

AGENDA ITEM 19   BOARD DECISION PAPER	
<b>To:</b>	Board
<b>From:</b>	Jenny Chetwynd, EGM Planning and Investment
<b>Reviewed:</b>	Dean Kimpton, Chief Executive
<b>Date:</b>	16/11/2023
<b>Title:</b>	Auckland Rapid Transit Plan approval

### Aronga / Purpose

1. To seek approval of the Auckland Rapid Transit Plan (ARTP).

### Tuku mana / Delegation

2. Board approval is sought given the significant city-shaping and impact potential of rapid transit and the reputational impacts should it not be planned and delivered correctly.

### Ngā tūtohunga / Recommendations

That the Auckland Transport Board (board):

- a) Approve the Auckland Rapid Transit Plan.

### Te whakarāpopototanga matua / Executive summary

3. Rapid transit is a particular category of public transport which delivers very high levels of movement along key corridors and connecting key destinations in a fast, frequent, reliable and resilient way.
4. The ARTP sets out the next thirty years of rapid transit requirements for the region and guidance on how this should be realised.
5. Its role is to act as a starting point for individual project investigations and decisions, while protecting the 'network view'. Management has prepared this plan to ensure that individual projects take a network view, with consideration

of the impacts of their decisions on network infrastructure and services, and with a detailed future network endpoint.

6. The ARTP was originally commissioned by the Auckland Transport Alignment Project (ATAP) Governance Group and has been developed in collaboration with Council and Waka Kotahi New Zealand Transport (Waka Kotahi) staff over the past four years, however the final product represents 'Auckland's view' and will be an Auckland Transport (AT) plan.

### Ngā tuinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
October 2023 DDC	ARTP – verbal update	The Committee received an update on the revised view from Waka Kotahi staff to not progress the ARTP at this time. The Committee determined that now was the appropriate time for the Plan to be brought for approval, and directed staff to bring it to the Board for consideration.
August 2023 Board	ARTP	The board supported the ARTP and the need for it to be finalised and released whilst also requesting that final approval be deferred for Waka Kotahi staff to provide updated information on various rapid transit projects.
July 2023 Transport and Infrastructure Committee workshop	ARTP	Councillors sought clarity on the role of the plan and sought assurance that it would remain agile to accommodate change and innovation over time.  Councillors canvassed the need for public consultation on the document, noting that this might not be ideal as the documents serve as a technical reference point that will need to remain agile and so will change at regular intervals. They also noted that Aucklanders will be comprehensively

Date	Report Title	Key Outcomes
		<p>engaged on all aspects of the plan as individual components are rolled out.</p> <p>Councillors noted the value of the plan being Auckland’s view of what Auckland’s long-term needs are and that this should serve as an effective communication and advocacy piece. Councillors also sought to understand some of the technical analysis behind the key routes in the plan, with questions on specific parts of Auckland.</p>

## Te horopaki / Background

- Rapid transit transport comprises a land/water-based public transport system which is fast, frequent (operating at set standards for duration and frequency), reliable and operates on a dedicated, segregated right of way. It serves a critical regional purpose for efficient access, and a catalyst for growth and development. In Auckland, the Rapid Transit Network (RTN) comprises the heavy rail network and busway network.
- The ARTP is a 30-year reference case for where rapid transit should be progressed across the region. Its role is to act as a starting point for individual project investigations and decisions, while protecting the ‘network view’. We have prepared this plan to mitigate the issue of individual projects proceeding without awareness or consideration of the impacts of their decisions on network infrastructure and services, and to ensure we have a baseline to assess proposals against.
- Auckland Council councillors and recent Design and Delivery Committee feedback on the draft plan emphasised a need to ensure the plan was not viewed as a static or permanent position, rather a reference case that will need to be agile as our context changes, decisions are made, and innovation emerges. There was also support for it to be ‘Auckland’s view’, not an agreement with government. Waka Kotahi has expressed concern about the plan, as there is emerging thinking on some projects which is different from that presented in the Plan. This, however, demonstrates the criticality of the Plan – as something new thinking needs to be tested against, rather than just incorporate.

- Auckland Council officers have also advised that Council is not supportive of seeking endorsement of the plan at this time, due to uncertainty on the views of the incoming government, and the need to set up the integrated transport plan. Our recommendation is that this plan is a key part of the future needs of the transport system and should be an input into the integrated transport plan.
- The role of the board in this process, as tiaki of Auckland’s transport system, is to provide the technical confidence to the council that the plan is sound, integrates well, and will enable Auckland’s transport system to meet Council’s outcomes and expectations. Council’s role is to endorse this plan as meeting its needs and expectations. As such, the ARTP will be recommended to the Council by the board for its endorsement and then approved by the board as a point of reference for future planning.

