works to reduce derailment risks, improve drainage, stabilise slopes and improve coastal protection.

Summary of achievements from 2018-21

- Completed the Maungatapu underpass and improvements to the SH29A Maungatapu and Hairini roundabouts to further improve safety and travel times.
- Completed the SH36 pedestrian and cycle overbridge between The Lakes and Tauranga Crossing, creating a safe connection across the state highway. This work followed the installation of the Whakapaiwaka overbridge over SH29/Takitimu Drive, connecting Bethlehem and Gate Pā.
- Opened the Paengaroa to Rotoiti cycle trail, providing a safe off-road link to cycling along a busy stretch of SH33.
- Completed the SH2 Woodlands Ōpōtiki shared path to improve safety and provide a path for pedestrians and cyclists under the Waiōeka Bridge in Ōpōtiki.
- Completed SH2 Tāneatua safety improvements, including two new pedestrian crossings, a dedicated bus bay outside Tāneatua School, a new flush median through the length of the town and narrowing of the traffic lanes.
- Completed the Rotorua Urban Cycleway which supports the town's economic development.

NZ Upgrade Programme

To support regional economic growth in the Bay of Plenty, the government is funding the construction of stage one of the Takitimu North Link between Tauranga and Te Puna through the NZ Upgrade Programme. The new 7km, four-lane corridor will connect SH29 and SH2, support public transport and vehicles carrying multiple people, and provide an alternative route.

For stage two between Te Puna and Ōmokoroa, we will seek to protect this route from any development that could potentially make construction of the project more difficult in the future. This gives certainty that the land is available when the project is ready to proceed.

To improve safety and efficiency along a rural state highway at a key pinch point in the Rotorua network, a commitment was made through the regional package of the NZ Upgrade Programme and the Safe Network Programme to upgrade SH5/36 Tarukenga to Ngongotahā.

Road and roadside safety improvements are underway along SH5 between Tarukenga and Ngongotahā, as well as construction of a new dual-lane roundabout at the SH5/SH36 intersection. Project completion is expected in the 2021/22 construction season.

Investment highlights for 2021-24

- SH2 Waihi to Ōmokoroa safety improvements.
- Delivery of the SH30 Eastern Corridor Rotorua Connect Stage One.
- Phase one of SH30 Eastern Corridor Rotorua Connect Stage Two implementation.
- SH2 Wainui Road to Ōpōtiki safety improvements.
- Completion of SH33 Paengaroa to Te Ngae Road safety improvements.
- Improving the resilience of SH29 over the Kaimai Range.
- Tauriko West enabling works to support residential and commercial growth in the Tauriko area.
- Continuation of the Baypark to Bayfair Link to improve safety, access and pedestrian and cycling connections.

Western Bay of Plenty growing up and out

The Western Bay of Plenty is projected to grow by 200,000 people or 95,000 new homes, over the next 70 years. This will create two million extra trips in the region each day – by car, bus, ferry, train, bike or on foot.

In 2018 Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council, Waka Kotahi and He Manukura, a panel representing tangata whenua, started planning how to respond as the region grows up and out.

We've worked together to create good urban design, which helps make cities, towns and communities in this region well-connected, pleasant places to live. Transport projects impact the spaces we all live, work and play in, which is why we collaborate with councils and other organisations on urban planning projects, like this one.

In July 2020, the Connected Centres programme final report was released. It aims to: build more close-knit communities, reduce car-dependency and carbon emissions, and make it safe and easy for people to get to where they need to go.

The transport improvements delivered through this programme will also maintain key freight routes to the Port of Tauranga. As the population grows, people are likely to have access to:

- high-frequency buses and transport hubs, including for rail and ferries, that enable people to change between routes easily and safely
- better connected walkways and cycleways to connect local communities
- more places to securely park bikes and scooters.

In 2021–24, detailed planning for delivering the programme will continue. It's a long-term plan, so while local people won't see changes for some time, mahi (work) done now will help shape big changes in the future.





\$209 million

Forecast total investment

\$144 million

Forecast maintenance and operations

\$3 million

Forecast public transport investment

\$3 million

Forecast walking and cycling

PGF \$36 million

Forecast Provincial Growth Fund

\$4 million

Forecast Road to Zero

Tairāwhiti Gisborne

For Gisborne’s economy to grow and for people to access essential health, education and employment opportunities, investment in the land transport system through the 2021–24 NLTP will support improved access and resilience of the road network.

The region’s relative isolation means businesses and communities rely on having access to safe, reliable transport to get their goods to domestic and international markets, and to access basic services. SH2 through the Waiōeka Gorge is one of these critical routes and a business case is currently being completed to look at how to improve resilience at the high risk sites along this route which is vulnerable to slips and rockfall. Work is expected to get underway on these improvements in this NLTP.

The topography of Gisborne – a hilly, mountainous interior, low-lying river plains and coastal flats – makes the region prone to erosion and slips. It is also vulnerable to the impact of climate change and extreme weather events. Through this NLTP, we will continue to deliver the SH35 resilience project to strengthen and stabilise ‘hot spots’ along the coast. This will include building retaining walls and rock revetments, as well as native planting programmes to help stabilise slopes and roadsides.

There will also be a focus on improving Gisborne's poor safety record. The region has above national average crashes involving drink driving, people not wearing seatbelts and cyclists. A high proportion of drivers are unlicensed. Driver behaviour change will address drug and alcohol impairment and speeding.

Improving safety

Safety improvements across the region will include:

- Improvements to high-risk local road intersections to help reduce crashes.
- Safety improvements outside schools across the region, such as line markings and traffic calming measures for safer access.
- Speed management reviews for local roads to help reduce deaths and serious injuries.

Following last year's speed review along SH35 which resulted in speed limit changes from Gisborne to Te Puia Springs, we have completed a review from Te Puia Springs to Tokomaru Bay township. A further speed review is planned from Te Puia Springs to Ōpōtiki. As part of this process, infrastructure improvements, such as speed limit signage, traffic calming measures and line marking changes, are also completed.

A number of safety improvements will be made across the region to both local roads and state highways, including intersection improvements, installation of rumble strips, improved signage and shoulder widening to support cycling.

As part of the Tairāwhiti Roding package announced in 2018, more than 20 additional passing opportunities, including slow vehicle bays and mobile phone laybys, will be built at a cost of \$33 million along SH2 and SH35. Driver frustrations with the slower speeds of heavy freight using these highways has resulted in risky overtaking. This package is being funded through the NLTF and the Provincial Growth Fund. These are programmed to be delivered by the end of 2022.

Better access

In this NLTP, we'll be investing \$3 million to maintain and develop Gisborne city's public transport network, with funding for an improved ticketing system, and a strategic review of the city's public transport system.

Through the Tairāwhiti Roding Package, \$13.5 million is being spent to improve the reliability and resilience of SH35 at 20 sites. The work includes structural engineering and native planting.

We'll invest in safety and resilience improvements through SH2 Waiōeka Gorge, a key freight route for Gisborne.

Freight

Gisborne is home to a growing number of primary industries that require reliable access to markets. The region's HPMV network is incomplete, particularly when compared with the remainder of the upper North Island. Under the Tairāwhiti Roding Package, \$4 million has been invested in opening up the SH2 route from Napier to Ōpōtiki to HMPVs. Work continues on strengthening six bridges in the Waiōeka Gorge, all of which will be completed by the end of 2022.

Tairāwhiti Gisborne

key projects 2021-24

Key

-  Safety project
-  Walking & cycling project
-  Access project
-  Resilience project
-  Freight efficiency
-  Port
-  Key routes



Projects specifically funded by:

- PGF** Provincial Growth Fund
- NLTF** National Land Transport Fund



Investment highlights for 2021-24

- SH35 resilience – repairing and strengthening resilience ‘hot spots’ along SH35 for a more reliable and robust highway that can better withstand the impact of natural events. This is part of the Tairāwhiti Roothing Package, funded by the Provincial Growth Fund.
- SH35 and SH2 passing opportunities – creating and improving passing opportunities to allow safer overtaking and reduce driver frustration. This is part of the Tairāwhiti Roothing Package, with \$33 million allocated from the Provincial Growth Fund and National Land Transport Fund.
- SH2 Waiōeka Gorge – funding for a detailed business case on resilience and safety improvements on SH2 between Gisborne and Ōpōtiki.

Summary of achievements from 2018-21

- The former one-lane Motu Bridge on SH2 was replaced with a new two-lane bridge (now named Te Whitinga o Tamataipunoa) at a cost of \$6.5 million, funded through the Regional Economic Development Fund.
- \$6 million was spent improving safety on SH2/SH35 with safety barriers, rumble strips and improved signage, while a further \$1.2 million was spent on road safety campaigns to address driver fatigue, sober driving, wearing seatbelts and back to school safe driving.
- The Muriel Jones shared path on SH35 Wainui was extended by 1.6kms from Sponge Bay to Kaiti and \$2.5 million was spent widening the historic SH35 Gladstone Road Bridge to add a shared path for cyclists and pedestrians.



Tairāwhiti now better connected to move freight

For the people of Gisborne/Tairāwhiti, having a safe, reliable, resilient transport network is crucial. In this relatively isolated region, state highways and local roads help connect communities and support the local economy by enabling businesses to get their goods to market.

Work done since 2018 to analyse and improve the resilience of key routes has enabled the use of high productivity motor vehicles (HPMVs) in this region. HPMVs are trucks that can carry heavier loads than other freight vehicles. But they can only travel on routes that can withstand their weight.

HPMVs allow fewer trucks to move more freight, which:

- increases freight productivity by 10 to 20%
- reduces the number of trips by up to 16%
- reduces distribution costs by up to 16%
- helps reduce congestion and carbon emissions
- helps improve safety on our roads.

In 2017, enabling HPMV access to Tairāwhiti was a priority for local businesses. At that time, HPMVs could only head north via State Highway 35.

Businesses wanted to use HPMVs on the shorter State Highway 2 (SH2) route to get more goods to market and increase efficiency.

In September 2018, \$4 million was invested to identify and action any improvements needed to connect Tairāwhiti to the HPMV network via SH2.

Extensive structural analysis of roads and bridges between Napier and Ōpōtiki was carried out. This detailed investigation found that the road from Napier to Gisborne was capable of carrying HPMVs – and it was connected to the wider network in July 2019.

On SH2, between Gisborne and Ōpōtiki, six bridges needed strengthening to be able to manage HPMV traffic long-term.

Strengthening work on Aro Aro Bridge was completed in March 2020 and the route opened to HPMV traffic the following month. Work is underway to strengthen the other five bridges by 2025.

As part of the 2021-24 NLTP, more than \$170 million will be invested in transport projects in Gisborne region.



\$376
million

Forecast total investment

\$214
million

Forecast maintenance and operations

\$17
million

Forecast public transport investment

\$18
million

Forecast walking and cycling

PGF \$33
million

Forecast Provincial Growth Fund

\$53
million

Forecast Road to Zero

Te Matau-a-Māui Hawke's Bay

Investment in the Hawke's Bay land transport system during the 2021-24 NLTP is targeted at improving safety and resilience while supporting the region's economy and forecast growth.

The region relies on the state highway and rail networks to both move goods to market, and provide critical connections to neighbouring regions. Local communities rely on these connections to access employment, education and other specialist services that are located in Napier and Hastings.

Reliable road and rail connections are particularly essential between Napier and Palmerston North to support the region's economy. The Te Ahu a Turanga: Manawatū Tararua Highway will support safe and reliable journeys between Hawke's Bay and Manawatū/Whanganui, a key freight route linking Napier Port and the growing distribution centres in Palmerston North

There is a growing need to reduce the region's dependency on private vehicle travel to support carbon emission reduction. While public transport patronage is low at less than 1% of all trips, use of walking and cycling facilities per capita is above the national average.

While the existing transport system has the capacity to accommodate forecast growth, there will be pressure on the network, particularly surrounding the port from heavy vehicles. During 2021–24 NLTP, we'll be spending \$214 million on maintenance for state highways and local roads.

