

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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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.

KIWI RAIL	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, 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. 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 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.



Auckland Regional Land Transport Plan 2021-2031

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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 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

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
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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
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	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:
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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
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	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) 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	
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.

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
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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Appendix 1 Auckland Transport Capital Programme cont.

Prioritisation Key:
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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
POPULATION GROWTH												\$ 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	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

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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

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Appendix 2

Waka Kotahi NZ Transport Agency 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
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 Puhoi 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 – Puhoi 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:
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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
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 CRL. 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

Item 8

Attachment A

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. 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.

Auckland Regional Land Transport Plan 2021-2031

Auckland Regional Land Transport Plan 2021-2031

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
PLANNING COMMITTEE
24 JUNE



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

Note: No activities are proposed to be varied, suspended or abandoned as part of this RLTP.

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

Auckland Regional Land Transport Plan 2021–2031

Auckland Regional Land Transport Plan 2021–2031

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.



Item 8

Attachment A

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).

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. 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 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.
 - 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
 - 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 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 NLTTP 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 air² 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."

² 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 -

b) have considered - i) alternative regional land transport objectives that would contribute to the purpose of this Act; ii) the feasibility and affordability of those alternative objectives	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'. 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.
c) have taken into account any i) national energy efficiency and conservation strategy; and	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: • 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. 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.

(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:

- a) changes to Auckland Council’s funding for AT as a result of funding in the Long-Term Plan 2021–31;
- b) changes to the New Zealand Upgrade Programme announced by the Minister of Transport on 4 June;
- c) 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.

- i) 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.
- ii) 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.
- iii) 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.
- iv) 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:

- 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 a new 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) The monitoring approach for the implementation of the RLTP (required by s.16(6)(f) of the LTMA)
- f) 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
Independent Assurance

15 June 2021

Auckland Transport
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For: Joanne Rua, Legal Counsel
By Email: Joanne.Rua@at.govt.nz

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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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
CRLL	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





Public Feedback Report: Draft Regional Land Transport Plan



May 2021 – Public Feedback Report on the Auckland Regional Land Transport Plan and Regional Fuel Tax Scheme
Independently prepared by Viewpoints NZ



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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/rltp>.

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](https://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.

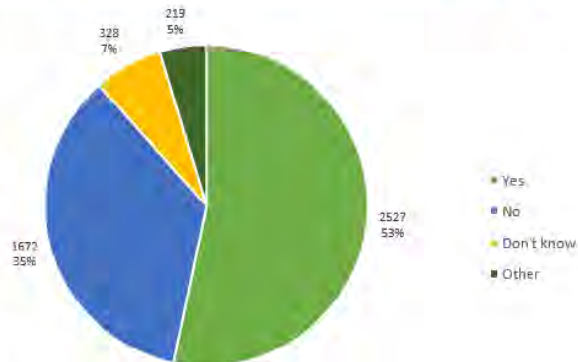


Overview of public feedback

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](#).

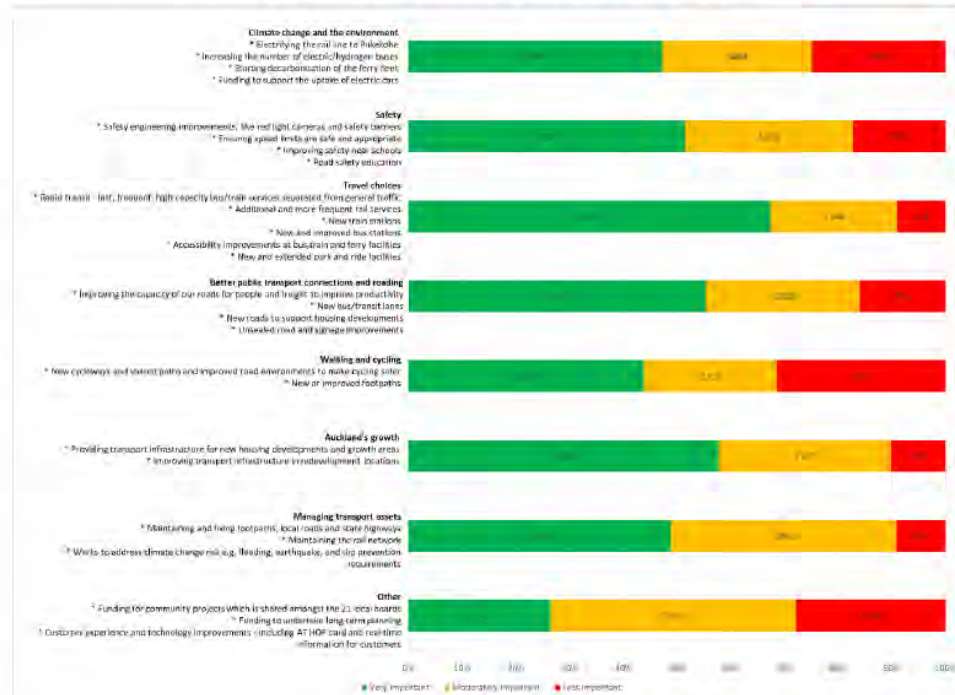


Allocation of funding

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.



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Top 10 themes – RLTP – Sentiment: challenges/focus areas

Feedback theme	No. of mentions
 Heavy rail is important and/or should be the priority ⁱ	1,673
 Bus network is important and/or should be the priority ⁱⁱ	1,639
 Ferry transport is important and/or should be the priority ⁱⁱⁱ	1,530
 Bus rapid transit is important and/or should be the priority ^{iv}	1,405
 Cycling is important and/or should be the priority	1,337
 Roads are <u>not</u> important and/or do <u>not</u> 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

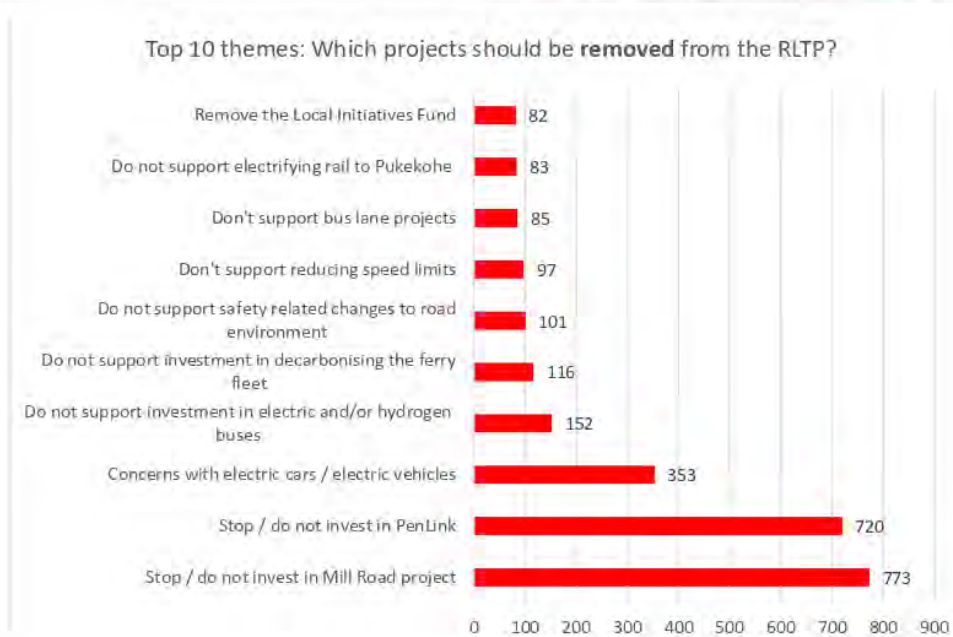
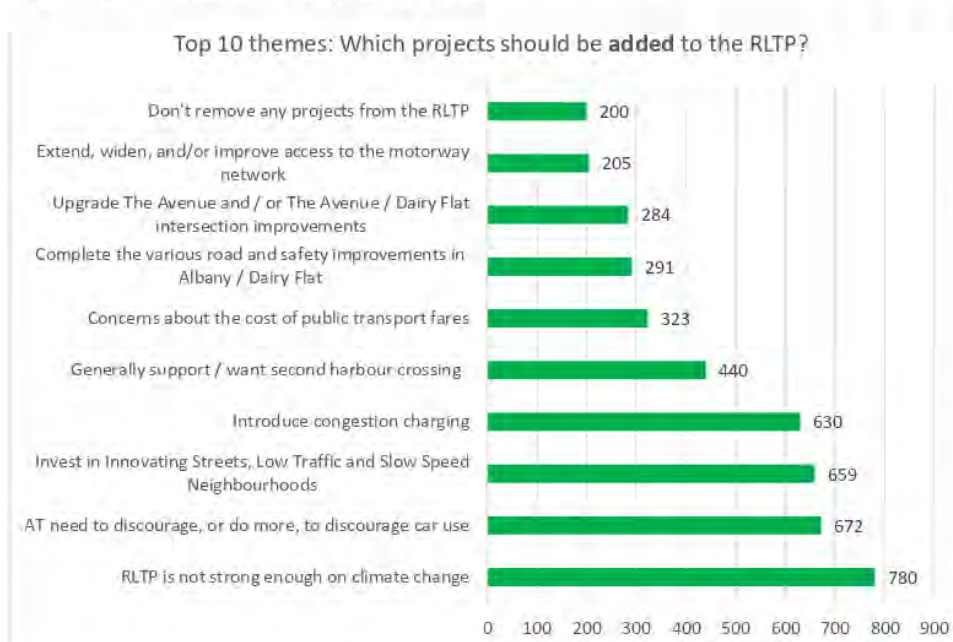
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Feedback on which projects to add / remove from the RLTP

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.



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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

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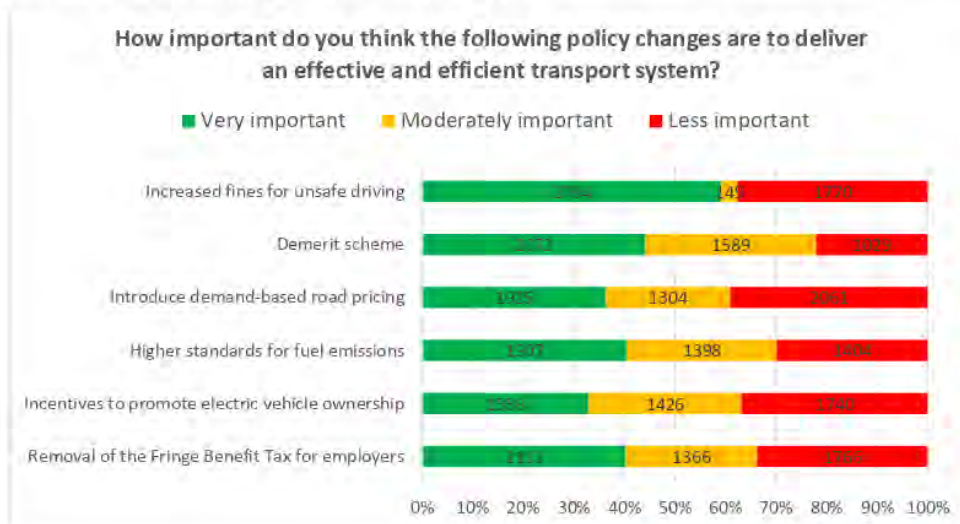
The need for policy changes

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.



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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.

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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

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- 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.

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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](#).

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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.

