MT1-1108

Kōmiti Whakarite Mahere / Planning Committee

OPEN MINUTES

Minutes of an extraordinary meeting of the Planning Committee held in the Reception Lounge, Auckland Town Hall, 301-305 Queen Street, Auckland on Thursday, 24 June 2021 at 1.10pm.

PRESENT

Chairperson	Cr Chris Darby	
Deputy Chair	Cr Josephine Bartley	
Members	Cr Dr Cathy Casey	
	Deputy Mayor Cr Bill Cashmore	
	Cr Pippa Coom	
	Cr Linda Cooper, JP	Until 2.59pm, Item 8
	Cr Angela Dalton	
	Cr Christine Fletcher, QSO	Via electronic link
	Mayor Hon Phil Goff, CNZM, JP	
	Cr Shane Henderson	Until 2.09pm, Item 8
	Cr Richard Hills	
	Cr Tracy Mulholland	
	Cr Daniel Newman, JP	From 1.22pm, Item 8 Until 2.26pm, Item 8
	Cr Greg Sayers	
	Cr Sharon Stewart, QSM	Via electronic link
	Cr Wayne Walker	
	Cr John Watson	
	IMSB Member Glenn Wilcox (alternate)	Until 3.08pm, Item 8
	Cr Paul Young	Via electronic link

ABSENT

Cr Efeso Collins
Cr Alf Filipaina
IMSB Member Hon Tau Henare
IMSB Member Liane Ngamane
Cr Desley Simpson, JP

IN ATTENDANCE

Adrienne Young-Cooper	Chair, Auckland Transport Board
Wayne Donnelly	Deputy Chair, Auckland Transport Board

MT1-1109

1 Apologies

Resolution number PLA/2021/59

MOVED by Cr C Darby, seconded by Cr W Walker:

That the Planning Committee:

a) accept the apologies from Cr E Collins, Cr A Filipaina and Cr D Simpson for absence on council business, IMSB Member T Henare and IMSB Member L Ngamane for absence, and Cr S Henderson for early departure.

CARRIED

Electronic Attendance

Resolution number PLA/2021/60

MOVED by Cr C Darby, seconded by Cr G Sayers:

That the Planning Committee:

b) approve the electronic attendance under Standing Order 3.3.3 for:

- **Cr C Fletcher**
- **Cr S Stewart**
- **Cr P Young**

CARRIED

2 Declaration of Interest

There were no declarations of interest.

3 Confirmation of Minutes

There were no minutes for confirmation.

4 Petitions

There was no petitions section.

5 Public Input

There was no public input section.

6 Local Board Input

There was no local board input section.

7 Extraordinary Business

There was no extraordinary business.

8 2021-2031 Regional Land Transport Plan

A document was tabled and a presentation was provided. Copies have been placed on the official minutes and are available on the Auckland Council website as minutes attachments.

Adrienne Young-Cooper, Chairperson and Wayne Donnelly, Deputy Chairperson spoke to the committee in support of the item.

Cr D Newman entered the meeting at 1.22 pm.
Cr S Henderson retired from the meeting at 2.09 pm.

Note: under Standing Order 1.4.2 a), Cr D Newman gave a personal statement as follows:

The councillor requested the committee note his strong opposition to the government's decision to rescope the Mill Road project, which he believes will significantly compromise the ability to accommodate future residential and business land development in Drury; severely exacerbate congestion on both the state highway and local road networks; and undermine the local community's confidence in the ability of Auckland Transport, Waka Kotahi and KiwiRail to deliver a transport network that enables resilience, mobility and choice for South Auckland residents and commuters.

Cr D Newman's personal statement was supported by Deputy Mayor B Cashmore Cr A Dalton, Cr C Fletcher, Cr T Mulholland, Cr S Stewart and Cr P Young.

Cr D Newman retired from the meeting at 2.26 pm.
IMSB Member G Wilcox left the meeting at 2.36pm.
IMSB Member G Wilcox returned to the meeting at 2.47pm.
Cr L Cooper retired from the meeting at 2.59 pm.
IMSB Member G Wilcox retired from the meeting at 3.08pm.

Note: changes to the original recommendation were incorporated by adding new clause d), amending clause e) and adding subclause e) viii), with the agreement of the meeting.