Improving safety

The Hawke's Bay has a poor safety record. The primary contributors are vehicles running off roads, speed, drug or alcohol impairment, and people not wearing seatbelts. The focus is on making improvements in the Napier to Hastings urban areas, SH2 between Napier and Waipukurau and high-risk rural roads.

During the next three years, we will invest in making 132kms of state highways safer through infrastructure improvements and speed management to reduce annual deaths and serious injuries in the region by five.

This includes making improvements to 38kms of SH2 from Pakipaki and Waipukurau, starting work on 12.4kms of SH51 from Napier to Hastings, and design and the start of construction on improvements to 82kms of SH5 from the Hawke's Bay roundabout to SH2.

SH5 Napier to Taupō safety improvements include median widening and barriers from Esk Valley through to the Hawke's Bay boundary with Bay of Plenty (Rangitaiki). A further programme of improvements is expected to follow in the 2024-27 NLTP.

Safety improvements will also be completed on SH51 from Ellison Street to Farndon Road, just north of the Clive township; and between Waipatu and Whakatu, north of Hastings.

Road policing and behaviour change programmes in the region will target alcohol and drug impairment, not wearing seatbelts and speed. A number of speed reviews are planned for the region.

Resilience

On SH2, between Napier and Wairoa, 600m of the road is being relocated away from the Mohaka River as it is undermining the Raupunga Bluff.

Investigations are also underway regarding options to re-align SH2 at Waikare Gorge to improve safety, reduce risk of flooding and undermining of the road, and improve reliability of access for communities in the north of the region.

To help support economic growth, design work is underway for an upgrade of the SH2 Prebensen Drive/Hyderabad Road intersection including road reconfiguration and cycle path connection, which will be completed this year. This, along with the Napier Port Access business case and new Weigh Right facility, will improve access to the port and safety.

A spike in deaths and serious injuries on SH5 Napier to Taupō has prompted a business case to better plan maintenance, upgrades and renewals on this stretch of highway. This follows an increased programme of maintenance in the last year with a number of reseals to improve safety.

Resilience works will be carried out on the Palmerston North to Gisborne Line in 2021-24 to support freight connections. The Ormondville Viaduct will be strengthened, 12kms of track will be re-sleepered and track and civil infrastructure works carried out to reduce derailment risks and improve formation and drainage.

Te Matau-a-Māui Hawke's Bay

key projects 2021-24



KEY

- Safety project
- Walking and cycling project
- Access project
- Resilience project
- Freight efficiency
- Port
- Key routes

Projects specifically funded by:

| | |
|-------------|-------------------------------|
| PGF | Provincial Growth Fund |
| NLTF | National Land Transport Fund |
| NZUP | New Zealand Upgrade Programme |

Other activities

Other Crown investment in the region:

- SH2 Napier to Gisborne passing opportunities and widening of Tahaenui Bridge – the last single bridge between Napier and Gisborne to be two-laned.
- SH2 College Road to Silverstream is being realigned and a passing lane built.
- Waikare Gorge major realignment to address resilience issues.
- Improvements to SH38 through to Lake Waikaremoana to improve safety for tourists.

Maintenance

A large proportion of the region's NLTP funding in 2021-24 will be used to maintain the state highway and local road network to ensure safe, reliable journeys through the region.

Investment highlights for 2021-24

- \$45.5m to make 132kms of state highways safer through infrastructure improvements and speed management.
- This includes making improvements to 38kms of SH2 from Pakipaki and Waipukurau with an investment of \$1.9m, the start on work to 12.4kms of SH51 from Napier to Hastings with an investment of \$14.3m, and \$29.4m investment on design and the start of construction on improvements to 82kms of SH5 from the Hawke's Bay roundabout to SH2.
- SH5 Napier to Taupō safety improvements include median widening and barriers from Esk Valley through to the Hawke's Bay boundary with Bay of Plenty (Rangitaiki).
- Safety improvements will also be completed on SH51 from Ellison Street to Farndon Road, just north of the Clive township, and between Waipatu and Whakatu, north of Hastings.
- Design work is underway for an upgrade of the SH2 Prebensen/Hyderabad intersection including road reconfiguration and cycle path connection, which will be completed this year.

Summary of achievements from 2018-21

- The Hawke's Bay Expressway underwent significant safety improvements including road widening, side and median barriers, and new passing opportunities. Traffic calming measures were also introduced in the Pakipaki township.
- Links Road roundabout was constructed, including long deceleration and acceleration lanes for slow vehicles.
- Watchman Road roundabout was constructed, creating a safe intersection from what had been one of New Zealand's most dangerous intersections. It also included a new access road to the airport.
- An unsafe passing lane was removed north of Clive on SH51 and the space was repurposed to create a cycleway and safer accessways.
- Safety improvements were completed on SH2 from Wairoa to Bay View, including 7.7kms of new roadside barrier, 78kms of rumble strips and new line markings.



**\$447
million**

Forecast total investment

**\$166
million**

Forecast maintenance and operations

**\$13
million**

Forecast public transport investment

**\$18
million**

Forecast walking and cycling

**PGF \$11
million**

Forecast Provincial Growth Fund

**\$94
million**

Forecast Road to Zero

Taranaki

A well-maintained land transport system is critical to support Taranaki's residential and economic growth. It needs to be safe, with heavy vehicles travelling more than 75 million kms on the region's roads each year, resilient with Taranaki having the second highest average GDP per capita, and reliable to get goods to market.

Taranaki relies on its road and rail connections to the rest of the North Island, with the economy based on dairy farming, oil and gas industries and tourism.

About \$166 million will be spent on road maintenance and renewals during this NLTP period. This will be focused on addressing drainage maintenance and the resealing of roads, as well as maintaining unsealed roads to support local logging operations.

Other investment in the 2021-24 NLTP will continue on Te Ara o Te Ata | Mt Messenger Bypass and safety improvements along SH3 between Waitara and Bell Block, and New Plymouth and Hāwera.

Work will continue during the 2021-24 NLTP to provide viable travel options, with the region relying heavily on private vehicle use. In the coming years, the region needs to plan to develop new walking and cycling facilities and encourage greater use of these and public transport to help the transition to a low emissions economy.

Improving safety

Safety remains a key priority for the region. During the next three years, we will invest \$94 million to make 78kms of state highway safer, with improvements like median and side barriers, intersection improvements and speed management. This will help reduce annual deaths and serious injuries in the region by nine.

We will continue to work on safety improvements on SH3 north of New Plymouth, between Waitara and Bell Block, installing roundabouts at high-risk intersections and median barriers. This work will focus on 6.5kms from the SH3/SH3A intersection to Waitara and cost about \$28 million.

On the southern approach to New Plymouth, we are making a number of safety improvements along 9.7kms of SH3 between New Plymouth and Egmont Village. This work will cost about \$21 million and includes a roundabout at the Mangorei Road/SH3 intersection, as well as median barriers and rural intersection advisory warning signs at Junction Road.

From SH3/SH3A from New Plymouth to Hāwera, \$33.4 million is being invested along 57.4kms of the corridor to improve safety.

The package of improvements for SH43, includes sealing 12kms of road through Tangarākau Gorge and installing new stopping areas to make the route safer for tourists.

Speed management will also play a role in improving safety in the region, with a number of speed reviews planned during the 2021-24 NLTP on key routes throughout the region.

Better travel options

We are committed to working with our partners to support initiatives that encourage walking and cycling, and better public transport options. Taranaki residents rely heavily on private vehicle travel, making it important to invest in safe travel choices and support the region to transition to a low emission economy.

In the next three years, we're planning to support communities to reduce their reliance on private vehicle travel by delivering projects that improve safety and accessibility for cyclists and walkers.

In New Plymouth, we'll invest \$300,000 to extend the cycleway and create a safe crossing point on SH45 in Spotswood, particularly for students accessing the local school, and \$9 million on the New Plymouth Coastal Path, providing 13.2kms of shared path from Port Taranaki to the eastern side of Bell Block Beach.

Improving freight connections

Reliable freight routes are the life blood of Taranaki. The region relies on SH3 to get goods north to Waikato and road and rail connections south through the Manawatū to the rest of the country and international markets.

Construction will get underway on Te Ara o Te Ata, which will deliver economic and environmental benefits, improve resilience and safety through to the Central Plateau. Te Ara o Te Ata will also bring major benefits for local workers and businesses.



Over the four-year construction period, we estimate the project will generate 74 additional jobs, more than \$4 million in additional salaries each year and around \$25 million a year in spending with Taranaki businesses for the supply of goods and services. The maintenance programme across the network will strengthen links into and out of the region. A range of safety improvement projects on the state highway network will reduce the number of people killed and seriously injured.

Under the Rail Network Investment Programme, resilience works will be carried out on the Marton–New Plymouth Line to ensure more reliable freight connections. Seven kilometres of track will be re-sleepered and track and civil infrastructure works carried out to reduce derailment risks, improve drainage, stabilise slopes and contribute to river and fish protection.

Investment highlights for 2021–24

- Construction will start on Te Ara o Te Ata creating a safer, more resilient connection to the upper North Island for freight, visitors and the public.
- Construction of roundabouts between SH3 Waitara to Bell Block, helping to prevent further deaths and serious injuries and providing easier access onto and off the highway for locals.
- Completion of a number of improvement projects on SH43 Forgotten World Highway funded through the Provincial Growth Fund and NZ Upgrade Programme. This work will improve freight connections, improve safety and resilience and increase tourism to the area.
- Providing safer access for cyclists and pedestrians, encouraging walking and cycling to support the region's move to reduce carbon emissions.

Summary of achievements from 2018–21

- Completed the construction of the Awakino Tunnel Bypass.
- Completed safety and resilience works on SH3 including the Ladies Mile passing lane.
- Completed a new half roundabout and signalised crossing on SH45 Moturoa in New Plymouth.
- Initial safety improvements completed on SH3 between Waitara and Bell Block included the removal of passing lane and the installation of wide centrelines. A new 80km/h speed limit was also implemented.



\$1.3 billion

Forecast total investment

\$335 million

Forecast maintenance and operations

\$44 million

Forecast public transport investment

\$36 million

Forecast walking and cycling

NZUP \$290 million

Forecast NZ Upgrade Programme

\$81 million

Forecast Road to Zero

Manawatū/Whanganui

Investment in the Manawatū/Whanganui region during the 2021-24 NLTP will strengthen the region’s position as an important freight hub connecting the central North Island while also supporting the local economy, regional development and urban growth.

The Manawatū/Whanganui region is a major distribution centre for goods, relying on having access to good transport connections to domestic markets, and airports and ports, including the nearby Napier Port (the largest export port in the lower North Island).

During this NLTP, we’ll progress work on the new state highway between Ashhurst and Woodville – Te Ahu a Turanga: Manawatū Tararua Highway Project. When completed, the new highway will strengthen connections for the region by providing people and products with a reliable route through to the Hawke’s Bay.

We’ll also be improving resilience, helping make the system safer and more accessible through a range of safety improvements, while also supporting urban and regional growth and planning for the future.

To further manage the impacts of climate change, we’ll continue to work with our partners to get more people out of their cars and using public transport, and walking and cycling.

Improving safety

About \$81 million will be invested in the region during the next three years to make state highways safer through infrastructure improvements and speed management to reduce annual deaths and serious injuries on the region's roads by 11.

This includes safety improvements on the state highways around Levin, with planning underway for improvements to SH57, SH1 south to Ōtaki and SH1 north to the Manawatū River.

Safety improvements will be made to 37kms of SH1 to the north and south of Ōtaki, saving around six deaths and serious injuries annually.

Work is also taking place on a range of safety improvements around Bulls on SH3 and SH1, as well as undertaking a speed review on this busy corridor. Speed reviews are also planned or underway from Palmerston North to Ashhurst.

Better travel options

Population growth in Palmerston North, Feilding and Levin has increased travel demand on the region's networks and provides opportunities to move people around safely and easily in alternative modes of transport.

During this NLTP period, investment will focus on increasing access to and use of public transport, including extending commuter rail services from Levin to Wellington, providing people with a lower emission option for travelling to and from Wellington.