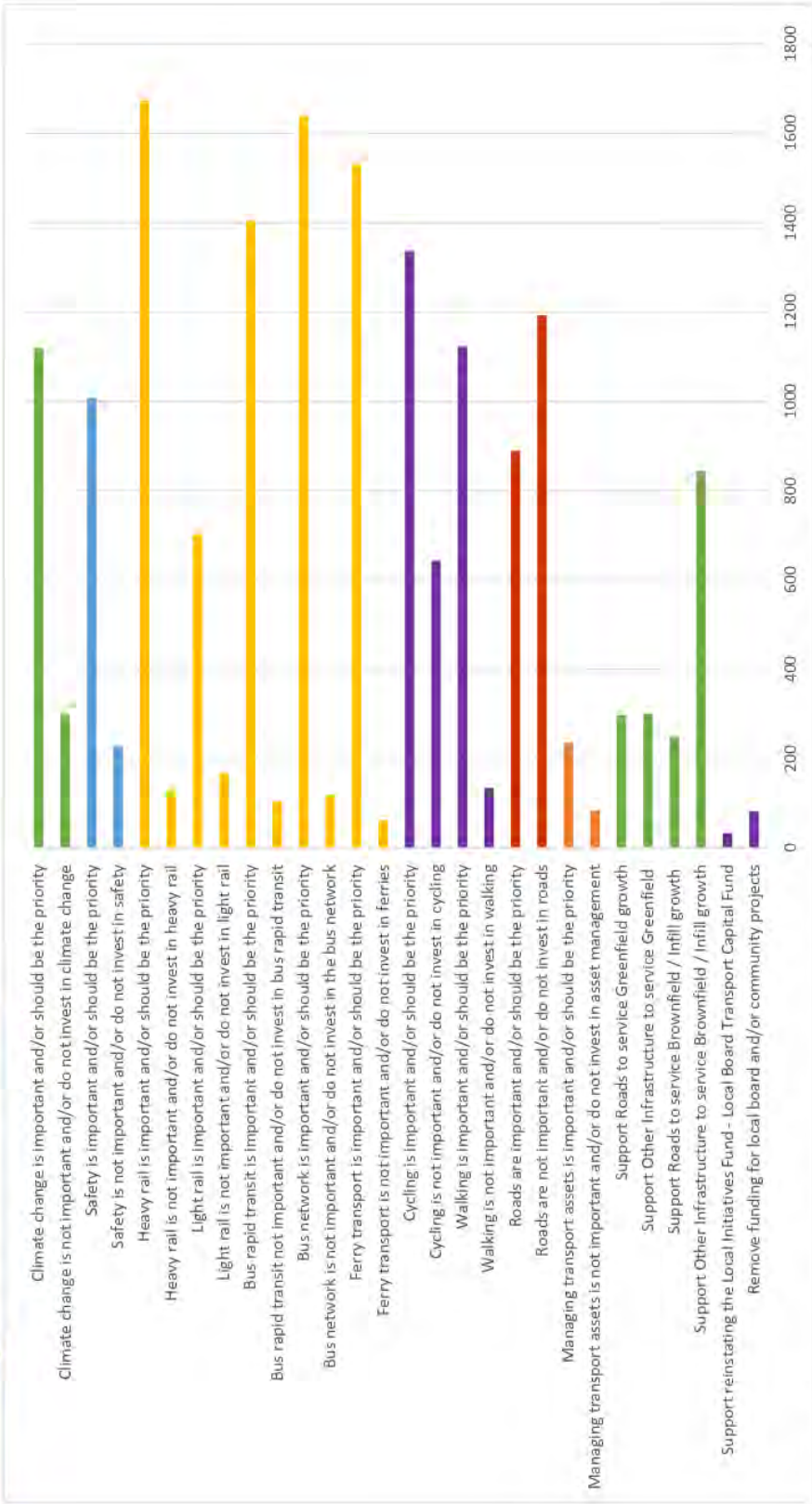


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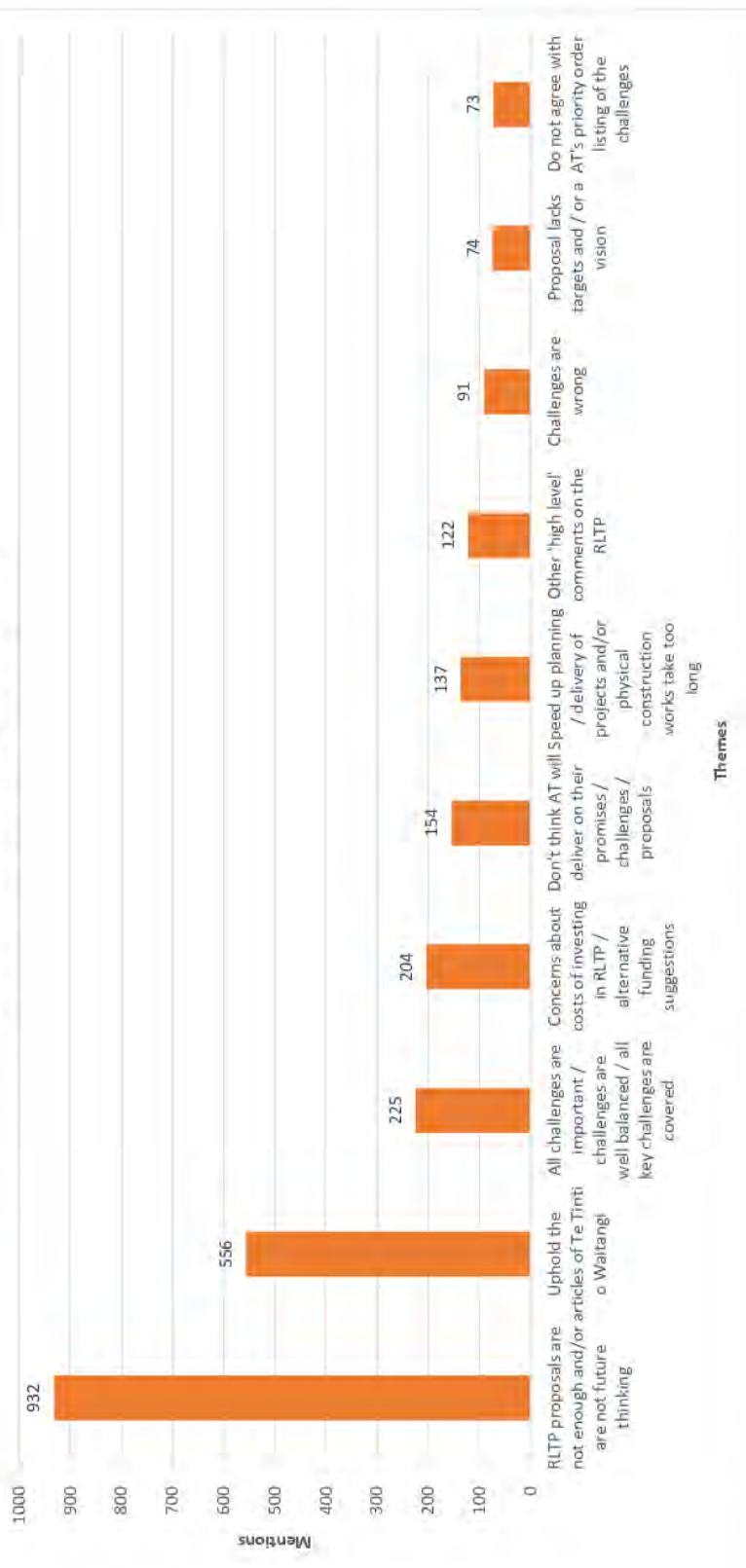
Sentiment towards RLTP priority areas





General comments on RLTP

General comments on RLTP - Top 10 themes



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Feedback Theme	Main points	Auckland Transport's Responses
Uphold the articles of Te Tiriti o Waitangi <i>Mentions: 556</i>	- 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>	- 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>	- 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>	- 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.	

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Feedback Theme	Main points	Auckland Transport's Responses
Challenges presented are too broad. Mentions: 30	- 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. - 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 RL TP 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. - RL TP 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.	
Too many competing challenges and priorities Mentions: 54	- The RL TP 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.	
Simplify the RLTP / focus on less projects Mentions: 50		

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Feedback Theme	Main points	Auckland Transport's Responses
RL TP proposals are not enough and/or are not future thinking Mentions: 932	• RL TP 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. • RL TP is mainly 'business as usual'. • RL TP needs to be bolder. • Issue an independent report on the future (+25 years) transport needs for Auckland. • RL TP doesn't do nearly enough to address climate change and is inconsistent with strategic national and Auckland documents on climate change. • RL TP does not do enough for public transport. • RL TP does not do enough for cycling. • RL TP does not address the core issue of traffic flow in Auckland. • The main (most expensive) projects in RL TP are mainly roading projects, which is contrary to the stated vision of the RL TP. • RL TP 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. • RL TP 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
Proposal lacks targets and / or a vision Mentions: 74	- RLTP should also include projects that AT does not YET have funding for. - 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.	
Concerns with the way the RLTP is presented Mentions: 65	- 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.	
AT has missed challenge: interrelationship of transport and health Mentions: 26	- 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.	
Don't think AT will deliver on their promises / challenges / proposals Mentions: 154	- 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.	

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Feedback Theme	Main points	Auckland Transport's Responses
Speed up planning / delivery of projects and/or physical construction works take too long <i>Mentions: 137</i>	• 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. • 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	
AT and/or RLTP needs to be more transparent <i>Mentions: 29</i>	• 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.	



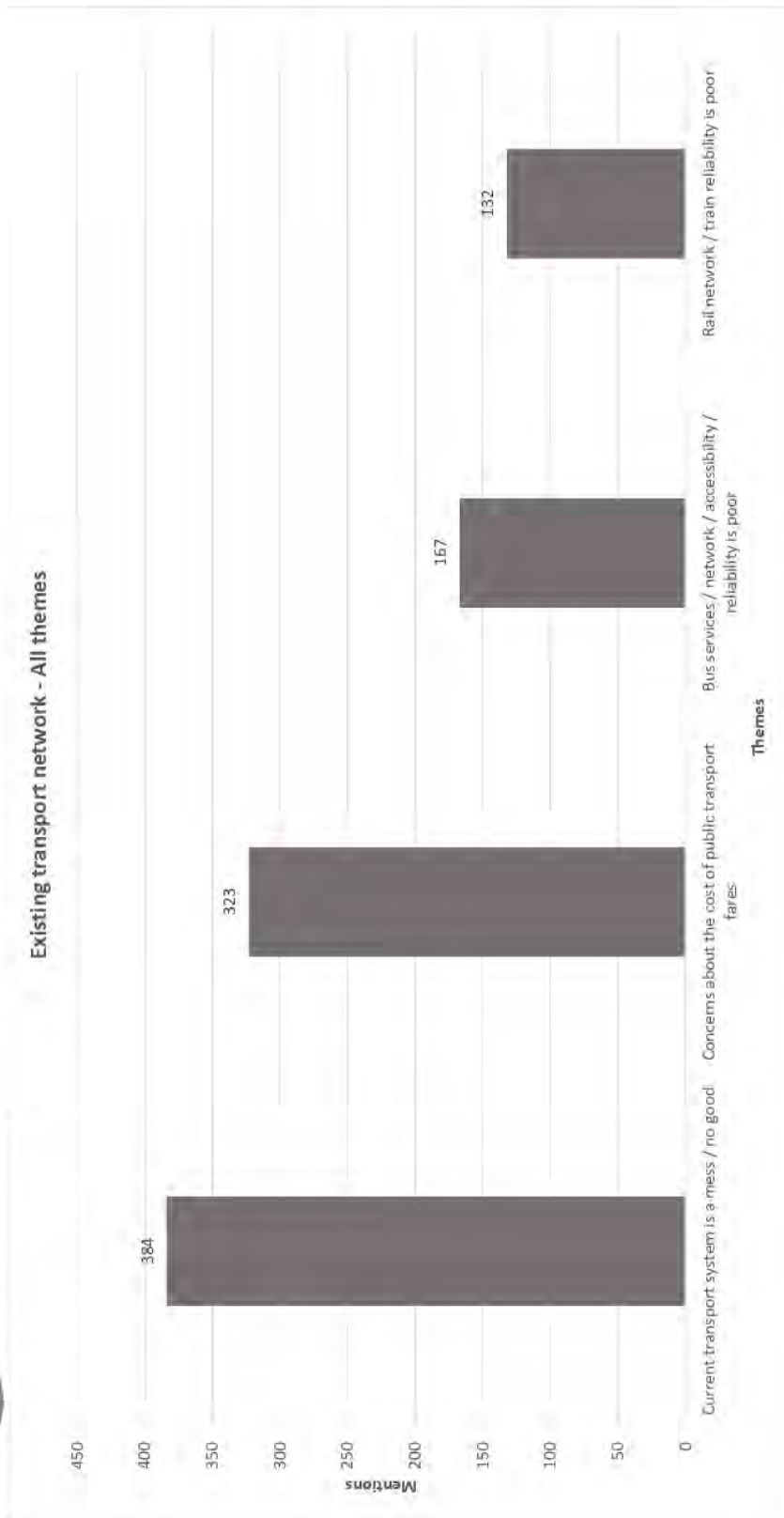
Feedback Theme	Main points	Auckland Transport's Responses
Concerns about costs of investing in RL TP / alternative funding suggestions Mentions: 204	- Regularly publicise progress against RL TP implementation plans (including upcoming projects). - Publicise impartial cost benefit analysis on RL TP projects - Publicise time lines for projects within the RL TP - Publicise budgets for projects within the RL TP - Publicise where the RFT is being spent - Publicise climate change goals - Publicise outcomes of feedback on RL TP - Publicise AT's CO2 emissions - AT representatives do not attend community meetings. - Auckland does not have enough money to be investing in transport - RL TP 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 RL TP are needed - Central government funding is required not just rates - Developers and their developer contributions should pay for new infrastructure	

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Feedback Theme	Main points	Auckland Transport's Responses
Other 'high level' comments on the RLTP Mentions: 122	- Private/public partnerships to pay for infrastructure. - Make motorways user-paid and introduce additional tax on public and private car parks 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.	
	- 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.	



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Feedback Theme	Main Points	Auckland Transport's Responses
Concerns about the cost of public transport fares <i>Mentions: 323</i>	• 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.	
Current transport system is a mess / no good <i>Mentions: 384</i>	• 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.	