Resolution number PLA/2021/61

MOVED by Cr C Darby, seconded by Mayor P Goff:

That the Planning Committee:

a) note that the final Regional Land Transport Plan 2021-2031 has been endorsed by the Regional Transport Committee and recommended to you for its endorsement.

b) note the changes from the draft Regional Land Transport Plan reflected in the final Regional Land Transport Plan 2021-2031 as outlined in this report.

c) endorse the final 2021-31 Regional Land Transport Plan for submitting to the Auckland Transport Board for final approval.

d) note Auckland Council's commitment to Te Tāruke-ā-Tāwhiri to halve emissions by 2030 requires further change to transport and land use policy and the mix of transport investment.

e) note that, as requested by the Planning Committee on 11 March, council and Auckland Transport staff are jointly developing a Transport Emissions Reduction Plan for Auckland that will identify the pathways to support the required emissions reductions reflected in Te Tāruke-ā-Tāwhiri, which includes:

i) investigating the mix of future complementary transport investments that support emissions reduction;

ii) investigating vehicle fleet and fuel decarbonisation;

iii) investigating land transport pricing reform;

iv) investigating urban growth management;

v) investigating road space reallocation;

vi) investigating behaviour change;

vii) investigating addressing inequities arising from the impacts of decarbonisation,

viii) reporting the approach to the Transport Emissions Reduction Plan for Auckland to Environment and Climate Change Committee and the Auckland Transport Board in August 2021 with a progress update by December 2021.

CARRIED

Note: Pursuant to standing order 1.8.6 the following councillors requested their dissenting votes be recorded:

- Cr S Stewart
- Cr P Young

Attachments

A 24 June 2021, Planning Committee: Item 8 - 2021-2031 Regional Land Transport Plan, presentation

B 24 June 2021, Planning Committee: Item 8 - 2021-2031 Regional Land Transport Plan, Auckland Transport responses to written questions from the committee on the draft RLTP 2021-2031, May 2021

9 Consideration of Extraordinary Items

There was no consideration of extraordinary items.

4.03 pm

The Chairperson thanked Members for their attendance and attention to business and declared the meeting closed.

CONFIRMED AS A TRUE AND CORRECT RECORD AT A MEETING OF THE PLANNING COMMITTEE HELD ON

DATE:.....

CHAIRPERSON:.....

MT1-1113

I hereby give notice that an extraordinary meeting of the Planning Committee will be held on:

Date: **Thursday, 24 June 2021**
Time: **11.30am or at the conclusion of Governing Body, whichever is later**
Meeting Room: **Reception Lounge**
Venue: **Auckland Town Hall**
301-305 Queen Street
Auckland

Kōmiti Whakarite Mahere / Planning Committee

OPEN AGENDA

MEMBERSHIP

Chairperson Cr Chris Darby
Deputy Chairperson Cr Josephine Bartley
Members

Cr Dr Cathy Casey
Deputy Mayor Cr Bill Cashmore
Cr Fa'anana Efeso Collins
Cr Pippa Coom
Cr Linda Cooper, JP
Cr Angela Dalton
Cr Alf Filipaina
Cr Christine Fletcher, QSO
Mayor Hon Phil Goff, CNZM, JP
IMSB Member Hon Tau Henare
Cr Shane Henderson
Cr Richard Hills
Cr Tracy Mulholland
Cr Daniel Newman, JP
IMSB Member Liane Ngamane
Cr Greg Sayers
Cr Desley Simpson, JP
Cr Sharon Stewart, QSM
Cr Wayne Walker
Cr John Watson
Cr Paul Young

(Quorum 11 members)

Kalinda Iswar
Kaitohutohu Mana Whakahaere Matua / Senior Governance Advisor
21 June 2021

Contact Telephone: 021 723 228
Email: kalinda.iswar@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

MT1-1114

MT1-1115

Terms of Reference

Responsibilities

This committee guides the physical development and growth of Auckland through a focus on land use, transport and infrastructure strategies and policies relating to planning, growth, housing and the appropriate provision of enabling infrastructure, as well as programmes and strategic projects associated with these activities. The committee will establish an annual work programme outlining key focus areas in line with its key responsibilities, which include:

- relevant regional strategy and policy
- transportation
- infrastructure strategy and policy
- Unitary Plan, including plan changes (but not any wholesale review of the Plan)
- Resource Management Act and relevant urban planning legislation framework
- oversight of Council's involvement in central government strategies, plans or initiatives that impact on Auckland's future land use and infrastructure
- Auckland Plan implementation reporting on priorities and performance measures
- structure plans and spatial plans
- housing policy and projects
- city centre and waterfront development
- regeneration and redevelopment programmes
- built and cultural heritage, including public art
- urban design
- acquisition of property relating to the committee's responsibilities and in accordance with the LTP
- working with and receiving advice from the Heritage Advisory Panel, the Rural Advisory Panel and the Auckland City Centre Advisory Board to give visibility to the issues important to the communities they represent and to help effect change.

Powers

(i) All powers necessary to perform the committee's responsibilities, including:

  (a) approval of a submission to an external body

  (b) establishment of working parties or steering groups.

(ii) The committee has the powers to perform the responsibilities of another committee, where it is necessary to make a decision prior to the next meeting of that other committee.