Public transport improvements including the Capital Connection rail upgrades will increase usage by providing more affordable transport options for those travelling to and from Palmerston North. Planning and consent work for Palmerston North's regional freight hub will also begin during this NLTP, which when complete will further reduce the pressure on the city's roads, reduce congestion and improve safety for those travelling by foot and bike.

New walking and cycling infrastructure will continue to be delivered across the region, adding to the growing number of shared paths and cycleways already completed. Te Tuaiwi (the Spine), a three-metre-wide shared pathway in Whanganui is completed and links up to several other shared pathways, encouraging active travel to and from the river, the town centre and the suburbs.

We'll invest \$10 million for a clip-on for the SH3 Ashhurst Bridge. This will improve pedestrian and cycling safety and access into Te Ahu a Turanga, connecting to cycling lanes and the local network at either end.

Climate change

Climate change will continue to challenge the resilience of highways throughout the region such as SH4 through the central North Island. Closed by a 15-hectare slip in October 2019, the highway has been reinstated and work completed at a number of sites to strengthen resilience of the highway between Raetihi and Whanganui. Work continues during this NLTP at three locations.

Weather events, such as flooding and slips, are behind a number of risk areas in the region. The Manawatū Gorge has been closed by a landslide and during this NLTP we'll be investigating future access opportunities along this route. Further investigation on the impact of climate change will also be completed on the flood-prone areas of SH3 at Whangaehu and on SH2 at Mangatainoka during the three-year period.

The NZ Upgrade Programme-funded SH1 Ōtaki to north of Levin project will also strengthen route resilience for the region by reducing the risk of closures during weather events to this key national economic and social lifeline.

Improving freight connections

The \$661 million Te Ahu a Turanga: Manawatū Tararua highway project to connect the region with the Hawke's Bay and northern Wairarapa will boost regional economic growth, while helping provide a safer, more resilient route. Construction of the new highway is underway and expected to be completed in 2024.

Manawatū/Whanganui

JC1-1342

key projects 2021-24

KEY

-  Safety project
-  Public transport project
-  Access project
-  Resilience project
-  Freight efficiency
-  Rail project
-  Key routes

Projects specifically funded by:

PNITI

Palmerston North Integrated Transport Initiative

NZUP

New Zealand Upgrade Programme



Taihape

Whanganui

SH4 resilience improvements

SH1 Whanganui to Bulls

Weigh Right Station

SH1 Bulls to Sanson

Palmerston North regional rail hub development

Strategic HPMV routes upgraded

NZUP

Capital Connection rail upgrade

NZUP

Rail upgrades north of Wellington - new storage facility Levin

Levin

SH1 Ōtaki to north of Levin (O2NL) safety improvements - northern

SH1 Ōtaki to north of Levin (O2NL) safety improvements - southern

NZUP

SH3 Napier road safety improvements

PNITI

Ashhurst Bridge clip-on

Dannevirke

Te Ahu a Turanga: Manawatū Tararua highway

Palmerston North

Woodville

- Enabling streets for people
- Safety and intersection improvements on SH3 and SH54
- East/West Access indicative business case

PNITI

NZUP

The new four-lane Ōtaki to north of Levin corridor will also support reliable freight connections from the region, south to Wellington and to the Cook Strait ferries.

During this NLTP we are investing \$3.3 million to maintain access and resilience along the alternative routes – Saddle Road and Pahiatua Track – between Palmerston North and Woodville, while the new highway is being built.

The Palmerston North Integrated Transport Improvements (PNITI) business case has been completed, setting out a 30-year programme of staged improvements to deliver safer access across the network for freight. This NLTP will see safety improvements on state highways and the initial stages of the Palmerston North Eastern Access for freight and the East/West Access ring road.

Work will be carried out this NLTP period on the Main North Island Truck Line providing both passenger and freight connections through the region. To improve resilience, Bridge 114 will be replaced, 36kms of track will be re-sleepered and 17kms of track re-railed, along with other track and civil infrastructure works to reduce derailment risks, improve drainage, stabilise slopes and improve river protection.

Safety enhancements will be achieved under this 2021–24 RNIP, with the upgrading of the two levels crossings at Clevely Line, Bunnythorpe, and Reserve Road, Longburn. In addition, supporting both safety and network efficiency, signals will be replaced at Tokomaru, Shannon, Ohau and Manakau.

Investment highlights for 2021–24

- More than \$817m is being invested in a new four-lane highway from Ōtaki to north of Levin, supporting growth in Levin and providing a safer and more resilient route. The project is funded through the NZ Upgrade Programme, and includes a separated shared path alongside the length of the new highway.
- \$661m to design and construct Te Ahu Turanga: Manawatū Tararua Highway project that will reconnect the Manawatū with Hawke’s Bay and Gisborne.
- \$2.7m for Roberts Line intersection improvements in Palmerston North.
- \$1.2m for an ongoing package of improvements for Palmerston North bus services.
- Almost \$3m for Gladstone Road resilience work, including 1.2km of road realignment and replacing five retaining walls.

Summary of achievements from 2018–21

- Completion of the SH1 Whirokino Trestle and Manawatū River Bridge project between Levin and Foxton has improved safety, resilience and reliability of this key freight route.
- Work is underway on the new Te Ahu a Turanga: Manawatū Tararua Highway project that will connect Manawatū, the Tararua district, Hawke’s Bay and northern Wairarapa, providing a safer, more resilient route.
- The He Ara Kotahi pathway opened in Palmerston North, connecting Palmerston North City, Massey University and Linton.
- Completion of the Te Tuawai (The Spine) cycleway has provided a safe route across the Whanganui City Bridge.
- The new Upokongaro to City Cycleway has also opened. It forms part of the Mountains to Sea cycleway, from Ōhakune through National Park to Whanganui.
- Completion of a range of safety improvements across the region, including on SH57, from SH1 to Shannon; on SH4 Taumarunui to National Park; SH2 Ngawapurua to Manawatū-Whanganui boundary; SH4 Tōhunga Junction to Whanganui; SH3 Whangaehu to Bulls; and SH1 Bulls to Foxton. The work involved the installation of side barriers, road marking, shoulder widening and rumble strips at high-risk locations.



\$3.1 billion

Forecast total investment

\$490 million

Forecast maintenance and operations

\$1.2 billion

Forecast public transport investment

\$261 million

Forecast walking and cycling

NZUP \$221 million

Forecast NZ Upgrade Programme

\$102 million

Forecast Road to Zero

Te Whanganui-a-Tara Wellington

Our investment in Wellington during the 2021-24 NLTP is focused on getting more people using sustainable travel options to move around the region and improving the safety, reliability and resilience of the transport network.

Wellington already has the highest proportion of people who use public transport in the country with 30% of journeys made by public transport and walking or cycling. Regardless, Wellington is the fourth highest contributor to transport carbon emissions, so we need to enable a significant shift to the way people move about the region to reduce transport related carbon emissions.

Safety in Wellington continues to be a focus, with deaths and serious injuries having increased at a higher rate than population growth. People most at-risk are cyclists and pedestrians in the urban areas, and those travelling on high-risk motorcycle routes and high-risk rural roads.

The Wellington region is constrained geographically and is vulnerable to earthquakes, severe storms, landslides and sea level rise. Noting this, it is critical we ensure people and goods have reliable and efficient access to key destinations in the region such as the Wellington port, ferry terminals, airport and hospitals.

During the next three years, we'll look to strengthen the resilience of the two main corridors, SH1 and SH2 to help protect this constrained access.

Wellington is also a vital gateway for freight and travel between the North and South Islands so we will also be working with our partners to improve the resilience of this inter-island connection.

Growth has placed pressure on housing and rental affordability, resulting in more people relocating to regional towns in the Wairarapa and Horowhenua. As this growth continues, more people and increased economic activity will place even greater demand on the transport network. The rail network and part of the bus network are already nearing capacity during peak times, while congestion is resulting in poor journey time reliability.

Better travel options

Our investment during the next three years will support an integrated and well-designed land transport system to get people using different ways to move around for many of their journeys. This investment will help to reduce regional transport emissions and increase the number of people using alternative travel options to private vehicle.

In the next 10 years, we propose to spend \$2.5 billion on public transport with our partners. This investment will improve the bus network and upgrade the rail network, introduce a new service to Wellington Airport, build improved park and ride facilities and integrate ticketing across the networks.

While initial investment in the rail network is through the government's NZ Upgrade Programme, ongoing investment will improve the capacity, reliability and resilience of regional and inter-regional rail journeys.

New walking and cycling infrastructure will also continue to be delivered across the region, including two sections of Te Ara Tupua, the long-awaited link between Wellington and the Hutt Valley - Ngā Ūranga to Pito-one and Pito-one to Melling.

Other key walking and cycling projects in the region are the local government-led Tahitai (connecting Wellington CBD to the eastern suburbs), Northern Connection, Porirua to Titahi Bay, Eastern Bays and Riverlink projects. These will all make cycling and walking throughout the region safer. Within the Hutt Valley, work continues on the Urban Cycleways Programme with construction underway on the Beltway cycleway and further government funding for the Eastern Bays shared path that will link into the Remutaka Cycle Trail, the Great Harbour Way (Te Aranau o Pōneke) and Te Ara Tupua. A further \$26 million will be spent on Wellington City Council's cycleways to complete projects underway and business case development and pre-implementation to deliver the next phases.

In Porirua, \$4 million will be invested in the first phases of providing shared paths that will better connect Kenepuru residential and business areas with Porirua's city centre.

Te Whanganui-a-Tara Wellington

key projects 2021-24



With further population increases, our focus is on:

- shifting people to safe and sustainable transport options, including improved walking and cycling access, investment in mass transit, improving ferry access and access to the port
- supporting improved rail capacity and resilience to enable more people to access social and economic opportunities and support economic prosperity
- improving railway station access and support development of housing and businesses around public transport hubs, including opportunities identified through the Wellington Regional Growth Framework
- working with Wellington councils to manage carparking in the city centre, city fringe area and other key centres to increase public transport patronage, and walking and cycling for trips to these locations
- identifying opportunities for smaller projects, including getting the most from the current network and trialling innovative solutions that can improve transport system outcomes, while more significant projects are planned and built.

Improving safety

Throughout the Wellington region, \$102 million will be spent during the next three years to reduce annual deaths and serious injuries across the region by six.

The SH58 and SH2 Melling transport improvements will help improve safety on existing roads, especially at high-risk intersections and on high-risk urban and rural roads, while major projects, including Transmission Gully and Peka Peka to Ōtaki (PP2Ō), will improve safety through new infrastructure.

More than \$28.4 million is being invested to improve the safety of 22.5kms of SH2 through the Remutaka Hill corridor, \$15.6 million on 3.7kms of SH2 along the Hutt Valley corridor, and a further \$22.6 million along 8.7kms of SH2 from Masterton to Carterton on both new infrastructure and speed reviews.

Further safety improvements through speed reviews and investigations into new infrastructure are being made on SH1 from Ōtaki to Levin and SH57 between Levin and Shannon. Further work is underway to ensure the old SH1 through Kāpiti Coast is safe and fit-for-purpose as a local road once PP2Ō is complete.

Summary of achievements from 2018-21

- Completion of the \$7m northern and central sections of Lower Hutt's Beltway cycleway, from Waterloo Station to the Hutt River, at Taita; and the \$14.8m Te Hikoī Arawera separated pathway between Lower Hutt and Wainuiomata, in partnership with Hutt City Council.
- Work was completed on the \$6.8m Hutt Road cycling improvements, including Kaiwharawhara Bridge and the Cobham Drive section of the Tahitai pathway; and work is now underway on the \$10m Oriental Parade to Evans Bay section of the Tahitai bike path. These projects are being delivered in partnership with Wellington City Council.
- Completed a significant programme of maintenance work on SH2 through the Wairarapa, including on the Remutaka Hill to improve safety.
- Good progress was made on the \$1.25 billion Transmission Gully motorway which is expected to open to traffic late 2021, and the \$405 million Peka Peka to Ōtaki (PP2Ō) section of the Kāpiti Expressway which is expected to open to traffic in late 2022.

Improving freight connections

Major roading infrastructure projects such as the Transmission Gully motorway, Peka Peka to Ōtaki Expressway and safety improvements to SH58 will provide more resilient, reliable routes in and out of Wellington.