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Feedback Theme	Main Points	Auckland Transport's Responses
	- 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.	
Rail network / train reliability is poor <i>Mentions: 132</i>	- 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.	
Bus services / network / accessibility / reliability is poor <i>Mentions: 167</i>	- 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.	

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Feedback Theme	Main Points	Auckland Transport's Responses
	• 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).	



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Item 8

Attachment B



Feedback Theme	Main Points	Auckland Transport's Responses
Climate change is important and/or should be the priority <i>Mentions: 1119</i>	- 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.	
Climate change is <u>not</u> important and/or do not invest in climate change <i>Mentions: 301</i>	- 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.	
RLTP is not strong enough on climate change <i>Mentions: 780</i>	- 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
Concerns with electric cars / electric vehicles <i>Mentions: 353</i> <i>(Note: 32 of these mentions said they opposed all the climate change initiatives listed, rather than specifically mentioning electric vehicles)</i>	- 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. - 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.	

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Feedback Theme	Main Points	Auckland Transport's Responses
	• 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.	
Support electric cars / electric vehicles <i>Mentions: 128</i> <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>	• 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.	
Speed up electrification of public transport <i>Mentions: 97</i> <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>	• 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.	
Support electrifying rail line to Pukekohe <i>Mentions: 18</i>	• Electrify rail line to Pukekohe.	



Feedback Theme	Main Points	Auckland Transport's Responses
(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) Do not support electrifying rail to Pukekohe Mentions: 83 (note: 32 of these mentions said they opposed all the climate change initiatives listed, rather than specifically mentioning electrifying the rail line to Pukekohe) Do not support investment in electric and/or hydrogen buses Mentions: 152 (note: 32 of these mentions said they opposed all the climate change initiatives listed, rather than specifically mentioning electrifying buses) Do not support investment in decarbonising the ferry fleet Mentions: 97 (note: 32 of these mentions said they opposed all the climate change initiatives listed, rather than specifically mentioning electrifying ferries)	- Stop electrification of rail to Pukekohe. - Don't support because it is a climate change initiative. - 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. - Stop investing in decarbonising the ferry fleet. - This is a private commercial matter. - Don't support because it is a climate change initiative.	

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Feedback Theme	Main Points	Auckland Transport's Responses
Do not support works to address consequences of climate change <i>Mentions: 34</i>	Stop works to address climate change risks, e.g. flooding, earthquake and slip prevention requirements.	



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Feedback Theme	Main Points	Auckland Transport's Responses
Safety is important and/or should be the priority Mentions: 1007	• 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
	- 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 Whangaparaoa Rd. - Lights required at intersection of SH16 and Riverhead Highway. - The two roads surrounding Brookby School need urgent Safety Engineering Improvements including safety barriers.	
Safety is <u>not</u> important and/or do <u>not</u> invest in safety Mentions: 227	- 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.	

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Feedback Theme	Main Points	Auckland Transport's Responses
	- 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. - 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.	
Do not support safety related changes to road environment <i>Mentions: 101</i>	- 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.	
Don't support reducing speed limits <i>Mentions: 97</i>		



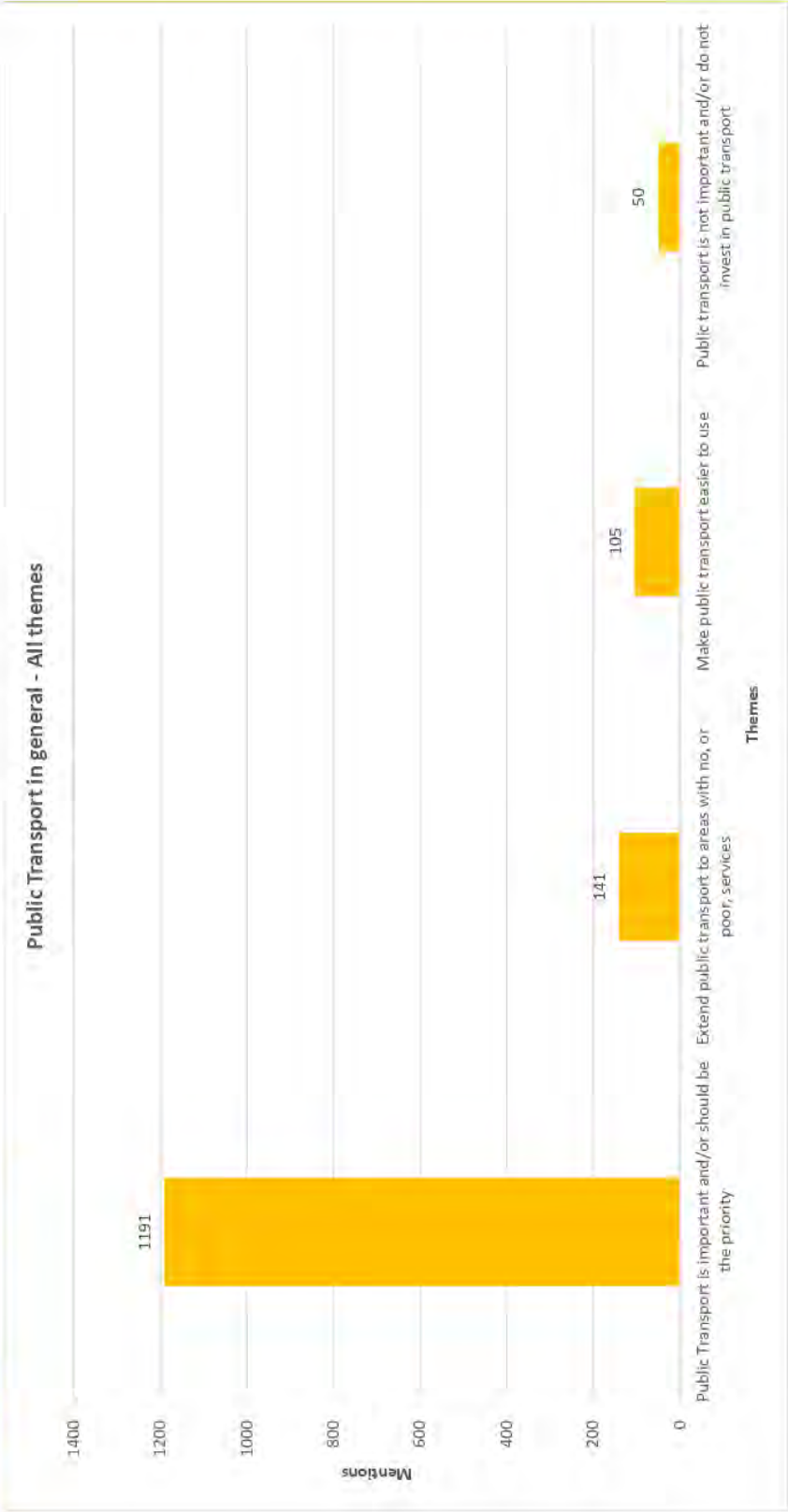
Feedback Theme	Main Points	Auckland Transport's Responses
	• Drunk and drugged driving is the main cause of accidents on roads. • Road maintenance/condition is the problem. • Changing speed limits along a route is difficult for drivers.	
Support / request reduced speed limits <i>Mentions: 19</i>	• Reduce speed limits on suburban roads. • Reduce speed limits around schools.	
Don't support investment in road safety education <i>Mentions: 30</i>	• 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>	• Safety campaigns are needed. • Education on using roundabouts and running red lights is needed. • Education about awareness of motorcycles is needed.	

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Public transport in general





Feedback Theme	Main Points	Auckland Transport's Responses
Public Transport is important and/or should be the priority Mentions: 1191	• 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. • Invest more in public transport • Public transport should be prioritised over roading projects • Expand the public transport network • Likes RLT 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	

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Feedback Theme	Main Points	Auckland Transport's Responses
	• 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.	
Public transport is not important and/or do not invest in public transport <i>Mentions: 50</i>	• 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.	
Extend public transport to areas with no, or poor, services <i>Mentions: 141</i>	• 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 Milledale. • Improve public transport options to Wellsford and Warkworth. • More frequent and later buses from Warkworth to Albany. • Better public transport options in Albany village.	



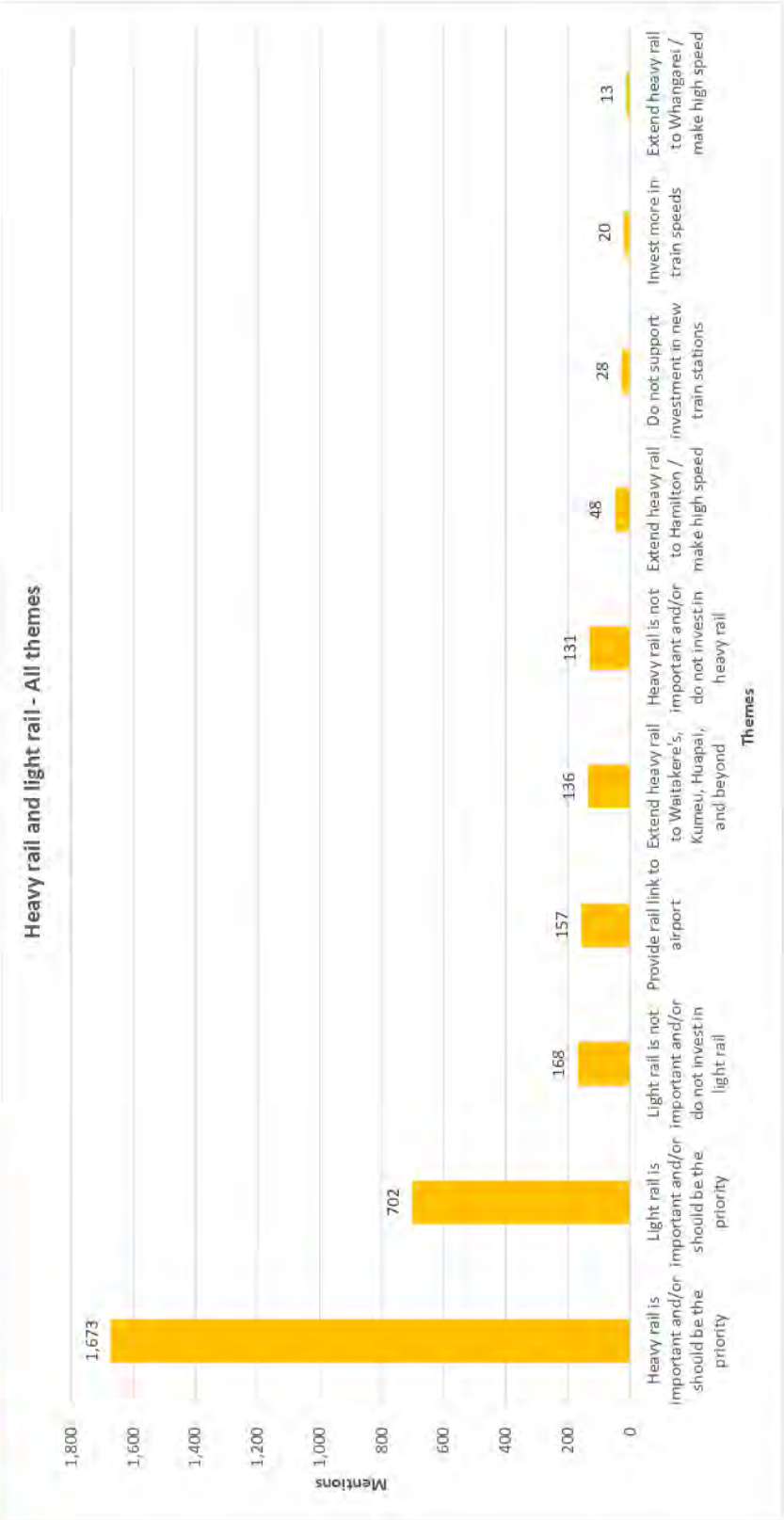
Feedback Theme	Main Points	Auckland Transport's Responses
Make public transport easier to use <i>Mentions: 105</i>	• Make public transport easier to use, with clear instructions on how to use it • Invest more in accessible travel options e.g. for elderly, disabled and wheelchair users. • Improve real-time 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.	

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Heavy rail and light rail





Feedback Theme	Main Points	Auckland Transport's Responses
Heavy rail is important and/or should be the priority <i>Mentions: 1,673</i> (note: 552 of these mentions said they support investment in public transport, rather than specifically mentioning they support investment in rail)	• 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 (an beyond). • Rapid transport link from North Shore to Airport without journey interruptions.	

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Feedback Theme	Main Points	Auckland Transport's Responses
Heavy rail is not important and/or do <u>not</u> invest in heavy rail <i>Mentions: 131</i> (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)	• 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 Pokono, Kumeu, Takanini. • Stations needs free luggage storage lockers or personal effects.	
	• 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. • Trains 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. • Invest in faster train speeds.	