## Te hononga ki te “Statement of Intent 2023 - 2026”/ Alignment to Statement of Intent 2023 - 2026

- The ARTP has strong alignment with the Statement of Intent, as it represents a piece of core-business analysis, which identifies future outcomes for the region and how to help achieve them and considers as part of the analysis travel time for users.

## Me mōhio koe / What you need to know

- The plan outlines a preferred 30-year rapid transit network for Auckland, based on technical analysis. It explains what rapid transit is in the Auckland context, why it has an important role for the future of the region and how rapid transit can be delivered, including the roles of the various players. It outlines the chosen future rapid transit corridors, their preferred modes and a high-level staging approach. It provides details on each of the proposed corridors, outlining their role in the network and why they are needed, while also emphasising the important role the existing rapid transit corridors play.
- Three priority corridors for the region are identified: North Shore; North-West; and City Centre to Māngere. These should ideally operate as a single system for operational and customer experience benefits.
- These corridors are complemented by additional corridors: the Airport to Botany corridor, the Avondale to Southdown corridor and a Henderson to

Constellation corridor, via Westgate. The draft plan is provided in Attachment 1.

16. Significant analysis was undertaken in developing this plan. This included multiple modelling rounds to test the case for potential corridors across Auckland, consider appropriate modes and technologies, examine relative priority and sequencing and then understand the interface between corridors from an operational and customer perspective. The process included a selection from long-list to short list, with sensitivity testing. Criteria for identify and assessing potential rapid transit corridors were based on the rapid transit objectives and included forecast demand, opportunity for significant mode shift, opportunity to address access deficiencies, opportunities for urban development, congestion impacts and deliverability.
17. Indicative costing of the delivery of the network (in 2023) have been identified. However, these need to be caveated as representing a very high-level cost, and not subject to the impacts of cost increases over time. Detailed costings would be generated (along with decisions on mode, alignment, stations etc) as part of the business cases for individual lines.
18. The plan is not definitive, locked in position on mode, timing, alignment etc. Instead, it is a reference case – a starting point for future investigation through individual projects. It highlights the regional view, to be tested at a corridor view. It will be updated as each decision is made on an individual corridor basis, including government decisions on funding, and technology advancement. Its core value is in having an agreed starting point and indicative end goal. It is already providing this role informally, but it is time for formal recognition of the network plan, make it available to the public, and provide transparency on the future direction of these networks. .
19. Given the continually evolving position on the future network, and its primary role as a technical point of reference, public engagement on the plan is not proposed. Instead, consultation will occur through other forums, on the network as a whole via the Auckland Plan / RPTP, and on a corridor level by individual project consultations.
20. The plan is intended to put a ‘line in the sand’ and represent what best meets Auckland’s needs for the future. It should support effective communication and advocacy in conversations with the government and other providers on new proposals and funding discussions. Thought will need to be given as to how to use the plan as an effective advocacy tool.

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

21. There are no direct financial implications arising from approving the ARTP.

## Ka whaiwhakaaro ki te Tiakanga Taiao / Climate change and sustainability considerations

22. A significant expansion of public transport (with the RTN at its core) will be essential to reducing emissions and tackling the climate crisis. The ARTP will guide development of that future core.

## Ngā whakaaweawe atu anō / Other impacts

Relationship	Consulted Y/N	Views and Perspectives Received
Māori	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	Several rounds of regional hui have been held with mana whenua on the plan and their input has led to the plan articulating the commercial aspirations of Māori (in terms of land development around rapid transit), guiding that Māori cultural identity being incorporated into designs of rapid transit stations, and that rapid transit deliver on Māori wellbeing aspirations.
Elected members	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	Auckland Council has advised that it is not going to progress seeking endorsement of the plan from the TIC at this time, saying they want to wait until the new government is in place and want more certainty about the integrated transport plan in advance.  Local boards will be informed of the plan following its endorsement.
Council Controlled Organisations	Yes: <input checked="" type="checkbox"/> No: <input type="checkbox"/>	Eke Panuku will be briefed on this plan post Council and board endorsement.

## Ā muri ake nei / Next steps

23. Following approval, the ARTP will be taken to TIC for consideration at their December meeting. The Plan will also be released publicly. Work will commence in 2024 on the second version.

## Te whakapiringa / Attachment

Attachment #	Description
1.	Draft Auckland Rapid Transit Plan

## Te pou whenua tuinga / Document ownership

Submitted by	Recommended by	Approved for submission
Andrew McGill <b>Head of Integrated Network Planning</b>	Jenny Chetwynd <b>Executive General Manager, Planning and Investment</b>	Dean Kimpton <b>Chief Executive</b>
		