We'll continue to investigate other resilient links that will support integrated urban development and housing and more reliable journeys through the development of the west-east access business case that will build on work undertaken on Petone to Grenada as well as exploring other mechanisms to improve west-east access and support urban development.

Ongoing work and investment into new ferries and a multi-user ferry precinct will improve access for freight and passengers and ensure a more efficient operation for freight delivery on either side of Cook Strait.

Under the Rail Network Investment Programme, resilience and safety for passenger and freight services will be improved through the replacement of two bridges north of Waikanae on the Main North Island Trunk line.

Across the region on the metro and regional lines and rail yards, 22kms of track will be re-sleepered and 24km of track re-railed, along with other track and civil infrastructure works to reduce derailment risks and improve formation and drainage.

Let's Get Wellington Moving

This is a joint initiative to deliver a transport system capable of moving more people, goods and services using fewer vehicles. The \$6.4 billion programme has a focus on mass rapid transit and reallocating road space to support better public transport services, and new walking and cycling initiatives.

From Ngāūranga Gorge to Wellington Airport, Let's Get Wellington Moving (LGWM) will focus on Wellington's urban motorway and connections to the central city, better access to Wellington Hospital and to the city's eastern and southern suburbs.

During this NLTP period, the programme will continue its focus on the short-term 'early delivery' activities that include:

- Central city pedestrian safety improvements to make it safer, quicker and easier for pedestrians to cross.
- Cobham Drive crossing and speed review to improve safety for pedestrians and cyclists to cross and connect with the Evans Bay cycleway.
- Golden Mile improvements making bus travel through the central city faster and more reliable, and improving safety for pedestrians along this corridor.
- Thorndon Quay and Hutt Road improvements that make this corridor safer and more attractive for bus users, pedestrians and cyclists.
- Travel behaviour change incentives and education initiatives to encourage people to travel outside of peak hours, reduce travel by single-occupancy private vehicles, and reduce the need to travel.

LGWM will also advance the City Streets package that includes public transport, walking, cycling, safety and amenity improvements to improve travel choices across the central city and multimodal connections to suburban centres.

The business cases for major projects such as mass rapid transit and strategic highway improvements will continue to be progressed, including community engagement.

Almost \$94 million will be invested in developing the detailed business case through to implementation for mass rapid transit that will connect the railway station with the hospital, Newtown, Miramar and the Wellington Airport. Mass rapid transit will improve travel choice and help shape a compact, sustainable city.

A further \$81 million will be provided for the detailed business case through to implementation phases for proposed investments in State Highway 1, including improvements to the Basin Reserve, and the construction of a second tunnel through Mt Victoria. Both projects will provide improvements for all transport modes, including pedestrians, cyclists and public transport.

Investment highlights for 2021-24

- \$28.4 million is being invested to improve the safety of 22.5kms of SH2 through the Remutaka Hill corridor, \$15.6 million on 3.7kms of SH2 along the Hutt Valley corridor, and a further \$22.6 million along 8.7kms of SH2 from Masterton to Carterton on both new infrastructure and speed reviews.
- LGWM:
 - › Central city pedestrian safety improvements to make it safer, quicker and easier for pedestrians to cross.
 - › Cobham Drive crossing and speed review to improve safety for pedestrians and cyclists to cross and connect with the Evans Bay cycleway.
 - › Golden Mile improvements making bus travel through the central city faster and more reliable, and improving safety for pedestrians along this corridor.
 - › Thorndon Quay and Hutt Road improvements that make this corridor safer and more attractive for bus users, pedestrians and cyclists.
 - › Detailed business case through to implementation for the development of mass rapid transit and State Highway 1 improvements, including to the Basin Reserve, and construction of a second tunnel through Mt Victoria.
- \$3.8m is being invested in travel demand management at Wellington Hospital for a public transport pilot initiative to help safer and more efficient travel to the hospital.
- \$43 million to investigate and implement access improvements and support better travel options in the Hutt Valley and Porirua's eastern regeneration and Kenepuru areas.



Let's Get Wellington Moving

Let's Get Wellington Moving (LGWM) is an ambitious \$6.4 billion programme to transform Wellington's transport system to support projected growth, reduce congestion and make it safer and easier to get around.

The last few years have been spent engaging with Wellingtonians and key stakeholders on a range of options for Wellington's transport future and starting to plan projects that will be delivered by June 2024.

This includes a project to re-develop Lambton Quay and Willis Street between Parliament and Courtenay Place – the area known as Wellington's Golden Mile. This involves removing cars and trucks and widening footpaths to create a more attractive, accessible space to walk, shop and dine in the city. Bus stop improvements and dedicated bus lanes will make bus services more reliable.

Over the next three years Wellington City Council, Greater Wellington Regional Council and Waka Kotahi will invest \$2.9 billion on this and other transport improvements in the capital, including:

- improvements aimed at reducing congestion and increasing safety along Thorndon Quay and Hutt Road
- completing walking and cycling links into the central city and connecting the central city with Te Ara Tupua, the walking and cycling path planned between Wellington and Lower Hutt
- making it safer for people who walk through the busiest places in the central city, for example, by improving traffic signals or installing raised, widened or new crossings
- making speeds safer along State Highway 1 from Mount Victoria to Wellington Airport
- enhancing the street environment and improving access to Kaiwharawhara ferry terminal
- improvements aimed at encouraging more people to use buses.

Longer-term, LGWM will investigate options to connect the central city and southern suburbs using rapid transit, options for improving access around the Basin Reserve and installing a second tunnel in Mount Victoria.





\$289
million

Forecast total investment

\$212
million

Forecast maintenance and operations

\$13
million

Forecast public transport investment

\$10
million

Forecast walking and cycling

\$22
million

Forecast Road to Zero

Top of the South

Nelson, Tasman and Marlborough

The regions of Nelson, Tasman and Marlborough make up the Top of the South. The Top of the South economy depends on a reliable and efficient land transport system for its primary industries to get goods to market.

Population and economic growth are driving the need for a land transport system across the Top of the South that is safe, more resilient and offers travel choice.

While it's critical the region is supported by good freight routes to ensure economic prosperity, in the region's urban areas greater numbers of people need to be using public transport and walking or cycling. A shift in the way people move about will help reduce the impact the transport sector has on the environment.

In Nelson and Richmond, integrated urban and transport planning in partnership with local councils, and better transport choices are a focus for this NLTP period. Improvements are planned for walking and cycling facilities and to the public transport network to boost patronage.

Work is underway by both the Nelson and Tasman councils to review the Future Development Strategy. Part of that review will consider how land use planning is supported by an integrated land transport system, offering choice in the way people move around. In Nelson, this is supported by the Nelson Future Access project, in which the programme business case has identified how to improve walking and cycling facilities and public transport services on local roads, and state highways from Annesbrook in the south to the port in the north.

In Tasman, the integrated regional approach is supported by the Richmond Transport Programme business case and network operating framework.

Improving safety

Outside the main urban areas, the focus for the Top of the South is on safety.

Throughout Top of the South during the next three years, \$22 million will be spent on improving safety across one corridor to reduce deaths and serious injuries. This will include the installation of median barriers on SH6 from Blenheim to Nelson.

Under the government's COVID-19 Response and Recovery Fund, \$6.8 million is being invested in safety upgrades to Motueka's High Street (SH60). This will include the construction of a roundabout, installation of traffic signals and a new pedestrian crossing.

Better travel options

Completing the Richmond Transport Programme business case and the detailed business case for Nelson Future Access project are critical to make decisions on the form and timing of walking and cycling improvements in these two urban areas. These complementary business cases are key to ensuring a long-term integrated approach to all travel modes and through both urban areas.

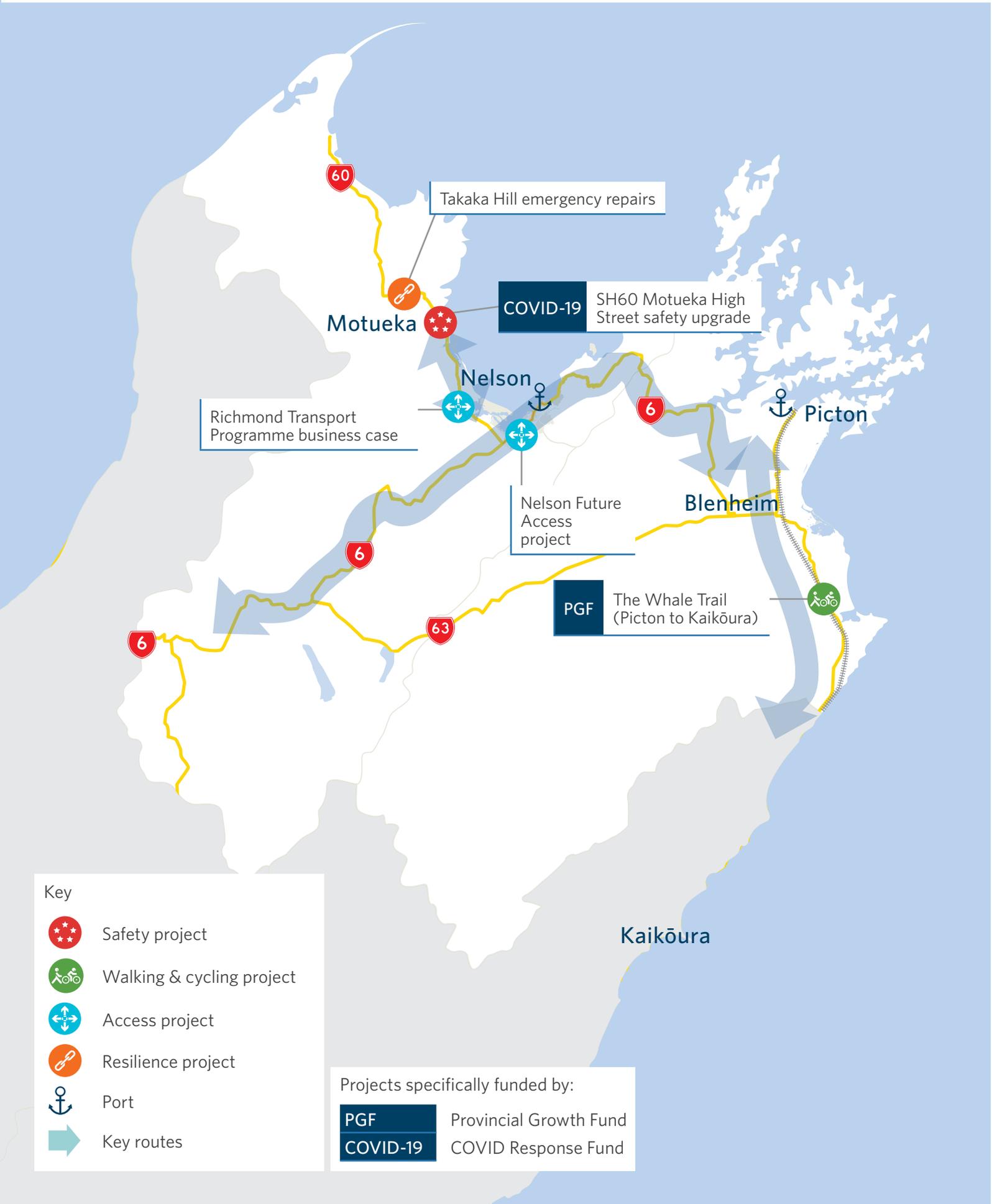
The Nelson Future Access project considers the key connections through the Nelson urban area, how to ensure that these are safe, and enable more people to walk and cycle to access school, work and recreational opportunities.

Richmond and the wider Tasman region is experiencing significant business and residential growth resulting in increasing traffic volumes. The Richmond Transport Programme business case is looking to address this by identifying ways to make Richmond a safer and more reliable place to travel around. It has a focus on providing options, so people are less reliant on using private vehicles, particularly for short trips in and around Richmond. This focus will help to lower transport emissions in the region. The business case is also looking at how to support a vibrant town centre while ensuring the transport system can support better connections to neighbouring towns and Nelson city.