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Feedback Theme	Main Points	Auckland Transport's Responses
Invest more in train speeds <i>Mentions: 20</i>	- 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. - Stop investing in new train stations.	
Do not support investment in new train stations <i>Mentions: 28</i>		
Provide rail link to airport <i>Mentions: 157</i>	- 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>	- 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>	- Provide passenger rail to Whangarei. - Make this a high-speed network.	
Extend heavy rail to Hamilton / make high speed <i>Mentions: 48</i>	- Extend passenger rail to Hamilton, much easier than catching multiple buses. - Make this a high-speed network.	

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Feedback Theme	Main Points	Auckland Transport's Responses
Light rail is important and/or should be the priority <i>Mentions: 702</i>	- This theme captures anyone who mentioned light rail, it does not 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.	
Light rail is not important and/or do not invest in light rail <i>Mentions: 168</i>	- This theme captures anyone who mentioned light rail, it does not 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

Buses and bus rapid transit - All themes



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Feedback Theme	Main Points	Auckland Transport's Responses
Bus rapid transit is important and/or should be the priority <i>Mentions: 1,405</i> (note: 594 of these mentions said they support investment in public transport, rather than specifically mentioning they support investment in bus rapid transit)	- 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.	
Bus rapid transit <u>not</u> important and/or do not invest in bus rapid transit <i>Mentions: 104</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)	- 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.	
Bus network is important and/or should be the priority <i>Mentions: 1,639</i> (note: 608 of these mentions said they support investment in public transport, rather than specifically mentioning they support investment in buses)	- 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
	• 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.	

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Feedback Theme	Main Points	Auckland Transport's Responses
	• Bus services to Milldale. • More and better bus connections in Rodney. • Dedicated bus lane over the harbour bridge, Kapa 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.	
Bus network is not important and/or do <u>not</u> invest in the bus network <i>Mentions: 120</i> <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>	• 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. • Need more investment in rural bus services.	
Improve rural bus services		

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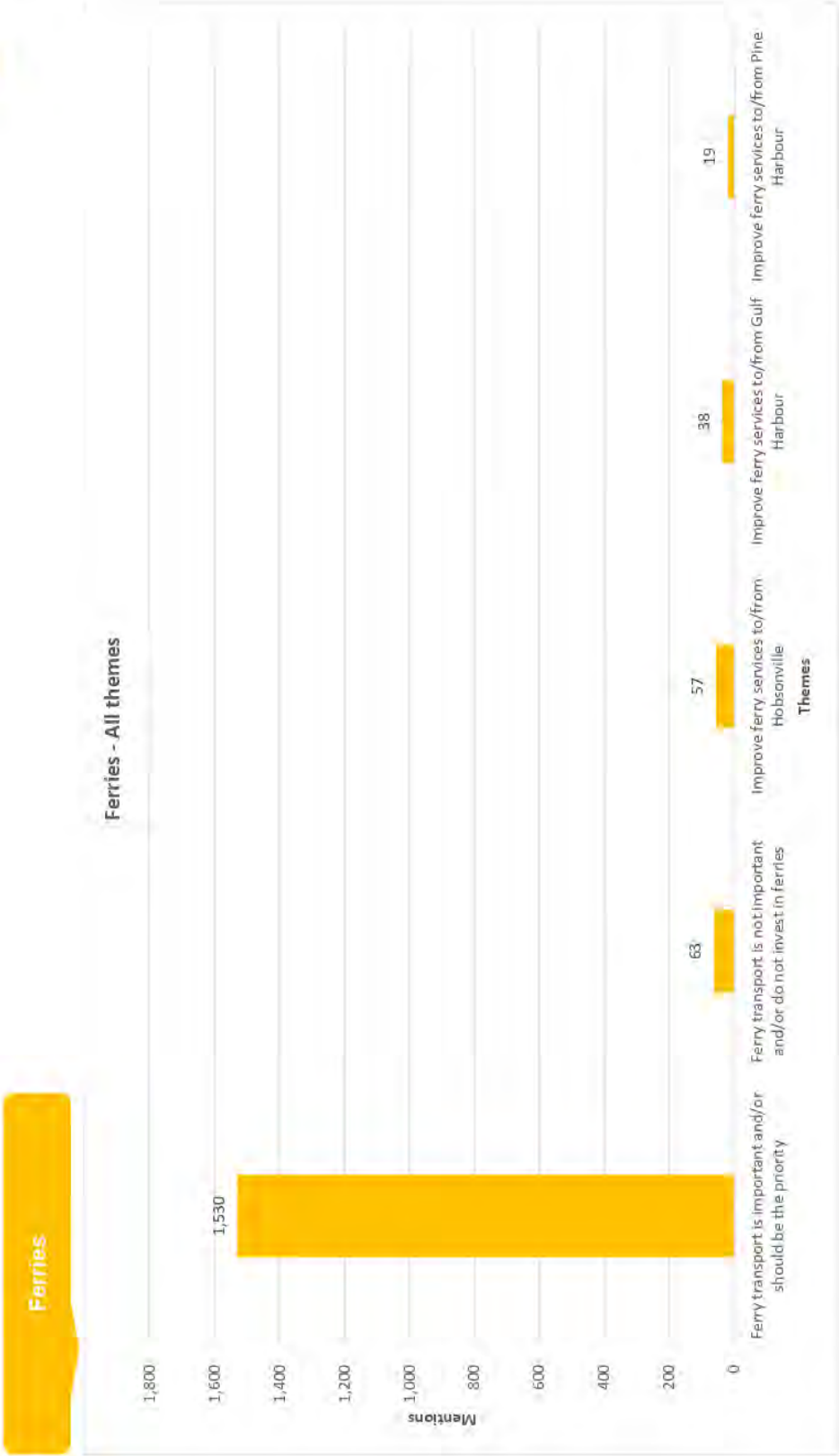
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Feedback Theme	Main Points	Auckland Transport's Responses
Feedback Theme <i>Mentions: 44</i>	- Need more smaller buses on rural roads. - More bus stops on rural bus routes. - Better bus services to Kumeu, Huapai, and Whenuapai. - Bus shuttle services to communities on the West Coast and Manukau harbour.	
Provide more bus lanes <i>Mentions: 58</i>	- Provide more bus lanes throughout Auckland. - Upgrade / add more bus lanes to Silverdale - Dedicated bus lane over the harbour bridge, Kapa Rd, Mill Rd, NW motorway, New North Road.	
Don't support bus lane projects <i>Mentions: 85</i>	- Stop implementing bus lanes (i.e. bus lanes that are part of the general roading corridor, like Fanshawe 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>	Stop implementing T2/T3 lanes.	
Provide more bus shelters / stops <i>Mentions: 31</i>	- 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 Tīrangī Beach Rd	
Do not support new and/or improved bus stations <i>Mentions: 33</i>	- Stop investing in new bus stations. - Don't invest in new and improved bus stations.	

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Feedback Theme	Main Points	Auckland Transport's Responses
Ferry transport is important and/or should be the priority Mentions: 1,530 (note: 588 of these mentions said they support investment in public transport, rather than specifically mentioning they support investment in ferries)	- 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.	

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Attachment B

Item 8



Feedback Theme	Main Points	Auckland Transport's Responses
Ferry transport is <u>not</u> important and/or do <u>not</u> invest in ferries <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>	- Improved ferry services in the Manukau Harbour - Waiuku/Clarks Beach/Awhitu/Cornwallis Onehunga and development of the wharf at Onehunga . - 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.	
Improve ferry services to/from Hobsonville <i>Mentions: 57</i>	- 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.	
Improve ferry services to/from Gulf Harbour <i>Mentions: 38</i>	- 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.	
Improve ferry services to/from Pine Harbour <i>Mentions: 19</i>	- Improve ferry connections from Pine Harbour, including evening and weekend ferry services. - Improve connections between buses and ferries in Devonport and Pine Harbour.	



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Feedback Theme	Main Points	Auckland Transport's Responses
Cycling is important and/or should be the priority Mentions: 1,337	• 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.	



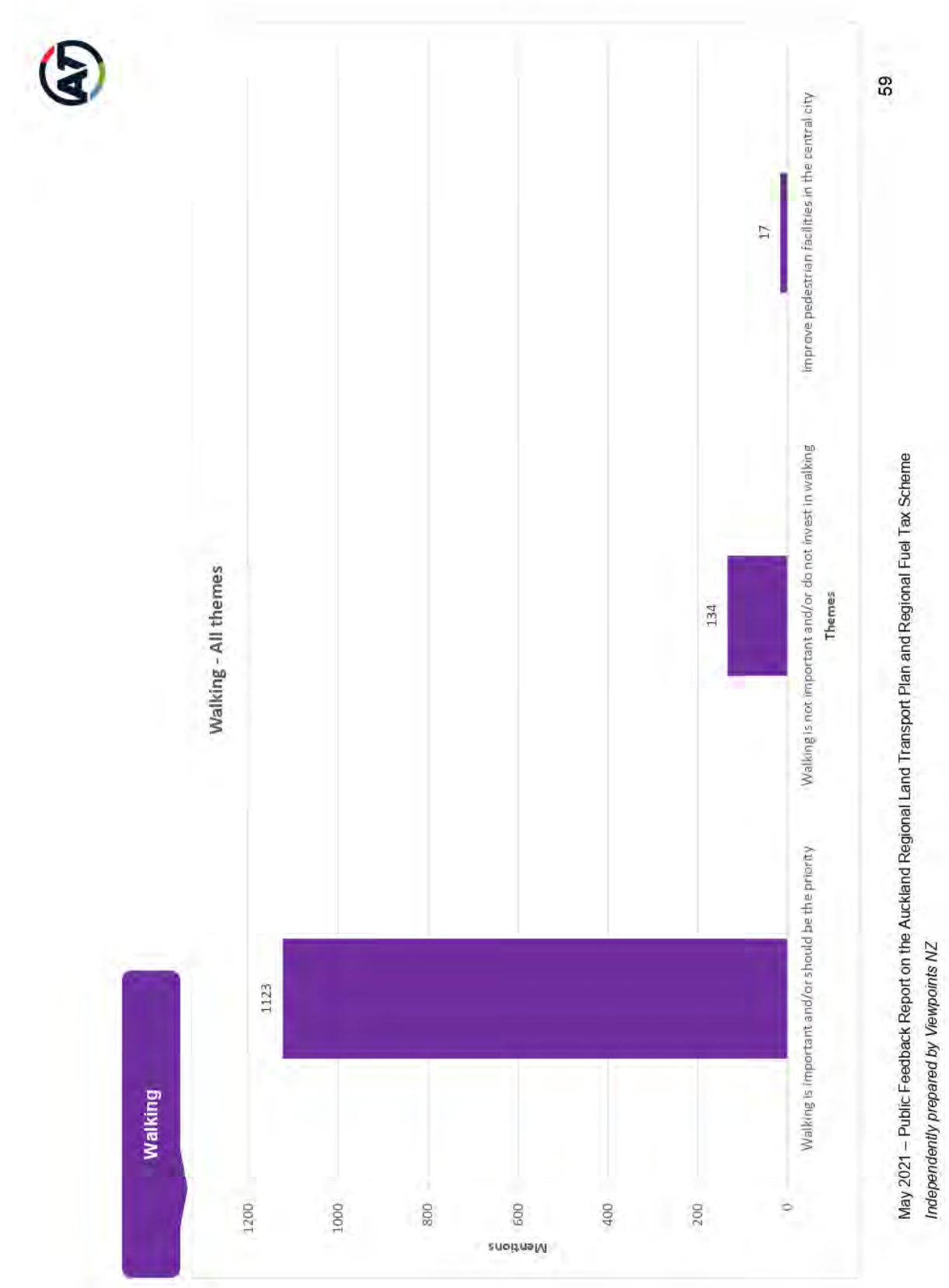
Feedback Theme	Main Points	Auckland Transport's Responses
	- East Auckland requires significant cycling accessibility upgrades. - Various requests for cycleway routes (e.g. Lake Rd, Dominion Rd, Orakei-Meadowbank, Kepa Rd - Glen Innes, Te Whau, Matakana Coastal Trail). - Cycleways are a waste of money. - 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. - 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. - More investment, support, and promotion of e-bikes. - Subsidise cost of e-bikes and provide infrastructure to support this.	
Cycling is <u>not</u> important and/or do <u>not</u> invest in cycling <i>Mentions: 643</i>		
Invest in Innovating Streets, Low Traffic and Slow Speed Neighbourhoods <i>Mentions: 659</i>		
Support more investment, support, and promotion of e-bikes <i>Mentions: 37</i>		

