

**Minutes of the Regional Transport Committee meeting
Held on 17 July 2024 from 9.00am to 9.45am,
at Auckland Transport, 20 Viaduct Harbour (1.04) | MS Teams**

Committee Members: Richard Leggat (Chair), Mark Darrow, Henare Clarke, Raveen Jaduram, Councillor Andrew Baker, Julie Hardaker, Gwyneth McLeod (KiwiRail)

Executive Leadership: Mark Laing (Chief Financial Officer) Items 1 - end
Scott Campbell (Director Strategy & Governance) Items 1 - end

Management Attendees:	Hamish Bunn (Group Manager Transport System Strategy & Policy)	Items 1 - end
	Chris Gulik (Manager Systems Strategy & Advocacy)	Items 1 - end
	Tony Parish (Investment Management Lead)	Items 1 - end
	Paula Jackson (Flood Recovery Communications Lead)	Items 1 - end
	Liza Hayes (Board Secretary)	Items 1 - end
	Elisha Jayme (Board Secretary)	Items 1 - end

Other Attendees: Steve Mutton (Director, Regional Relationships, New Zealand Transport Agency Waka Kotahi) Items 1 - end

Apologies: Andrew Ritchie, Councillor Chris Darby

Item	Topic
Opening	
1.	Karakia Timatanga The Chair led the karakia timatanga.
2.	Welcome/Acknowledgements The Chair welcomed participants to the meeting.
3.	Apologies

	Andrew Ritchie and Councillor Chris Darby.
4.	Interest Register - Declarations/Conflicts No new interests or conflicts were reported.
5.	Approval of Draft Minutes – 14 May 2024 The Regional Transport Committee (committee) approved the minutes from the meeting held on 14 May 2024. Moved: Mark Darrow, Seconded: Councillor Andrew Baker. Carried.
Items for Approval	
6.	Regional Land Transport Plan 2024–2034 – approval for consultation The Chair noted the purpose of the meeting is to seek formal endorsement of the Regional Land Transport Plan 2024-2034 (RLTP). Management provided a brief overview of the amendments made to the draft RLTP in response to the feedback received from the public, Local Boards, and stakeholder groups. The committee noted: <ul style="list-style-type: none"> • Key changes were made to reflect public feedback. • In response to stakeholder feedback, the phasing of selected projects were adjusted to increase budget allocations. • There was strong support for investment in public transport and renewals. • There is some sensitivity around elevating the State Highway Capacity projects to third place in the ranking. It is expected that this decision will prompt discussions and potential queries at the Transport & Infrastructure Committee (TIC) meeting. • Councillor Darby informed the committee, via the Chair, that he opposes the elevation of the State Highway capacity and Road of National Significance (RONS) projects. He suggested that these projects should be placed in the positions indicated in the

draft Regional Land Transport Plan (RLTP). Additionally, he pointed out that public support for elevating these projects is not evident based on the feedback received.

- On further clarification, Management confirmed that the decision to elevate the State Highway capacity and RONS projects was based on the calculated weighted average of public feedback during the consultation process, as documented in the RLTP.
- To support this, the members agreed there needs to be more emphasis in the RLTP on the critical role of the State Highway network within the integrated transport system in supporting economic productivity.
- The deferral of \$26 million from years one and two of the Ferry Decarbonisation Stage One project will allow for small amounts of funding to be brought forward during this period for the Unsealed Roads Improvement Project, Bus Access and Optimisation programme and Bus and Transit Lanes programme.
- An additional \$92 million will be earmarked for the Park and Ride program, specifically to enhance facilities on the outskirts of the urban area.
- The \$385 million investment in rail infrastructure plant and equipment is aimed at providing maintenance teams with state-of-the-art tools to efficiently maintain the rail network.
- The \$451 million investment in maintenance depots and access tracks is intended to for the construction of satellite maintenance depots and electric multiple unit (EMU) depots. The satellite maintenance depots will enhance KiwiRail's capacity to maintain the tracks, especially as the network operates at higher capacity after CRL day 1.
- The track access charges for Auckland Transport on the network remain uncertain. Management is actively working with KiwiRail to resolve this issue.
- Management has confirmed that the RLTP aligns with the requirements outlined in the Land Transport Management Act 2003 (LTMA). Specifically, the RLTP contributes to the LTMA's purpose, is consistent with the Government Policy Statement

on Land Transport (GPS) and addresses the consistency requirements outlined in Section 14 with other planning documents. Management obtained legal advice from Simpson Grierson in the process.

- The Significance Policy plays a crucial role in assessing the significance of activities included in the RLTP and any variations to it. Additionally, it sets the threshold for change to a project which would require approval by the RTC.

The following minor amendments were proposed:

- Ensuring the ranked priorities are noted in the correct order.
- The last sentence in the fourth paragraph of the Foreword should be amended to read that the Regional Transport Committee endorses the RLTP, and the Auckland Transport Board adopts the RLTP.
- Local Board should be included in the acknowledgement.
- The Consultation Summary should note that the consultation document was translated into different languages to meet all community and culture requirements.
- References to "problems" should be changed to "challenges" where appropriate.
- Reference to the Letter of Expectation and Statement of Intent should be included in the RLTP ecosystem as they as they provide valuable insights into ATs actions and future plans.
- Any further proposed changes will be forwarded to Hamish Bunn via email.

The committee:

- a) Acknowledged and thanked the submitters and local boards for their time in preparing submissions.
- b) Agreed that it is satisfied that the Regional Land Transport Plan complies with the Land Transport Management Act, including that it contributes to the purpose of the Land Transport Management Act, and is consistent with the Government Policy Statement on Land Transport.



	<p>c) Adopted the Significance Policy presented in Appendix 11 of the Regional Land Transport Plan (in accordance with section 106(2) of the Land Transport Management Act).</p> <p>d) Approved the proposed changes to the Regional Land Transport Plan arising from feedback received.</p> <p>e) Recommend to the Auckland Transport Board to approve the proposed changes to the Auckland Transport capital programme arising from the public consultation.</p> <p>f) Recommended the attached Regional Land Transport Plan:</p> <ul style="list-style-type: none"> • to Auckland Council’s Transport and Infrastructure Committee for endorsement at its meeting of 25 July 2024, noting minor changes may be made to the document to improve quality; and, • to the Board of Auckland Transport for approval at its meeting of 30 July 2024, noting minor changes may be made for quality purposes. <p>Moved: Mark Darrow, Seconded: Councillor Andrew Baker. Carried.</p> <p>The committee acknowledged the RLTP team’s hard work developing the RLTP and in turn the RLTP team thanked the RTC for their valuable support.</p>
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General

7.	General Business
	None.

8.	Karakia
	The Chair led the closing karakia.

Next meeting: TBC

Approved by the committee as a true reflection of the meeting proceedings.

Richard Leggat
Committee Chair