In Marlborough, the 2021-24 NLTP will continue to support the delivery of the Whale Trail, a 160km off-road cycle trail connecting Picton and Kaikōura.

Top of the South JC1-1354

Nelson, Tasman and Marlborough key projects 2021-24



Takaka Hill emergency repairs

Motueka

COVID-19 SH60 Motueka High Street safety upgrade

Nelson

Richmond Transport Programme business case

Picton

Nelson Future Access project

Blenheim

PGF The Whale Trail (Picton to Kaikōura)

Kaikōura

Key

-  Safety project
-  Walking & cycling project
-  Access project
-  Resilience project
-  Port
-  Key routes

Projects specifically funded by:

-  PGF Provincial Growth Fund
-  COVID-19 COVID Response Fund

Improving freight connections

The Nelson Future Access project will recommend long-term solutions to provide greater resilience on SH6 Rocks Road, a regionally significant freight link. While no work is expected to be undertaken this NLTP, the detailed business case will identify a clear plan for the future of the transport system.

SH6 and SH60 provide critical links to Port Nelson and Nelson Airport from both Nelson and Tasman. We continue to work with both regions on low cost low risk safety and freight efficiency improvements.

Inter-island road and rail links down the east coast of the South Island, between Picton and Christchurch, are critical for the movement of freight. KiwiRail is progressing plans to replace its three ferries with two larger ferries from 2024. This will place additional pressure on the regional transport system. We're working with KiwiRail, Port Marlborough and the Marlborough District Council to support the Waitohi Picton Transport Network planning and Waitohi Picton Ferry Precinct Redevelopment project to ensure the transport network is able to accommodate the increased traffic volumes. This includes improvements to SH1. We're also working with the Marlborough District Council to develop a Blenheim Integrated Transport Strategy to provide a long-term view of Blenheim's transport system.

Under the Rail Network Investment Programme, resilience works will be carried out on the Main North Line. Bridge 189, south of Picton, will be replaced. In addition, the last remaining overhead power cables for signals on the Main North Line, between Picton and Spring Creek will be removed, which will reduce the line's vulnerability to weather events. About 3kms of track will be re-sleepered and 1km of track re-railed, along with other track and civil infrastructure works to improve formation and drainage.

Investment highlights for 2021-24

- Completion of the Richmond Transport Programme business case, in response to the traffic growth through and around Richmond.
- Completion of the detailed business case for the Nelson Future Access project.
- Work on SH60 Tākaka Hill to repair damage from Cyclone Gita on SH60 Tākaka Hill, between Riwaka and Tākaka.
- Safety improvements and speed review on SH1 inland alternative route, Maruia to Renwick.
- Speed review on SH1 Blenheim to Seddon.
- Continued progress on the Whale Trail, a 160km off-road cycle trail connecting Picton and Kaikōura. This is funded through the Provincial Growth Fund.

Summary of achievements from 2018–21

Nelson

- Engagement completed for Nelson Future Access project detailed business case.
- Speed review for State Highway 6 from Blenheim to Nelson completed and safer speed limits implemented
- The replacement Saltwater Creek bridge was built and opened, in conjunction with Nelson City Council.
- Work was completed on the Tahunanui shared pathway.

Tasman

- Completed construction of the shared pathway for walking and cycling between Tākaka and Paines Ford to improve safety along SH60.
- Emergency repair works continued on SH60 Tākaka Hill, following damage caused by Cyclone Gita. Construction is well advanced across all five sites and on schedule for the highway to re-open to two lanes by the end of 2021.

Marlborough

- Completed construction of a new bridge on SH1 over the Ōpaoa River, providing safer access for cyclists and pedestrians.
- Completed construction of a new roundabout at the intersection of SH6 and SH62 to improve safety
- Work was nearing completion on the new cycle lanes along Middle Renwick Road (SH6), from Murphys Road/Battys Road through to Westwood Business Park, Blenheim – a joint project with Marlborough District Council.
- Work was underway to plan for better Picton Port Access and redevelopment, in conjunction with KiwiRail, Marlborough District Council and Ports of Marlborough.

Safer speeds, safer people

In 2019, community members from Golden Bay contacted Waka Kotahi, worried about locals' and visitors' safety on a stretch of State Highway 60 (SH60) between Paines Ford and Tākaka. The area had a 100km/h speed limit.

Some community members thought the summer season speed limit of 80km/h should be in place all year round.

After engagement and consultation with the community and stakeholders, in May 2021 a permanent new speed limit of 80km/h was put in place from Paines Ford to Tākaka.

Tākaka community member Linda O'Connor, who coordinated the local campaign for a safer SH60, said the community has seen a change since the new speed limit came into effect.

'Many people have commented how great it is to have the speed limit at 80km/h rather than 100km/h. The change was felt immediately; driving, walking, crossing the road felt safer, calmer, less stressful.'

Speed can be the factor that determines whether you're killed, seriously injured or walk away unharmed in a crash. The community wanted the highway to be safer for everyone, including those walking or cycling.

'It was particularly difficult for pedestrians crossing the highway to get to the popular Paines Ford recreation area' says Linda. 'It simply makes sense to slow down when coming into a built-up area.'

In 2021, a walking and cycling path was also built alongside the highway between Paines Ford and Tākaka. Together with the safer speed limit, this section of SH60 is now safer for everyone.

This was just one of 34 speed reviews held across New Zealand as part of the 2018–21 National Land Transport Programme, resulting in speeds being made safer on 587.2kms of state highways.

Over the next three years, we'll invest \$45 million to improve safety and provide people with healthier, more environmentally friendly travel options in the top of the South Island.





\$178 million

Forecast total investment

\$142 million

Forecast maintenance and operations

\$567,000

Forecast public transport investment

\$2 million

Forecast walking and cycling

\$18 million

Forecast Road to Zero

Te Tai-o-Poutini West Coast

Maintaining safe, reliable road and rail freight connections is essential for the recovery of the West Coast after the region’s main economic driver, tourism, was severely impacted by COVID-19.

Tourism was the region’s fastest growing economic sector. However, global travel restrictions as a result of the COVID-19 pandemic have greatly affected the local economy.

While the region serves the domestic travel market and awaits the return of international visitors, it is reliant on having good access to employment, education, training opportunities and essential services.

We’re continuing to work with local government and our industry partners to identify regional recovery opportunities where transport-related investment will provide economic benefits.

Investment in the region during the 2021–24 NLTP will be targeted at maintaining critical connections with the remainder of the South Island, improving preparedness in responding to extreme weather events, maintaining access to existing tourist locations and improving safety across the road and rail network.

The West Coast’s dispersed settlement, relative isolation to neighbouring regions, vulnerability to adverse weather events, and mountainous coastal terrain present significant challenges in maintaining access along the length of State Highway 6 (SH6) which forms a critical lifeline link between the region’s communities. The highway is prone to closures from slips, rock falls, flooding and crashes.

Maintaining critical connections

A large proportion of our \$142 million investment on the West Coast over this NLTP period, will be spent on maintaining and operating the state highway and local road networks. This includes maintaining road condition, drainage and structures, and specific river and slope protection works.

It is planned to resurface 300 lane kilometres of local roads, put 80,000 cubic metres of metal on unsealed roads and renew 7,500 metres of drains.

Significant investment is also planned for the two special purpose roads (Karamea and Jackson Bay Road) which will include bridge and culvert renewals and resurfacing work.

In addition, 21kms of rail track will be re-sleepered, 15kms of track re-railed and other civil and track works carried out to improve the resilience and reliability of the West Coast’s vital rail links.

We have a programme of work to improve freight connections on the West Coast which will enable larger trucks to access the region’s primary produce and get goods to market. It also helps to improve safety. This programme includes upgrading and replacing the region’s single-lane bridges of which there are about 50 on the state highway network.

During the 2018–21 NLTP, we replaced the single-lane wooden SH7 Ahaura Bridge and during this NLTP period we begin work to plan for the replacement of Stoney Creek Bridge.

We’re also improving safety on West Coast bridges with an ongoing programme of investment to upgrade guardrails to prevent run-off crashes which are more likely to result in deaths and serious injuries. Major guardrail safety improvements on the Taipō River Bridge (SH73) between Jacksons and Kūmara, is one of the five single-lane bridges to benefit from the regional package of the NZ Upgrade Programme.

Through the 2021–24 Rail Network Investment Programme, five West Coast rail bridges, four of which are on the critical Midland Line connecting the West Coast to the rest of the rail network, will be replaced and two others will be strengthened.

North of Westport, work will start this NLTP on protection works at the Ngakawau River Bridge to protect the highway. This work will improve both the security and resilience of SH67, a critical lifeline route for the local community and freight services. This work is funded through the regional package of the NZ Upgrade Programme.

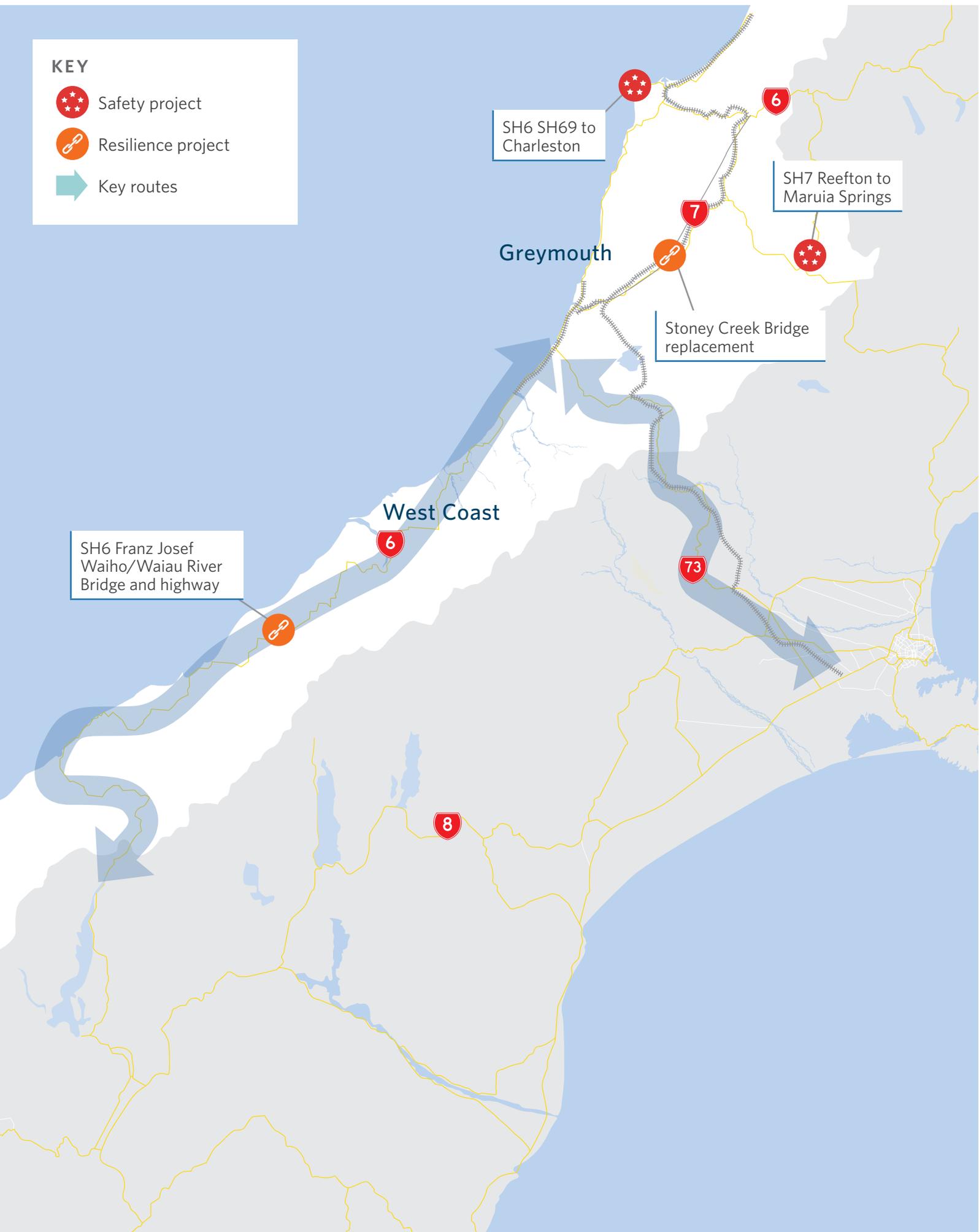
Each West Coast district benefits from significant investment in maintenance, operations and renewals right across the network.