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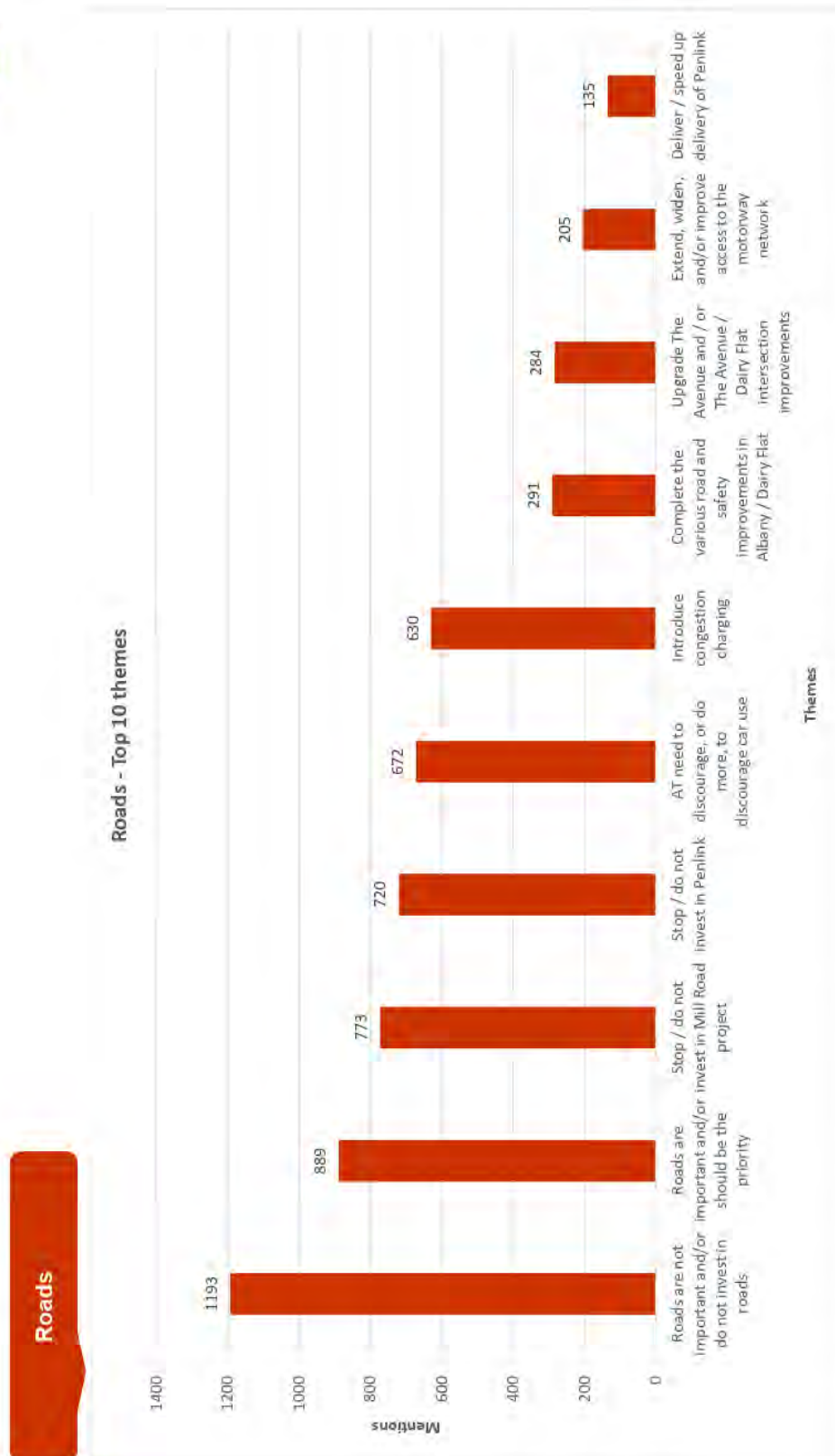


Feedback Theme	Main Points	Auckland Transport's Responses
Get more students using active transport to get to school and tertiary education <i>Mentions: 19</i>	• Provide incentives for students to walk / cycle / scoot to school. • Provide road safety education to facilitate safe active transport.	
Restrict cycleway implementation to areas where they are / will be well used <i>Mentions: 60</i>	• 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>	• Do not invest in shared paths. • Shared paths are not safe for pedestrians.	





Feedback Theme	Main Points	Auckland Transport's Responses
Walking is important and/or should be the priority <i>Mentions: 1, 123</i>	- 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 Huiia.	
Walking is not important and/or do not invest in walking <i>Mentions: 134</i>	- 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.	
Improve pedestrian facilities in the central city <i>Mentions: 17</i>	- Provide more space for pedestrians in the central city (it's too car dominated). - More walking trails in the city.	



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Feedback Theme	Main Points	Auckland Transport's Responses
Roads are important and/or should be the priority <i>Mentions: 889</i>	• 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 road infrastructure. • Road improvements are required on the North Shore. • Rodney District requires significant road 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 Tīrangi. • Complete Matakana bypass. • Complete the Glenvar Road roundabout.	

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Feedback Theme	Main Points	Auckland Transport's Responses
	- 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.	
Roads are <u>not</u> important and/or do <u>not</u> invest in roads <i>Mentions: 1, 193</i>	- 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.	

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Feedback Theme	Main Points	Auckland Transport's Responses
AT need to discourage, or do more to discourage car use <i>Mentions: 672</i>	• 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. • 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/discriminate 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
	- 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.	
Stop penalising cars Mentions: 44	- 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.	

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Feedback Theme	Main Points	Auckland Transport's Responses
	- 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.	
Introduce congestion charging <i>Mentions: 630</i>	- 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.	
Do not support a congestion charge <i>Mentions: 27</i>	- 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.	

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Feedback Theme	Main Points	Auckland Transport's Responses
	- 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 have 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.	
Stop / do not invest in Mill Road project <i>Mentions: 773</i>	- Don't invest in / stop Mill Road project. - Redesign Mill Rd to cater to public transport.	
Stop / do not invest in Penlink <i>Mentions: 720</i>	- Don't invest in / stop Penlink project. - Redesign Penlink to be a public transport project.	
Deliver / speed up delivery of Penlink <i>Mentions: 135</i>	- 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.	
Complete the various road and safety improvements in Albany / Dairy Flat <i>Mentions: 291</i>	- 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.	

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Feedback Theme	Main Points	Auckland Transport's Responses
	- 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 Otaha 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.	
Complete the plans for "Albany Developments" proposed for construction in 2019 <i>Mentions: 55</i>	- 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 Otaha 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
Complete Gills Road upgrades and /Oteha Valley Rd link project. <i>Mentions: 53</i>	- 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.	
Upgrade/widen Lucas Creek Bridge <i>Mentions: 131</i>	- 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.	
Complete the Dairy Flat Highway widening <i>Mentions: 80</i>	- 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.	
Upgrade The Avenue and / or The Avenue / Dairy Flat intersection improvements <i>Mentions: 284</i>	- 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.	

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Feedback Theme	Main Points	Auckland Transport's Responses
Upgrade Lake Road - Devonport to Takapuna <i>Mentions: 57</i>	- 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>	- 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>	- 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>	- 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 Oleha 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
	- 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.	
Extend the motorway network out north <i>Mentions: 34</i>	- 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 Puhai 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.	
Extend motorway further out west (SH16) <i>Mentions: 63</i>	- 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.	
Improve traffic flow / reduce congestion on the southern motorway <i>Mentions: 25</i>	- 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.	

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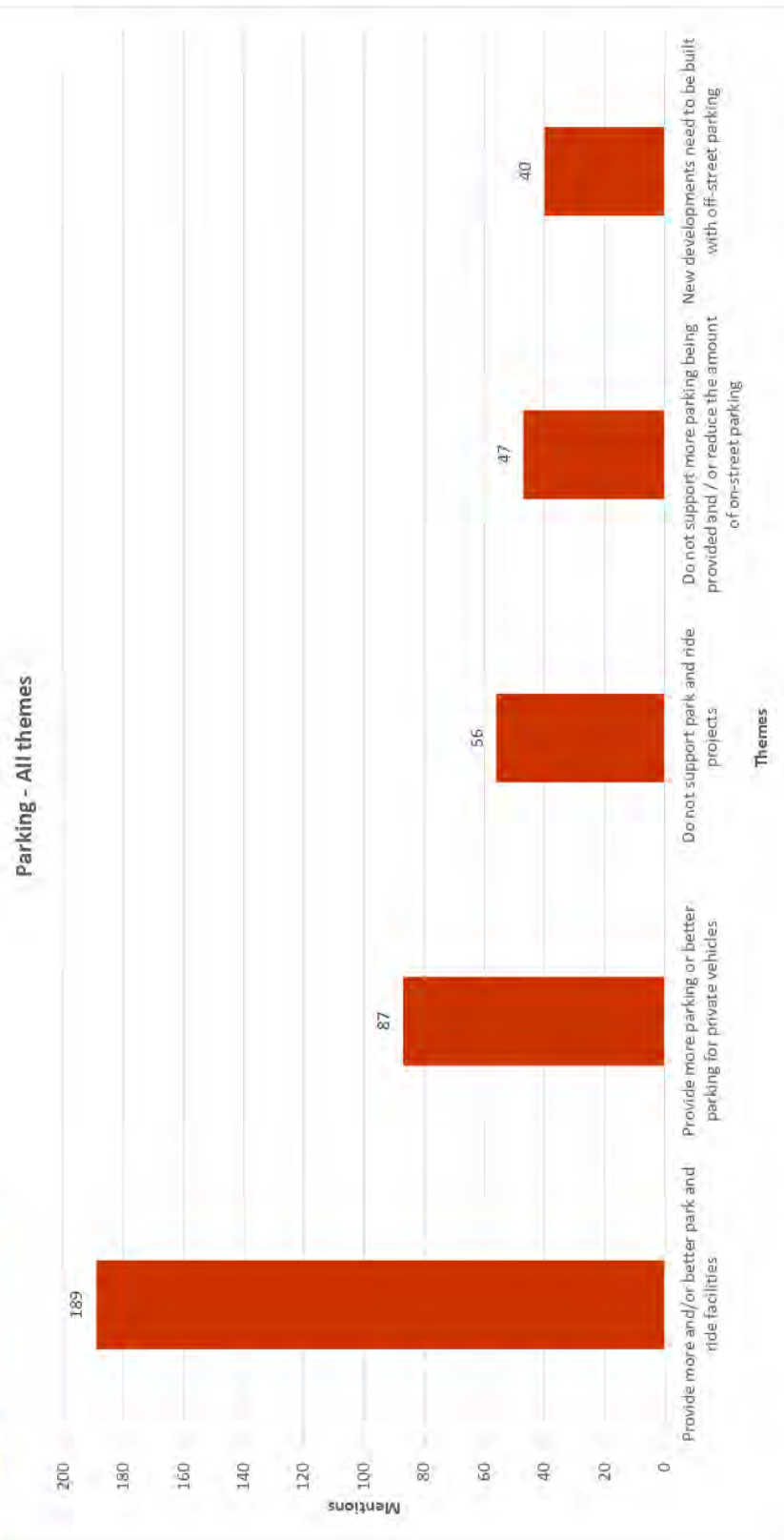
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Feedback Theme	Main Points	Auckland Transport's Responses
	• Build the Pukekohe expressway. • Grand Vue intersection (Hill Park) onto motorway needs lights or a separate dedicated lane to access motorway from Grand vue side. • Introduce a fourth lane required between Westfield and Wiri	



Parking



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Feedback Theme	Main Points	Auckland Transport's Responses
Provide more and/or better park and ride facilities <i>Mentions: 189</i>	• 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-stored 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.	
Do not support park and ride projects <i>Mentions: 56</i>	• 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.	
Provide more parking or better parking for private vehicles <i>Mentions: 87</i>	• 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.	