Te Tai-o-Poutini West Coast

key projects 2021-24

KEY

-  Safety project
-  Resilience project
-  Key routes



Improving preparedness to extreme events

The West Coast roading network is particularly susceptible to climate change. The natural geographical constraints mean there are a lack of alternative routes and detours are often long.

We developed a Transport Resilience Framework to:

- improve our knowledge of risk and potential social and economic impacts, along with vulnerability maps to increase understanding and effectiveness of preventative maintenance
- increase preparedness through emergency response plans
- identify crucial road connections
- increase staff capability and capacity to better manage disruptive events.

During this NLTP, we will implement the framework by investigating the best use of resilience investment along SH7 Lewis Pass and SH73 Arthur's Pass to strengthen alternative links to Canterbury and the freight hubs at Christchurch International Airport and Lyttelton Port.

SH6, connecting to Nelson in the north and Otago in the south, is prone to flooding and slips, particularly south of Hokitika where there is a limited network of local roads to provide reliable detour routes. During the next three years, we'll look to improve our emergency response plans and investigate the most effective ways to provide real-time information for customers.

Maintain access

At Punakaiki, 4kms of new shared cycling and walking path along SH67, linking with the new Dolomite Point Experience Centre, recognises the importance of the visitor economy to the West Coast.

At Franz Josef, we're continuing to work with our partners to maintain access to the glacier and the town. A major flood in March 2019 caused significant damage to the glacier access road and flooding in the town. In the long-term there are ongoing risks and uncertainties relating to the future of the glacier, an increased flood risk with the Waiho/Waiiau River, the rising riverbed caused by sediment pattern changes and the town's close proximity to the Alpine Faultline. We're working to investigate the most sustainable way to provide access that aligns with the Franz Josef Future Plan.

Summary of achievements from 2018-21

- Reinstatement of the Waiho River Bailey Bridge and construction of the new two-lane Ahaura Bridge.
- Construction of the Croesus Trail, 10kms of which forms part of the 55km Great Walk Paparoa Track.
- Significant repairs following ex-Cyclone Fehi at Dolomite Point, 17 Mile Bluff, Bruce Bay and Gates of Haast.
- Roding, parking and path improvements at the iconic pancake rocks and blowholes at Punakaiki, delivered in partnership with the Department of Conservation and Buller District Council.
- Work to prevent slips and rock falls on SH6, SH7 and SH73.

Improving safety

On SH6, we plan to invest in the design, and start construction on a number of safety improvements, including new signage and road markings, wider centrelines and installing safety barriers at high-risk locations along 60kms of the corridor.

A winding and challenging section of SH7 from Reefton to Maruia Springs, including Blacks Point, has been prioritised for a speed review.

Investment highlights for 2021-24

- SH6/SH69 to Charleston will have safety improvements including roadside barriers at high-risk locations and a speed review.
- Planned to resurface 300 lane kilometres of local roads, put 80,000 cubic metres of metal on unsealed roads and renew 7,500 metres of drains.
- SH7 from Reefton to Maruia Springs, including Blacks Point, has been prioritised for a speed review.





\$1.2 billion

Forecast total investment

\$605 million

Forecast maintenance and operations

\$246 million

Forecast public transport investment

\$14 million

Forecast walking and cycling

NZUP \$141 million

Forecast NZ Upgrade Programme

\$146 million

Forecast Road to Zero

Waitaha Canterbury

Investment throughout Canterbury during the 2021-24 NLTP is focused on creating a safe, more resilient road and rail network, that supports the movement of people and goods.

As Canterbury produces around 57% of the South Island's GDP - the main contributors being construction and specialist manufacturing, primary production and food processing - there is a significant movement of freight through the region. Planning during the next three years will continue to support inter-regional freight connections and initiatives that ensure freight is moved using the safest and most efficient travel option.

We will continue to support our partners to engage in planning to improve the safety and resilience of the transport network. This includes the implementation of a safety programme, working to better manage the way the network supports all road users and reducing speeds in places with poor crash histories.

In Greater Christchurch, we're working with our partners to manage demand on the network and improve transport integration which supports population and economic growth through the development of the Greater Christchurch Spatial Plan. This includes integrated land use planning that will support increased use of public transport, and walking and cycling facilities. We're also ensuring we maintain necessary freight routes to critical transport infrastructure, such as Christchurch International Airport, Lyttelton Port and MidlandPort, at Rolleston.

Greater Christchurch

Without intervention, growth in Christchurch and the wider region will result in continued travel by private vehicles leading to increased carbon emissions.

The development of safe, separated cycleways throughout the city and connecting Selwyn and Waimakariri districts has already seen an increase in cycling numbers but more needs to be done.

The Greater Christchurch Partnership (GCP) continues to encourage walking and cycling within the city and wider region. The shared development of the Greater Christchurch Mode Shift Plan is now feeding into planning and programming for new cycling, walking and public transport initiatives to change travel behaviour.

The Greater Christchurch Spatial Plan will determine the preferred land use development option for Greater Christchurch over the next 30 years. This work includes ensuring the land transport system that is developed to support this growth is sustainable and provides easy access to a range of travel options, including connected public transport, walking and cycling.

Walking and cycling

Work continues on the development of Christchurch's 13 major cycleways, providing 101kms of safe cycling facilities across the city and connecting to shared pathways built to the north and south of Christchurch during the last three years.

Four of the major cycleways have been completed and another six are either partially completed or under construction. All of these are expected to be completed during this 2021-24 NLTP period when we will be investing a further \$5.3 million in the development of these cycleways to support travel choice across the region.

The major cycleways support residents on both sides of the Waimakariri River who now have access to 15kms of separated shared path, adjacent to the new Christchurch Northern Corridor motorway, and new cycle links built as part of the Christchurch Southern Motorway (stage 2) project. All these new routes are contributing to an increase in cycling throughout Greater Christchurch.

Improved cycling paths and pedestrian improvements are also a part of the Christchurch Central City Accessible City Programme implementation which continues. In the city's central business district, streets such as Hereford, Victoria, St Asaph and Manchester are more accessible for walking and cycling, with wider footpaths and new cycling facilities. Improvements will continue during the next 10 years, with similar programmes of changes scheduled for Colombo, High, Worcester, Lichfield, Kilmore and Salisbury streets in coming years.

Waitaha Canterbury

key projects 2021-24

Key

-  Safety project
-  Walking & cycling project
-  Public transport project
-  Access project
-  Port
-  Key routes

Projects specifically funded by:

NZUP

 New Zealand Upgrade Programme


SH1 realignment north of Kaikōura

Kaikōura

Christchurch major cycleways

SH1 Ashley to Belfast

SH76 Brougham Street improvements

Halswell Road improvements

West Melton rural intersection improvements

Christchurch Central City Accessible City Programme

Rolleston improvements

Christchurch

Christchurch to Akaroa speed review

Ashburton

SH1 Rakaia to Ashburton

Rural intersection improvements:

- SH1 Walnut Ave intersection
- SH1 Tinwald corridor

Timaru

SH8, SH79, SH80 MacKenzie Country, pull over areas

NZUP

SH1 Timaru to St Andrews

Public transport

Three integrated business cases are investigating improvements to the public transport network in Christchurch. Known as PT Futures, the business cases have identified improvements to five existing core bus routes and overall improvements to the network. The final business case – being developed in conjunction with the Greater Christchurch Spatial Plan – is investigating the factors required to support a frequent and high capacity public transport route, and how Greater Christchurch’s public transport system can evolve to deliver a much greater proportion of travel by public transport. We’re investing over \$3.5 million in PT Futures over the next three years.

During this NLTP period, we will work with our partners Christchurch City Council (CCC) and Environment Canterbury to complete the bus priority lane on Lincoln Road, from Halswell Road to Whiteleigh Avenue, extending the lane already proposed between Whiteleigh Avenue and Moorhouse Avenue.

In the next 10 years, improvements will be made to the existing bus priority lane on Colombo Street. Other improvements to the public transport network during the next decade will include upgrades to intersections to enable bus priority along core routes and improvements to bus shelter facilities and real-time information systems.

Almost \$2 million will be invested in the on-demand public transport service in Timaru.

NZ Upgrade Programme

The NZ Upgrade Programme includes \$300 million for projects to support significant residential and industrial growth in the southwest sector of Christchurch and neighbouring Selwyn district, as well as three projects focused on improving safety at rural intersections.

All projects have reached significant milestones, including the completion of a number of business cases.

Elements within the projects include:

- Rail corridor improvements and intersection upgrades along SH1 in the Rolleston area, as well as a Rolleston overpass for local access.
- Two bus lanes on SH75 Halswell Road, which will connect with the Christchurch City Council bus lanes on Lincoln Road.
- Improvements to Brougham Street, including priority for buses, walking and cycling across the corridor and for vehicles carrying multiple people and/or freight along the corridor. Intersection improvements will make it safer for communities.
- Rural intersection safety improvements in West Melton, Tinwald and Ashburton.

Summary of achievements from 2018-21

- Christchurch Motorways – the southern and northern motorways were opened, including the Northern Corridor T2 lane and new shared path.
- Completion of the \$28.7 million fire deluge system in Lyttelton Tunnel and alternative hazardous goods route over Evans Pass, from Sumner to Lyttelton.
- A series of new shared paths opened across the region, including the Leeston to Doyleston cycleway in Selwyn, a path linking Woodend to Gladstone Park and Pegasus in Waimakariri, and significant sections of major cycle routes in Christchurch.
- Safety barriers installed, for example, along Queen Elizabeth II Drive, Christchurch, and on SH7 between Waipara to Waikari.

Freight access

By the end of 2021, the final seals will have been laid on both the Christchurch Southern Motorway (Stage 2) and Northern Motorway. Both motorways are supporting the region's economy, improving freight access to key destinations, such as the Christchurch International Airport and Lyttelton Port. One of the major resurfacing projects in this NLTP is resealing Lyttelton Tunnel.

Improving safety

Through our Road to Zero programme, we're supporting local councils to develop and deliver safety improvements, including 3kms of side barriers at nine high-risk locations along Dyers Pass Road. Following this project, attention will shift to safety improvements on Evans Pass.

The level crossing programme has improved safety at both Kirk Road and Carmen Road, while just north of the city, flexible, median safety barrier will soon be installed on the northern motorway, between Tram Road and Cam River.

Improving safety at intersections is a key focus. In this NLTP period, we will invest \$2.6 million to support Christchurch City Council to improve the intersection of Pound and Ryans Roads. We will also invest \$5.4 million for an intersection upgrade at Greers/Northcote/Sawyers Arms in Christchurch.

Wider Canterbury Region

In the wider Canterbury region, we continue to make safety improvements to large sections of the state highway network.

During the next three years, we'll invest to improve safety across eight corridors to reduce annual deaths and serious injuries in the region. This work includes a range of safety improvements to:

- SH1 Ashley to Belfast
- SH71 Rangiora to SH1
- SH73 West Melton to Yaldhurst
- SH75 Tai Tapu to Akaroa
- SH1 Templeton to Selwyn River
- SH1 Timaru to St Andrews corridor
- SH1 Rakaia to Ashburton corridor.

Safety has already been improved at level crossings at Rangitata (SH79) in South Canterbury, and at Winchester, Chertsey, and two locations just south of the Selwyn River (Selwyn and Boundary Creek Road level crossings), all off SH1. In 2021-24, the Heaton Street level crossing in Timaru will be upgraded.

Working with Selwyn District Council, we're funding two two-lane roundabouts to improve safety at the Springs Road/Marshs Road and Shands Road/Blakes Road intersections, and five intersection upgrades near Prebbleton to accommodate increased traffic volumes with the opening of the Southern Motorway.