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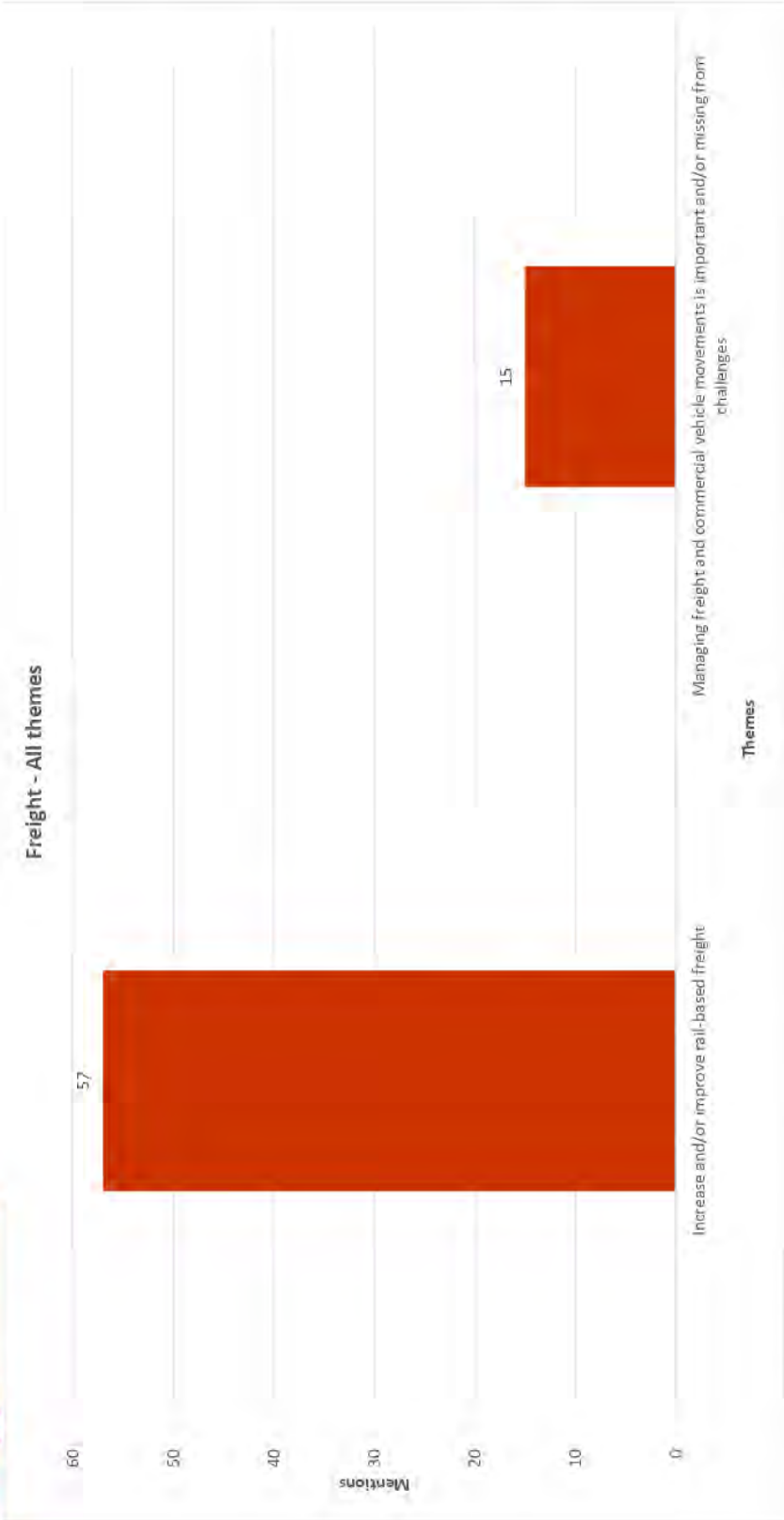
Feedback Theme	Main Points	Auckland Transport's Responses
	• Provide more motorbike parking. • Provide more parking for EV's. • Improve parking accessibility and provision for elderly people. • Reduce footpaths where they are extra wide to make room for more parking.	
Do not support more parking being provided and / or reduce the amount of on-street parking <i>Mentions: 47</i>	• 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.	
New developments need to be built with off-street parking <i>Mentions: 40</i>	• 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.	

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Freight

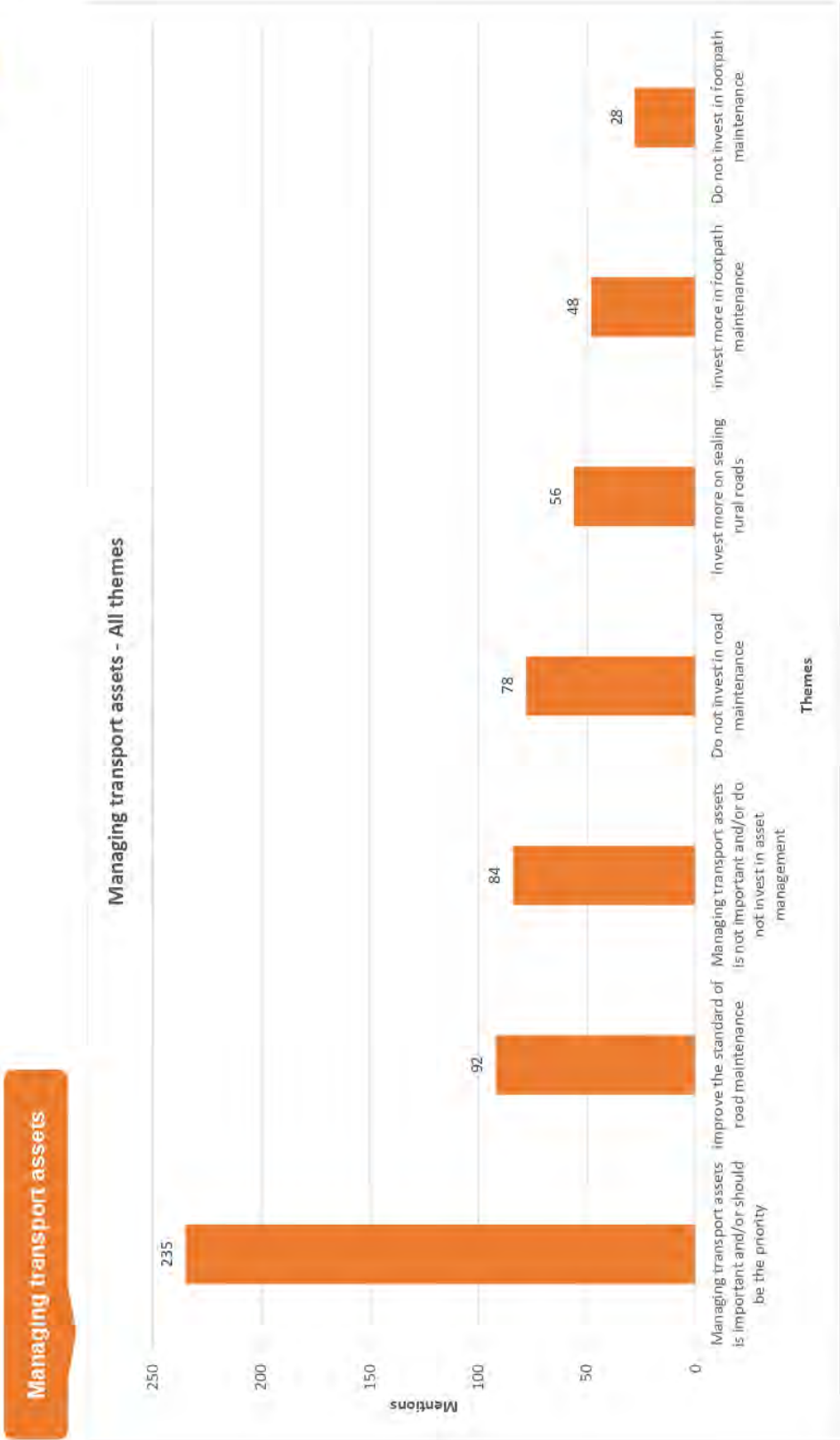




Feedback Theme	Main Points	Auckland Transport's Responses
Managing freight and commercial vehicle movements is important and/or missing from challenges <i>Mentions: 15</i>	- Managing freight and commercial vehicle movements is missing from challenges. - Managing freight and commercial vehicle movements 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.	
Increase and/or improve rail-based freight <i>Mentions: 57</i>	- 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.	

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Feedback Theme	Main Points	Auckland Transport's Responses
Managing transport assets is important and/or should be the priority <i>Mentions: 235</i>	• 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. • Māretai, Beachlands, and Whitford has broken road barriers. • Māretai, 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.	

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Feedback Theme	Main Points	Auckland Transport's Responses
	- Keep roads clear of glass. - Drain maintenance that will ensure safer rural roads e.g. Ponga Road and Hunua Road.	
Managing transport assets is <u>not</u> important and/or do <u>not</u> invest in asset management <i>Mentions: 84</i>	- 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.	
Improve the standard of road maintenance <i>Mentions: 92</i>	- 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 hole 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.	

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Feedback Theme	Main Points	Auckland Transport's Responses
	- 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.	
Invest more on sealing rural roads <i>Mentions: 56</i>	- 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. - Sea 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 Otari Mountain rd. in Clevedon. - Seal Tunnel Road in Puhai.	
Do not invest in road maintenance <i>Mentions: 78</i>	- 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>	- 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	Stop investing in footpath maintenance.	

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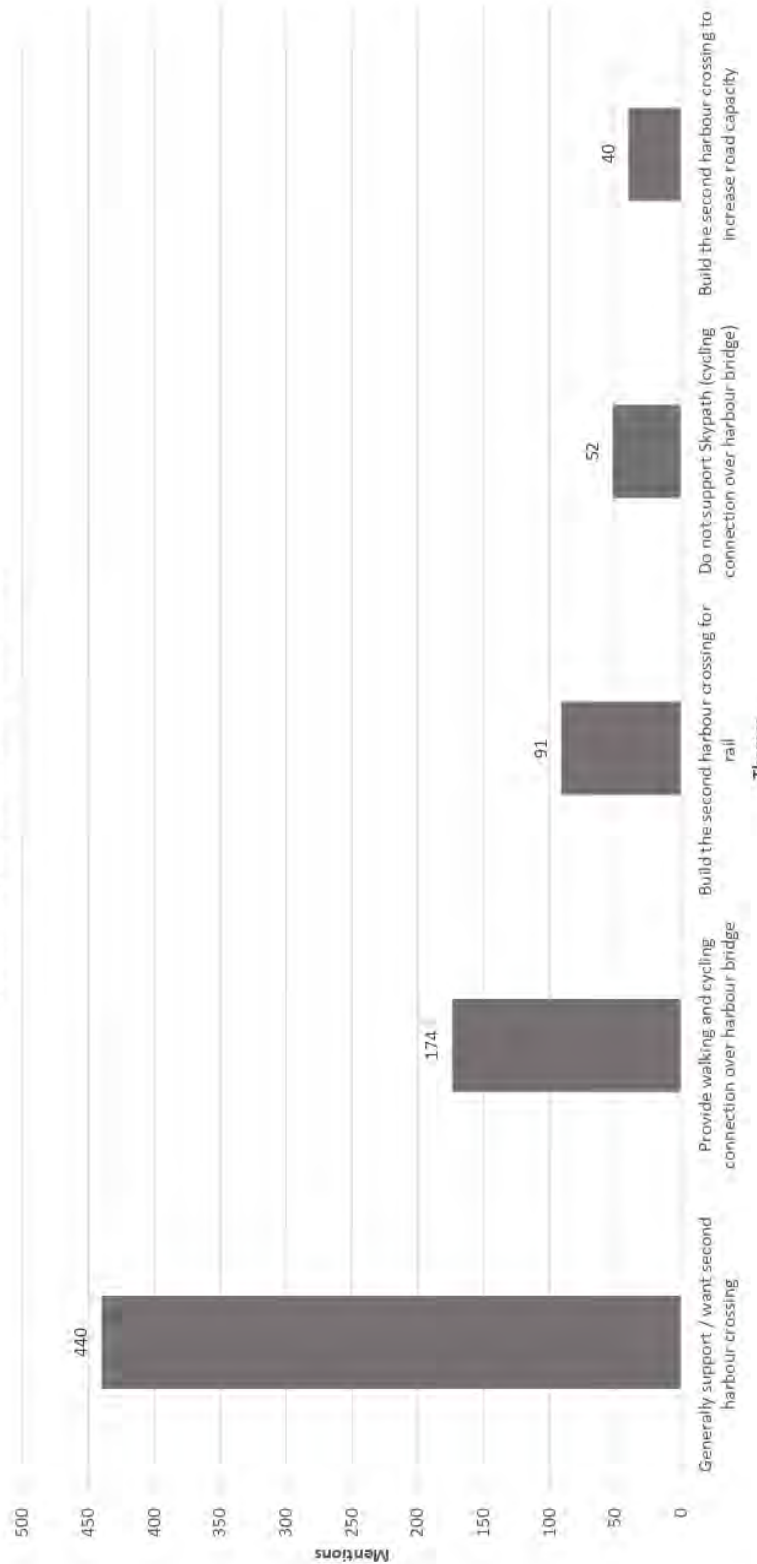


Feedback Theme	Main Points	Auckland Transport's Responses
Mentions: 28	• Footpaths are fine as they are.	

Waitematā Harbour crossing



Waitematā Harbour crossing - All themes



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Feedback Theme	Main Points	Auckland Transport's Responses
Generally support / want second harbour crossing <i>Mentions: 440</i>	- 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>	- 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>	Stop investing in the Skypath, it's a waste of money.	
Build the second harbour crossing for rail <i>Mentions: 91</i>	Need second harbour crossing to connect rail to Northshore.	
Build the second harbour crossing to increase road capacity <i>Mentions: 40</i>	- Provide more general vehicle lanes. - Research shows the public overwhelmingly support more vehicle lanes.	



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Feedback Theme	Main Points	Auckland Transport's Responses
Themes supporting investment to service growth		
Roads to support Greenfield growth is important and/or should be the priority <i>Mentions: 297</i>	- It is important to invest in roads to support Greenfield growth / Urban sprawl. - Plan and build roads for new developments.	
Roads to support Brownfield / Infill growth is important and/or should be the priority <i>Mentions: 249</i>	- 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.	
Other infrastructure to support Greenfield growth is important and/or should be the priority <i>Mentions: 300</i>	It is important to invest in infrastructure other than roads (e.g. public transport, walking and cycling infrastructure) to support Greenfield growth / Urban sprawl.	
Other infrastructure to support Brownfield / Infill growth is important and/or should be the priority <i>Mentions: 844</i>	- 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 not supporting investment to service growth		
Roads to support Greenfield growth is <u>not</u> important and/or should <u>not</u> be the priority <i>Mentions: 726</i>	- 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.	