Similarly, Timaru District Council has been able to complete improvements at a historically high-risk intersection between Timaru and Geraldine - the intersection of Winchester-Geraldine, Tiplady, McKenzie and Coach roads where there have been eight major crashes in the past 10 years.

We are also working with Timaru District Council on a plan to better manage freight movement through the industrial area of Washdyke, north of the city.

The regional package of the NZ Upgrade Programme is investing \$5 million for pull-over areas in the Mackenzie Basin on SH8, SH79 and SH80.

We are also looking to make safety improvements on SH73 through Sheffield when we dig up and re-lay the road. This includes safer parking, and minor intersection and kerb changes.

Resilience

In the north, there is a safety improvement project underway to realign a section of SH1 south of the Clarence River and north of Kaikōura. It will straighten the highway, add an additional overtaking lane going south and extend an overtaking lane going north.

In the summer, we will be completing a major realignment of SH7 at Sylvia Flats, west of the Hanmer Springs turnoff. This realignment is required to prevent the Lewis River from cutting into the highway and threatening the route, which is a vital link between the east and west coasts of the South Island.

We're supporting Hurunui District Council in its planning to replace the Conway River Bridge on the Inland Road (Route 70). The current structure is reaching the end of its life.

Under the 2021-24 Rail Network Investment Programme, investment will be targeted at the vital main freight and long-distance passenger lines that connect Canterbury to ports and the other regions. Seven rail bridges will be replaced (one on the Midland Line and six on the Main South Line) and 11 bridges will be strengthened (two on the Main North Line, one on the Midland Line and eight on the Main South Line). A total of 31kms of track will be re-sleepered and 10kms of track will be re-railed, along with other track and infrastructure works to reduce derailment risks, improve drainage, stabilise slopes and enhance river and coastal protection.

Keeping the land transport system well maintained and safe is a large part of the annual investment in the Canterbury region and Greater Christchurch area. This money ensures the transport system is safer, more reliable and easier to use, helping to keep communities connected and supporting economic growth.

Investment highlights for 2021-24

- \$130.5 million to improve safety across eight corridors, including a range of safety improvements.
- NZ Upgrade Programme is investing \$5 million for pull-over areas in the Mackenzie Basin on SH8, SH79 and SH80.
- Four of Christchurch's major cycleways are completed, and six more cycleways will be completed during this NLTP period.
- Safety improvement project is underway to realign a section of SH1 south of the Clarence River and north of Kaikōura.
- Completing a major realignment of SH7 at Sylvia Flats, west of the Hanmer Springs turnoff, to safeguard a vital link between the east and west coasts of the South Island.

Reviving the streets

Connecting communities

Innovating Streets projects trial temporary, low-cost changes that aim to provide people with safer, healthier and more environmentally friendly ways to move around their cities and towns.

In June 2020, Christchurch's Ferry Road project launched to fill a gap in the city's extensive cycling network by connecting the Heathcote Expressway cycleway and St Asaph Street cycleway. To keep people safer, speed limits were reduced from 50km/h to 30km/h. Street art and other visual improvements were also added.

Community input is an essential part of the Innovating Streets approach. So, before a paint tin was opened, Waka Kotahi connected with a range of local organisations and groups to be sure the design met the needs of the community.

This early input led to important improvements – cycle judder bars were added to slow cyclists down near school crossings and ramps were installed in key locations for people who walk in the area.

In April 2021 the cycleway was built using paint, planters and temporary separators so adjustments could be made quickly and easily, based on data collected in person and online.

There's been positive community feedback, including this: 'I love the new cycleway. I quite often use this route to get to Ara Institute of Technology and it's made it a much more pleasant and safer journey. I also love that cheerful street art is included.'

This change has seen the number of people cycling through the area increase by almost 20% since January 2021. This trial will run until May 2022. Insights and data collected will help the council decide whether or not to make the change permanent.

Over the next three years an additional \$30 million will be invested in a range of new Innovating Streets projects in communities around the country.





Wharekauri Chatham Islands

In the 2021-24 NLTP, we will invest \$13.3 million in the Chatham Islands' land transport system.

Of this amount, \$11.4 million will be spent on the operation and maintenance of the existing roading network to make it safer, more efficient and reliable to support the local economy. This work includes the resurfacing of unsealed roads and road renewals works in Kaingaroa.

A total of \$1.25 million will be spent on the replacement of the Whangamoe Bridge with a large culvert. Work is expected to be completed in 2022.

\$13.3
million

Forecast total investment

 **\$11.4**
million

Forecast maintenance and operations

 **\$21,000**

Forecast Road to Zero

 **\$1.87**
million

Forecast local road improvements



\$1.1 billion

Forecast total investment

\$636 million

Forecast maintenance and operations

\$90 million

Forecast public transport investment

\$63 million

Forecast walking and cycling

NZUP \$91 million

Forecast NZ Upgrade Programme

\$61 million

Forecast Road to Zero

Ōtākou/Murihiku

Otago/Southland

A safe, well-connected and resilient land transport system that gets goods to market and supports the economic recovery and growth of Otago and Southland post COVID-19 is the main focus of investment in the 2021-24 NLTP.

Achieving greater value for money will be the priority in the two regions, along with creating a safe system that reduces harm to both people and the environment.

In Otago, this NLTP we'll be focusing our investment on a safer and more resilient land transport system that supports regional growth and provides appropriate levels of service, as well as prioritised investments in Dunedin and Queenstown to improve access to public transport, walking and cycling and take better account of place and movement functions of city streets.

In Southland, the emphasis will be on improving both the safety and resilience of our network to help foster economic growth, maintain key road connections and ensure the right levels of service for everyone who uses our transport system.

We'll work with our partners to ensure the regions' roads are safer, more resilient and well-maintained to provide the access that communities rely on, and which are critical to the farming, forestry and tourism industries of both the Otago and Southland economies.

During the 2021-24 NLTP period, \$636 million will be invested in road maintenance and renewals in Otago and Southland.

COVID-19

Transport needs to play its part to support the post COVID-19 recovery of the tourism sector in both Otago and Southland.

Pre-COVID-19 growth pressures in Queenstown still need addressing. The current situation provides an opportunity to re-evaluate what is needed, where, and the scale and sequencing of growth and investment to achieve the Queenstown's spatial plan outcomes.

Maintaining safe and reliable road and rail freight connections is essential to support the COVID-19 recovery, along with improving access to employment, education and training opportunities and essential services for isolated communities.

Dunedin

Connecting Dunedin, a transport partnership between the Dunedin City Council (DCC), Otago Regional Council (ORC) and Waka Kotahi, is helping to ensure Dunedin is well placed to respond to the city's future transport needs. This partnership ensures close coordination of key transport projects and programmes, future land use and transport development for the central city, where the new Dunedin Hospital is being built.

The work programme is focused on a range of cycling and pedestrian improvements, safety, public transport initiatives and encouraging more traffic on to roads which prioritise vehicle movement while increasing the safety, access and amenity of others. This programme includes travel demand management projects, with \$15 million for safety and accessible upgrades in the central city and \$19 million to accelerate the development of the city's cycle network.

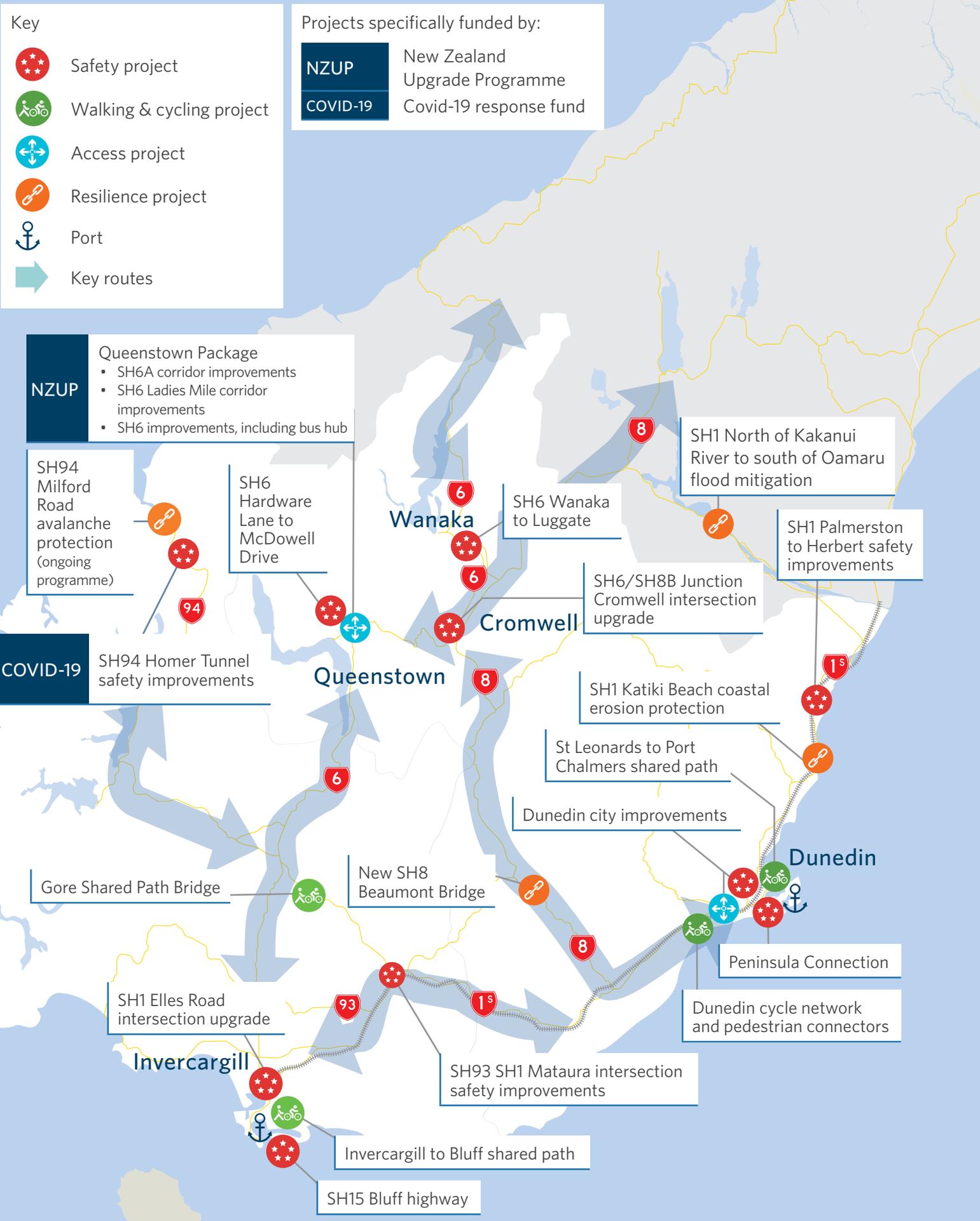
Investment will also be made in Dunedin this NLTP period to improve the frequency and reliability of public transport services.

Construction is underway on the \$32 million SH88 Dunedin to Port Chalmers improvements project that includes building the final 5km section of the SH88 shared cycling/walking path between St Leonards and Port Chalmers. When this path opens towards the end of 2022 it will provide a safer alternative route for cyclists to using SH88, a busy main road freight link between Dunedin and Port Chalmers. The path is expected to increase the uptake of walking and cycling as a viable commuting option between Port Chalmers and Dunedin.

Work will be completed on the \$22 million Company Bay to Broad Bay section of the Otago Peninsula Connection road safety improvements and shared walking and cycling project from Dunedin to the Otago Harbour entrance. Several seawalls built as part of this project will protect the main road between Dunedin and the Otago Peninsula from climate change-related sea level rises. The last sections of this project will be delivered in 2021/22 (part of Broad Bay and Portobello).

Otakou/Murihiku Otago/Southland

key projects 2021-24



Key

- Safety project
- Walking & cycling project
- Access project
- Resilience project
- Port
- Key routes

Projects specifically funded by:

- NZUP** New Zealand Upgrade Programme
- COVID-19** Covid-19 response fund

NZUP Queenstown Package

- SH6A corridor improvements
- SH6 Ladies Mile corridor improvements
- SH6 improvements, including bus hub

SH94 Milford Road avalanche protection (ongoing programme)

SH6 Hardware Lane to McDowell Drive

COVID-19 SH94 Homer Tunnel safety improvements

Wanaka

SH6 Wanaka to Luggate

SH1 North of Kakanui River to south of Oamaru flood mitigation

SH1 Palmerston to Herbert safety improvements

Cromwell

SH6/SH8B Junction Cromwell intersection upgrade

SH1 Katiki Beach coastal erosion protection

St Leonards to Port Chalmers shared path

Dunedin city improvements

Dunedin

Peninsula Connection

Dunedin cycle network and pedestrian connectors

Gore Shared Path Bridge

New SH8 Beaumont Bridge

SH1 Elles Road intersection upgrade

SH93 SH1 Mataura intersection safety improvements

Invercargill

Invercargill to Bluff shared path

SH15 Bluff highway

A \$15 million project to replace Dunedin's street lighting with LEDs will be completed during the first year of the 2021–24 NLTP. LED lighting increases safety and significantly reduces energy use and ongoing maintenance costs.

In this NLTP, further investment is planned to build on public transport patronage growth in Dunedin. Likely initiatives include more bus services from the south of the city, including from Mosgiel, and real-time tracking of buses showing their locations and expected arrival times.

Early in this NLTP period, work is expected to start on the new \$28 million two-lane Beaumont Bridge on SH8 over the Clutha River. This replaces a 140-year-old single-lane wrought iron truss bridge and creates a more resilient highway link over the Clutha River on one of the main road freight routes between Dunedin and Central Otago. It will ensure rural goods are moved more reliably to production centres and markets which is important for Otago's economic growth. Businesses and communities, as a result will have better and safer access to economic and social opportunities.

The new \$3.4 million single lane Hinahina Bridge over the Catlins River, near Owaka, has been completed, improving safety and resilience on an important road connecting local communities to social, educational and business opportunities. Designed to accommodate large logging trucks, the bridge will contribute to economic growth locally as well as through the wider Otago region. Sixty percent of this project is funded from the NLTP, with the Clutha District Council meeting the balance of the cost.

Queenstown

There is a multi-agency approach to managing transport opportunities and post COVID-19 growth in Queenstown, reflecting the town's popularity as both a place to live and a holiday destination. Kā Huanui a Tāhuna, is the name gifted to the recently established Queenstown Transport Alliance and will be crucial in delivering multiple programmes across the district, as well as other Crown-funded projects.

Several improvements to the SH6/SH6A highway corridor are being considered as part of the NZ Upgrade Programme to ensure better connections to other parts of the network and improve walking, cycling and public transport links. A total of \$115 million has been earmarked to build bus lanes on SH6 and bus priority measures on SH6A, supported by an improved bus hub on SH6. This investment also includes a new roundabout at Howards Drive (Lake Hayes Estate access) and an upgrade to the SH6/SH6A intersection.

The programme also includes the delivery of a range of public transport and walking and cycling improvements between Ladies Mile, Kawarau Falls Bridge and the Queenstown centre.

Public transport will continue to be coordinated between Waka Kotahi, Queenstown Lakes District Council and the Otago Regional Council, to address changing demands on the network, including significantly less tourist traffic due to COVID-19 border closures. This NLTP period, there will be investment in the planning and implementing of new public transport infrastructure for the town.

Building on the success of the Orbus public transport services, which started

operating in the resort in 2017, consideration will be given to supporting a more pedestrian-friendly town centre and other activities. These include improved parking management, new on-road/off-road shared walking/cycling opportunities, and a range of public transport service improvements.

Wakatipu Active Travel is another collaboration between Waka Kotahi, Queenstown Lakes District Council and the Otago Regional Council. This partnership will design a network of over 80kms of shared pathways across the Wakatipu Basin to encourage people to make walking and cycling their preferred travel choice. During this three-year period, \$13 million will be invested in the first stage of the Wakatipu walking/cycling network.

Southland

Work started this year on some elements of a Crown Infrastructure Partners (CIP) funded \$25 million upgrade to the 1.2km Homer Tunnel. This involves a \$3 million investment in tunnel safety including improvements for monitoring tunnel incidents and better management of traffic on the eastern side of the tunnel. Road user safety will see \$22 million invested at the Homer Tunnel involving protection work targeting tunnel specific risks. The tunnel is also the subject of a business case that will start in this NLTP to confirm the long-term strategy.

In south Invercargill, construction is underway on a new roundabout to improve safety and reduce the severity of crashes at the busy SH1/Elles Road intersection. This project includes a new level crossing and access road into an industrial estate and is scheduled for completion in the first half of 2022.

Invercargill City Council, Gore District Council and the Southland District Council are also replacing their streetlights with more energy efficient LED lights. This \$5 million programme will be completed at the end of 2021.

A 16km, off-highway shared walking and cycling path from Bluff to Awarua, connecting with a shared path to Invercargill, should be completed by the end of 2021. We're co-funding the \$1 million project with the Invercargill City Council and Environment Southland. The path will provide a safe alternative to SH1 for cyclists between Invercargill and South Port in Bluff and help to make cycling an attractive commuting option between Bluff and Invercargill. This path is also the final section of the 3,000km Te Araroa trail, a continuous walking trail from Cape Reinga in the north of New Zealand to Bluff in the south.

A new walking and cycling bridge across the Mataura River in Gore is to be built to complete the Gore District Council's cycle network. Work on this bridge is planned to start early in this NLTP period, with this new facility helping encourage more people to walk and cycle in Gore.

Invercargill City Council has started implementing a new public transport pulse timetable similar to those being successfully used in several small North American cities. Pulse timetables reduce bus wait times for people and improve the frequency of services and connections to other services.

This timetable builds on other initiatives to grow public transport use in Invercargill including the recent introduction of the new Bee Card. This makes it easier for people to use public transport with the added convenience of being able to top the card up online.

Improving safety

Throughout Otago/Southland during the next three years, we'll be spending \$61 million on improving safety across five corridors to reduce annual deaths and serious injuries in the region.

Safety improvements will start in the first year of this NLTP along 37kms of SH1, between Palmerston and Herbert, in east Otago. Between 2010 and 2019 there were 190 crashes with 13 fatalities and 24 people seriously injured along this section of highway. Measures to reduce fatal and serious injuries include wider centrelines, road widening, improved signage and roadside barriers fitted at high-risk areas along the route to reduce fatal and serious injury crashes.

A new \$5 million single-lane roundabout will be built at the SH6/SH8B intersection near Cromwell, to replace the current T-intersection. When completed in the second half of 2022, this project will help reduce the rising number of serious injury crashes at this busy intersection. The project is funded through the government's \$6.8 billion NZ Upgrade Programme.

More than \$4 million will be invested improving safety at the intersection of SH6 and SH84 and a further \$8.8 million along 3.4kms of SH6 from Hardware Lane to McDowell Drive.

Work is also underway on a \$7 million Queenstown Lakes District Council project to improve Ballantyne Road, a busy local road near Wanaka. Improvements include sealing 4kms of the road and creating one-metre-wide sealed road shoulders to make walking and cycling safer. Forty power poles will also be relocated to create a safer roadside.

Safety improvements on the rural sections of SH88, between Dunedin and Port Chalmers this NLTP period will include the installation of safety barriers, high-performance road marking and improved road signage. All these measures are designed to reduce fatal and serious injury crashes on this busy and narrow freight corridor.

A start is also anticipated on work to improve safety at the SH93/SH1 intersection in Mataura. Traffic queues at the rail crossing during peak travel times affect through traffic on SH1.

Summary of achievements from 2018-21

- Work commenced on the \$31 million final 5km section of shared path, that will create a safe uninterrupted walking and cycling off-highway link between Port Chalmers and Dunedin.
- Formed an alliance to deliver the \$175 million Queenstown package of the NZ Upgrade Programme and Crown Infrastructure Partners funding to ensure better transport options in Queenstown and to help with Queenstown's economic recovery from COVID-19.
- Opened a new Alpine Operations Centre to house tunnel operations staff, the Milford Road avalanche and rockfall protection programmes team.
- Began building a new roundabout to improve safety and reduce the severity of crashes at the busy SH1/Elles Road intersection in south Invercargill.
- Increased safety with a \$14 million programme that added barriers and improved signage on 935kms of high-risk rural highway in Southland and Otago.

Resilience

Further rock barrier work is underway to safeguard SH1, between Palmerston and Oamaru, from coastal erosion at seven sites at Katiki Beach. This \$3 million project will protect critical sections of a national strategic highway between Christchurch and Dunedin. It builds on similar coastal erosion protection work undertaken in 2017 at three sites further along the beach.

A start is expected to be made late 2021 to reduce the frequency of flood related closures on a low-lying section of SH1, near the Kakanui River south of Oamaru. With marked changes in weather patterns and more regular rainstorms, the likelihood of floods closing this section of highway are increasing. To lower the risk, we will raise a vulnerable 200-metre section of SH1 through the Kakanui River flood plain by one metre. This \$2 million project is funded as part of the NZ Upgrade Programme.

The 2021–24 Rail Network Investment Programme will focus on improving the resilience of the Main South Line. Bridge 194 south of Palmerston will be replaced, 28kms of track will be re-sleepered and 11km of track re-railed. The Oamaru rail yard sea wall will be rebuilt, and other track and infrastructure works undertaken to reduce derailment risks, improve drainage, stabilise slopes and enhance coastal protection. Improvements will be made to the signalling system between Lyttelton and Dunedin to improve the efficiency and safety of this critical freight link.

In addition, renewals to the track and structures will be carried out across the Ohai Line, (running from Invercargill to Ohai).

Queenstown's economy will continue to be supported by the ongoing funding of a rock fall protection management programme at Nevis Bluff on SH6 between Queenstown and Cromwell. This will help minimise major rock fall closures on this critical highway corridor.

Work will be completed early in this NLTP installing a much larger culvert at Pumphouse Creek, on SH8 through Roxburgh. This will provide greater protection on a flood-prone section of highway and safeguard a nearby water treatment pumphouse, a critical piece of infrastructure for the town.

Investment highlights for 2021–24

- A start on delivering the \$90m NZ Upgrade Programme of transport improvements in Queenstown, and stage 1 of the new arterial road in Queenstown town centre as well as streetscape improvements already underway (funded through Crown Infrastructure Partners and Queenstown Lakes District Council).
- Completion of the SH88 shared path between St Leonards and Port Chalmers.
- Construction of a new two-lane Beaumont Bridge on SH8 over the Clutha River.
- Safety improvements along 37kms of SH1 between Palmerston and Herbert.
- Work to ensure coordinated planning and delivery of Dunedin's key transport projects and planning for the new Dunedin Hospital.
- A \$25m safety upgrade of the SH94 Homer Tunnel.

Pathway to a safer future

Construction of a new 5km walking and cycling path between St Leonards and Port Chalmers in Dunedin kicked off in January 2020.

When it's completed in late 2022, this well lit, paved, three-metre wide path will provide local people with:

- a safe way to walk or cycle uninterrupted between Dunedin city centre and Port Chalmers
- a convenient new way to move between local communities
- stunning views of Otago Harbour.

It'll also form the final link in Dunedin's 40km long network of cycle paths, connecting the West Harbour area, central Dunedin and the wider Otago Peninsula.

A special feature of the new path is a 200m retaining wall with concrete panels designed by local artist Simon Kaan in collaboration with Ōtākou Runanga. The artwork represents Matamata, the guardian taniwha of Otago Harbour.

The community is excited about this new pathway, which local resident and community board member Ange McErlane says creates 'a world class walking and cycling asset for current and future generations'.

Nearly 300 people a day use the existing walking and cycling path from Dunedin to St Leonards. It's projected this could increase to nearly 500 people daily when this project is completed.

This new path is part of a wider \$30 million investment in safety improvements on State Highway 88 between Dunedin and Port Chalmers, which include: installing roadside barriers and applying high performance road markings that are easier to see at night and in wet weather.

The aim of this project is to help reduce the severity of crashes along this busy highway, which serves as the main freight route to Port Chalmers.

During the 2021-24 NLTP, more than \$60 million will be invested in additional road safety improvements across the Otago-Southland region.



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