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Feedback Theme	Main Points	Auckland Transport's Responses
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>	- 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.	
Roads to support Brownfield / Infill growth is <u>not</u> important and/or should <u>not</u> be the priority <i>Mentions: 648</i>	- 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.	
Other infrastructure to support Brownfield / Infill growth is <u>not</u> important and/or should <u>not</u> be the priority <i>Mentions: 33</i>	- 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.	
Restrict / prevent growth in Auckland <i>Mentions: 20</i>	- 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.	

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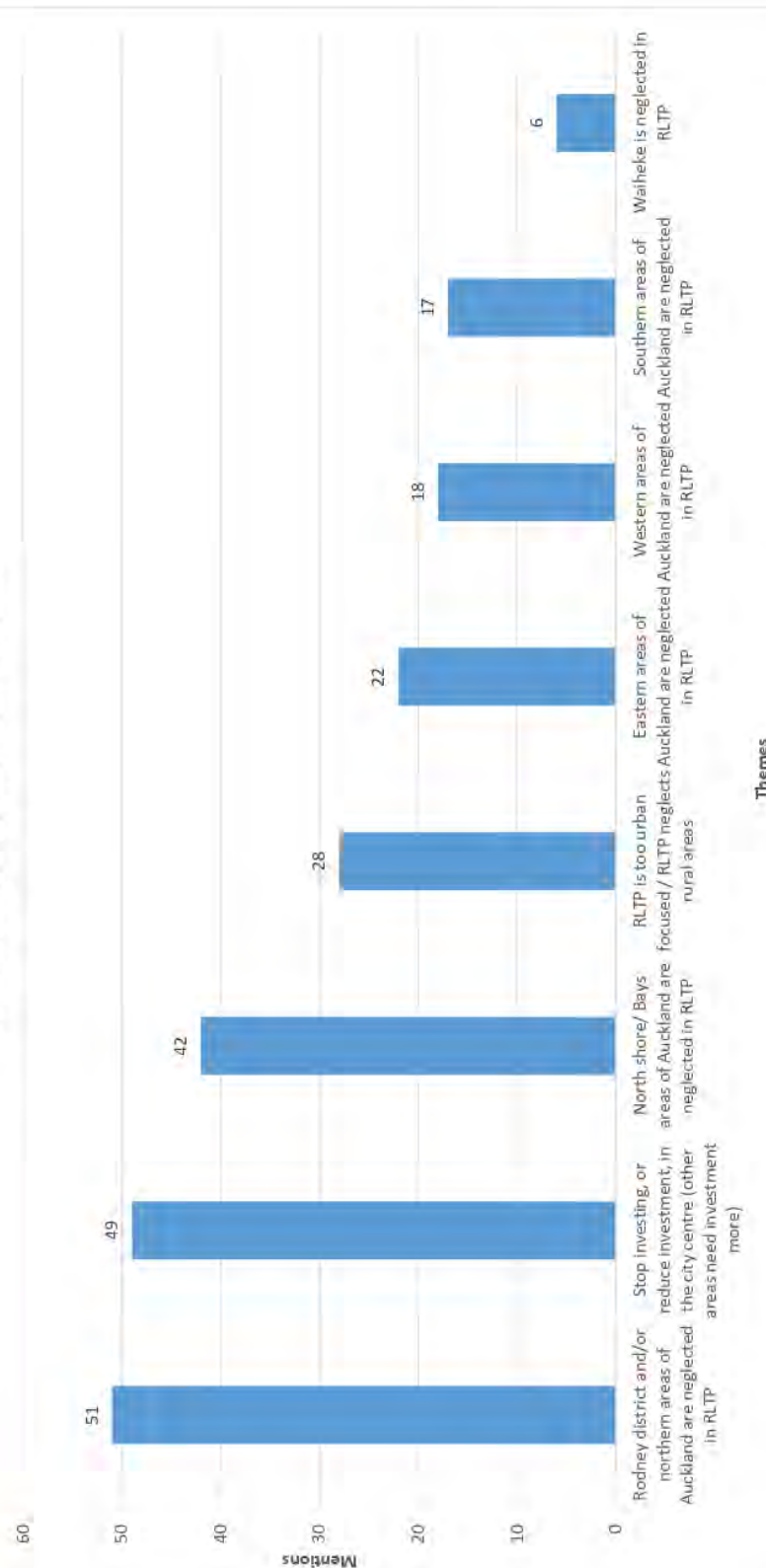


Feedback Theme	Main Points	Auckland Transport's Responses
	• Growth must be restricted or the RLTP is hopeless. • Growth in Auckland should be restricted by central government. • Growth will not reduce carbon emissions. • Immigration is the root cause of Auckland's growth. • Growth should be focussed 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

Comments on geographical areas - All themes



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Feedback Theme	Main Points	Auckland Transport's Responses
Stop investing, or reduce investment, in the city centre (other areas need investment more) <i>Mentions: 49</i>	- 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.	
RLTP is too urban focused / RLTP neglects rural areas <i>Mentions: 28</i>	- 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.	
North shore/ Bays areas of Auckland are neglected in RLTP <i>Mentions: 42</i>	- 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
	- Bayswater needs a new ferry terminal. - Whangaparua 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.	
Rodney district and/or northern areas of Auckland are neglected in RLTP <i>Mentions: 51</i>	- 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. - Rainstate/Implement Albany improvements. - Albany needs more footpaths. - Paromotemo needs more footpaths. - Paromotemo needs convenient public transport links.	

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Feedback Theme	Main Points	Auckland Transport's Responses
Western areas of Auckland are neglected in RLTP <i>Mentions: 18</i>	• Paramoremo 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. • 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 Waiakere 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.	
Eastern areas of Auckland are neglected in RLTP <i>Mentions: 22</i>	• 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
	- 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. - Hunua 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.	
Southern areas of Auckland are neglected in RLTP Mentions: 17	- 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.	

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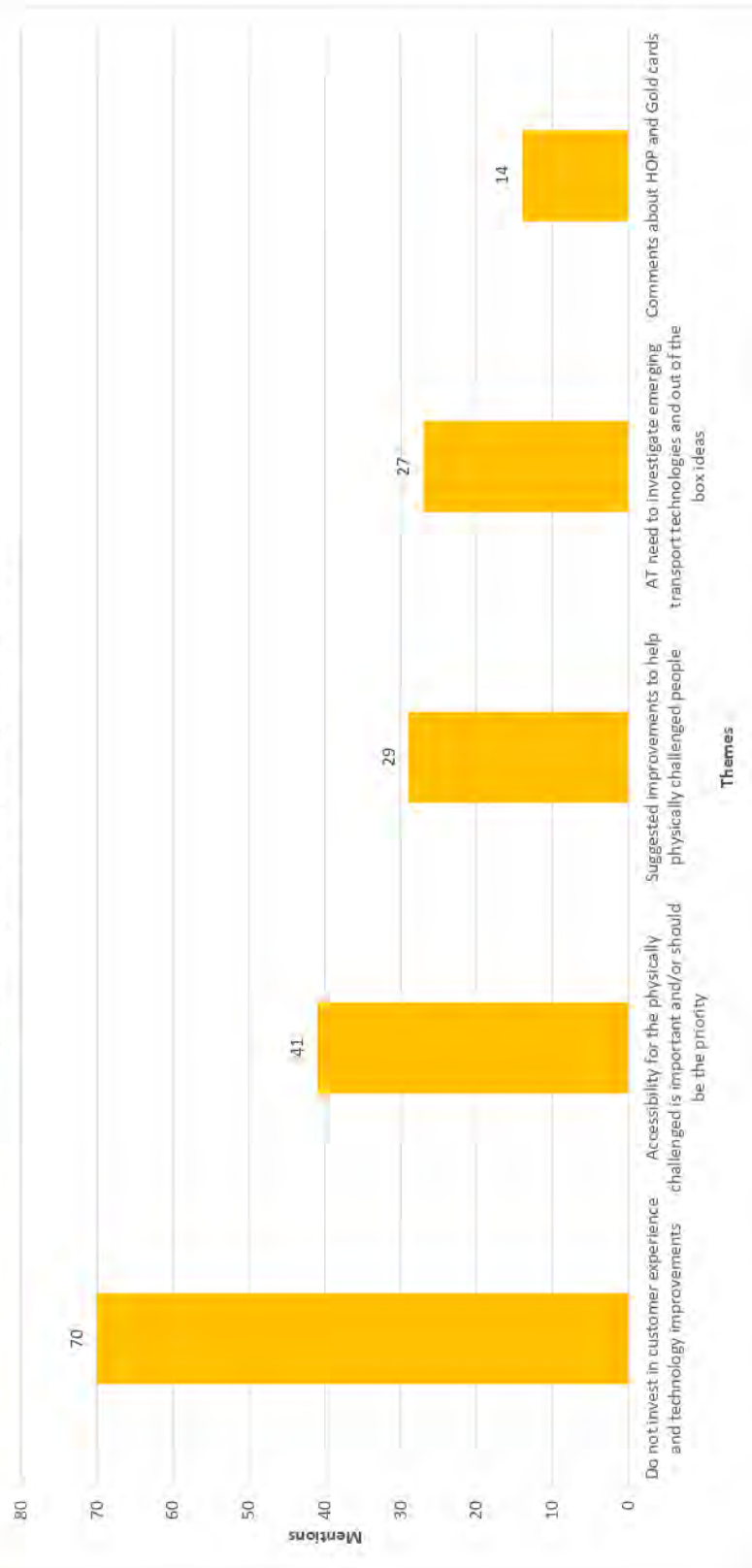


Feedback Theme	Main Points	Auckland Transport's Responses
	• Rapid rail line should link to Manukau. • Provide rail to Waiuku. • South Auckland needs more park and rides. • Speed up trains with an alternative track alongside existing and express lines to avoid slowing for stopping services and freight trains. • Mangere and Otahuhu bus links and cycle ways should be funded. • Fast train to airport from Puhinui Station only 6km over farmland.	
Waiheke is neglected in RLTP <i>Mentions: 6</i>	• 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

Accessibility, technology, and AT HOP - All themes



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Feedback Theme	Main Points	Auckland Transport's Responses
Accessibility for the physically challenged is important and/or should be the priority <i>Mentions: 41</i>	• 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.	
Suggested improvements to help physically challenged people <i>Mentions: 29</i>	• 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 able 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
	- 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.	
Do not invest in customer experience and technology improvements <i>Mentions: 70</i>	- 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.	
AT need to investigate emerging transport technologies and out of the box ideas <i>Mentions: 27</i>	- 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.	
Comments about HOP and Gold cards <i>Mentions: 14</i>	- 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.	

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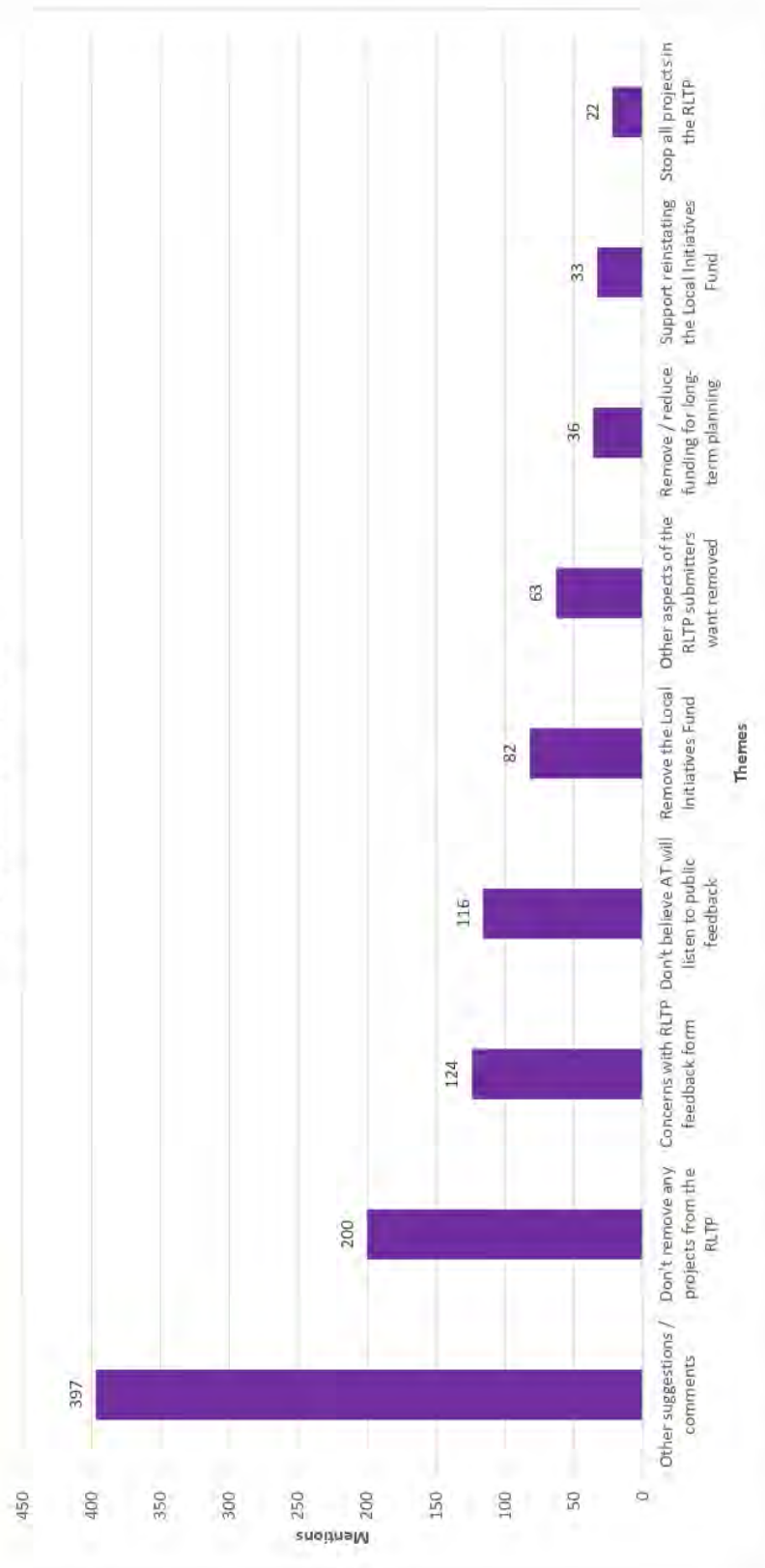


Feedback Theme	Main Points	Auckland Transport's Responses
	• Allow people ways to pay other than HOP card i.e. PayWave. • Don't invest any more funding into HOP card as a nationwide solution would be better. • Make AT HOP cards compatible with other regional services like Waikato Bee cards. • Allow AT 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



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Feedback Theme	Main Points	Auckland Transport's Responses
Don't remove any projects from the RLTP <i>Mentions: 200</i>	- 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>	- 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>	- 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>	- 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>	- Do not provide funding for community projects. - Remove Local Board funding.	
Remove / reduce funding for long-term planning <i>Mentions: 36</i>	Remove / reduce funding for long-term planning for the future.	

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Feedback Theme	Main Points	Auckland Transport's Responses
Don't believe AT will listen to public feedback <i>Mentions: 116</i>	- AT won't listen to the public 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 RL TP. - Public should have consulted before the draft RL TP 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.	
Concerns with RL TP feedback form <i>Mentions: 124</i>	- 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 RL TP. - Needed more comment boxes to explain tick box selections.	

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Feedback Theme	Main Points	Auckland Transport's Responses
	- 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 be translated for communities to understand. - 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.).	
Other suggestions/comments Mentions: 397		

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Feedback Theme	Main Points	Auckland Transport's Responses
	• 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.	

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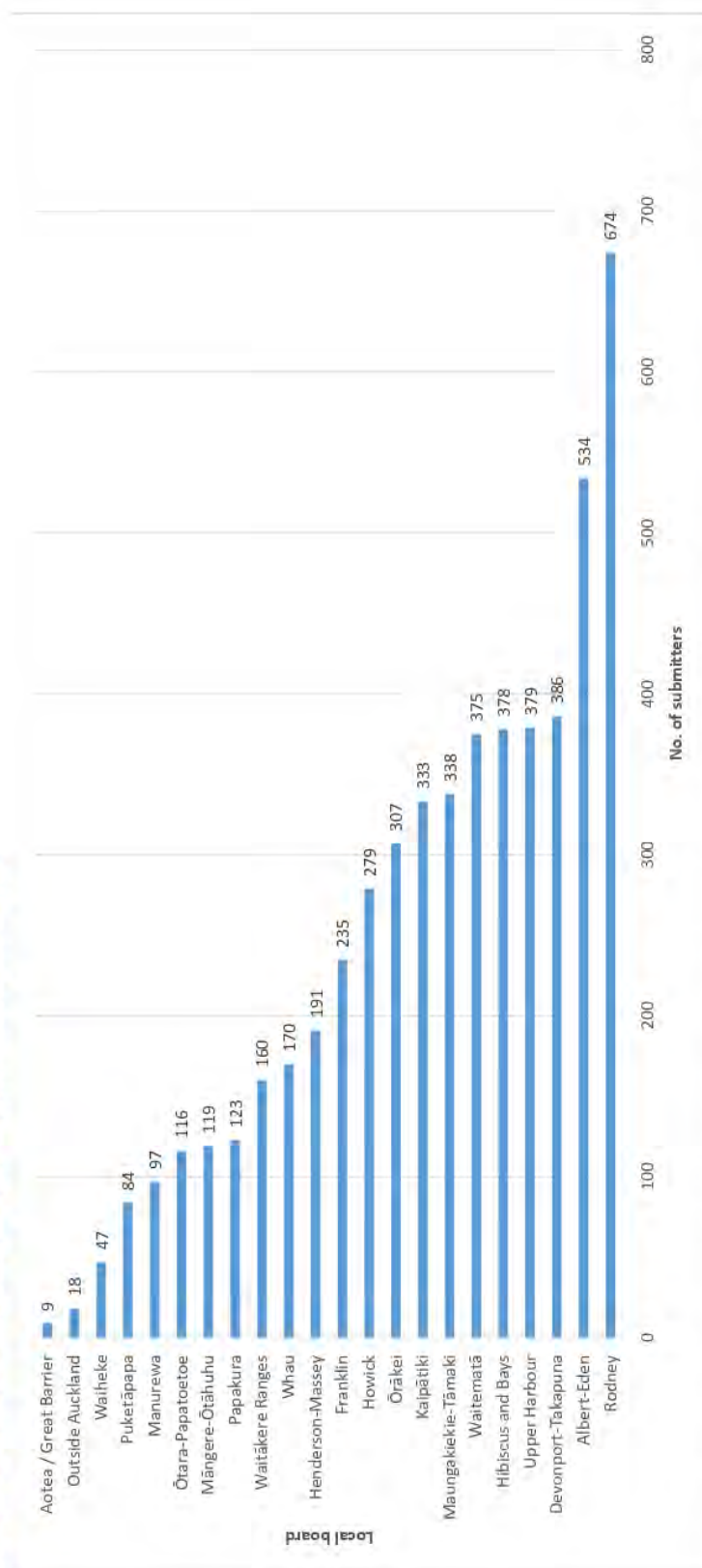
Feedback Theme	Main Points	Auckland Transport's Responses
	▪ Allow e-scooters in cycleways or create e-scooter lanes (need a safe place to travel). ▪ Scooter companies should be charged for all the ACC claims. ▪ Stagger office start-times and tax organisations that make their workers commute when not 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?



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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

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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](#).

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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	Māngakiekie-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 Tāmaki 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	Kaipātiki Local Youth Board	Kaipātiki 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	Ora Taiao 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 Waiohū
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		

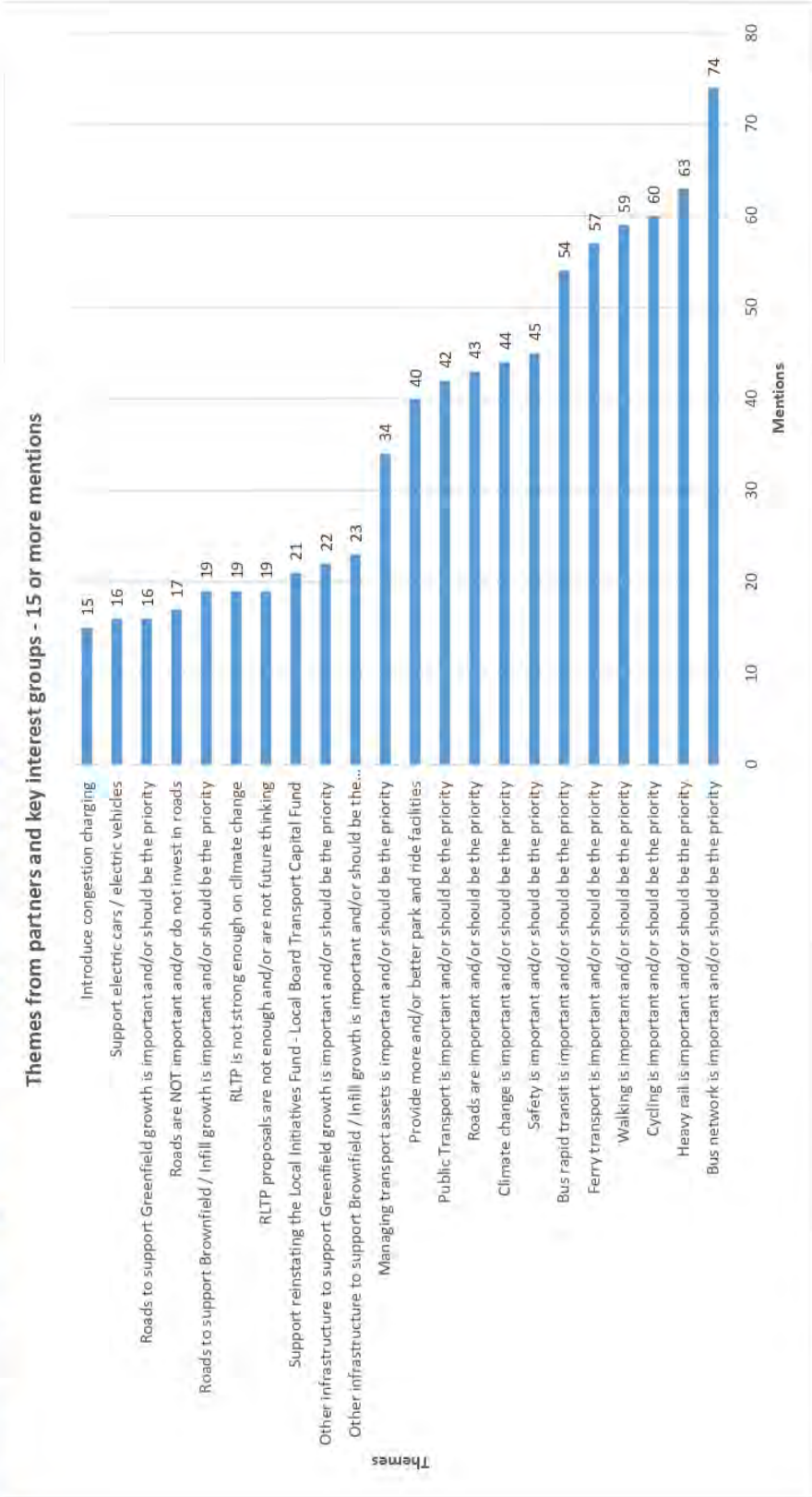
- In addition, please note that Generation Zero provided an editable proforma for its members/followers to use as the basis of their submissions. Please refer to the separate attachment "Submissions from local boards, partners and key interest groups" available on our website.

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Main themes from partners and key interest groups^v



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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-a-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. Waitematā 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.

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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. Waitematā 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.

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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.

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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.

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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.

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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.

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May 2021 – Public Feedback Report on the Auckland Regional Land Transport Plan and Regional Fuel Tax Scheme
Independently prepared by Viewpoints NZ



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 • 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	☐	☐	☐
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: • Safety engineering improvements, like red light cameras and safety barriers • Ensuring speed limits are safe and appropriate • Improving safety near schools • Road safety education	☐	☐	☐
Travel choices • 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	☐	☐	☐
Better public transport connections and roading • 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	☐	☐	☐

Walking and cycling

- New cycleways and shared paths and improved road environments to make cycling safer
- New or improved footpaths

Less Important ☐ Moderately Important ☐ Very Important ☐

Auckland's growth

- Providing transport infrastructure for new housing developments and growth areas
- Improving transport infrastructure in redevelopment locations

Less Important ☐ Moderately Important ☐ Very Important ☐

Managing transport assets

- 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 ☐ Moderately Important ☐ Very Important ☐

Other

- 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 ☐ Moderately Important ☐ Very Important ☐

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?

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	☐	☐	☐
• Demerit scheme to address persistent unsafe driving	☐	☐	☐
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	☐	☐	☐
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	☐	☐	☐
• Incentives to promote electric vehicle ownership	☐	☐	☐
• Removal of the Fringe Benefit Tax for employers who subsidise public transport for their employees	☐	☐	☐

Auckland Council
Te Kaitiaki o Te Whanganui-a-Tara

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 - aahaveyoursay.nz

	Yes	No
• Do you support the proposal to vary the Regional Fuel Tax Scheme?	☐	☐
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

FreePost Authority No. Z3346 2

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