(iii) If a policy or project relates primarily to the responsibilities of the Planning Committee, but aspects require additional decisions by the Environment and Climate Change Committee and/or the Parks, Arts, Community and Events Committee, then the Planning Committee has the powers to make associated decisions on behalf of those other committee(s). For the avoidance of doubt, this means that matters do not need to be taken to more than one of those committees for decisions.

(iii) The committee does not have:

  (a) the power to establish subcommittees

  (b) powers that the Governing Body cannot delegate or has retained to itself (section 2).

MT1-1116

Auckland Plan Values

The Auckland Plan 2050 outlines a future that all Aucklanders can aspire to. The values of the Auckland Plan 2050 help us to understand what is important in that future:

Atawhai

kindness . generosity

Kotahi

strength in diversity

Auaha

creativity . innovation

Pono

integrity

Taonga tuku iho

future generations

MT1-1117

Exclusion of the public – who needs to leave the meeting

Members of the public

All members of the public must leave the meeting when the public are excluded unless a resolution is passed permitting a person to remain because their knowledge will assist the meeting.

Those who are not members of the public

General principles

- Access to confidential information is managed on a "need to know" basis where access to the information is required in order for a person to perform their role.
- Those who are not members of the meeting (see list below) must leave unless it is necessary for them to remain and hear the debate in order to perform their role.
- Those who need to be present for one confidential item can remain only for that item and must leave the room for any other confidential items.
- In any case of doubt, the ruling of the chairperson is final.

Members of the meeting

- The members of the meeting remain (all Governing Body members if the meeting is a Governing Body meeting; all members of the committee if the meeting is a committee meeting).
- However, standing orders require that a councillor who has a pecuniary conflict of interest leave the room.
- All councillors have the right to attend any meeting of a committee and councillors who are not members of a committee may remain, subject to any limitations in standing orders.

Independent Māori Statutory Board

- Members of the Independent Māori Statutory Board who are appointed members of the committee remain.
- Independent Māori Statutory Board members and staff remain if this is necessary in order for them to perform their role.

Staff

- All staff supporting the meeting (administrative, senior management) remain.
- Other staff who need to because of their role may remain.

Local Board members

- Local Board members who need to hear the matter being discussed in order to perform their role may remain. This will usually be if the matter affects, or is relevant to, a particular Local Board area.

Council Controlled Organisations

- Representatives of a Council Controlled Organisation can remain only if required to for discussion of a matter relevant to the Council Controlled Organisation.

MT1-1118

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MT1-1120

1 Apologies

An apology from Cr E Collins has been received.

2 Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

3 Confirmation of Minutes

There is no confirmation of minutes section.

4 Petitions

There is no petitions section.

5 Public Input

There is no public input section.

6 Local Board Input

There is no local board input section.

7 Extraordinary Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

"An item that is not on the agenda for a meeting may be dealt with at that meeting if-

(a) The local authority by resolution so decides; and

(b) The presiding member explains at the meeting, at a time when it is open to the public,-

(i) The reason why the item is not on the agenda; and

(ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting."

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

"Where an item is not on the agenda for a meeting,-

(a) That item may be discussed at that meeting if-

(i) That item is a minor matter relating to the general business of the local authority; and

(ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but

(b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion."

2021-2031 Regional Land Transport Plan

File No.: CP2021/09030

Te take mō te pūrongo
Purpose of the report

1. To seek Planning Committee's endorsement of the final 2021-31 Regional Land Transport Plan recommended by the Regional Transport Committee, before being submitted to the Auckland Transport Board for final approval.

Whakarāpopototanga matua
Executive summary

2. The draft 2021-2031 Regional Land Transport Plan (RLTP) was publicly consulted on between 29 March 2021 and 2 May 2021 using the Special Consultative Procedure. Approximately 5,800 submissions were received.
3. There were a wide range of responses from the public, local boards, Planning Committee and stakeholder groups. The local boards were strong in their support for more investment in footpaths and asset renewals. The public and stakeholder groups strongly supported investment in travel choices, safety and asset management.
4. There were two areas of criticism of the draft RLTP:
    - that the programme does not do enough to address climate change and should be substantially reprioritised to increase investment in sustainable modes; and
    - key stakeholders noted that the programme does not do enough to address congestion and needs reprioritisation to address freight connectivity issues.
5. Significant changes to increase or reprioritise the programme are limited by funding constraints and the impact on other priority areas to enable an effective, efficient and safe transport system in the public interest.
6. However, several changes are proposed following feedback from the consultation process (including Planning Committee and local board feedback) and the announcements on 4 June 2021 and 13 June 2021 from the Minister of Transport on the New Zealand Upgrade Programme (NZUP) and the Clean Car package respectively. The key amendments to the draft final RLTP are:
    - the addition of a small number of projects;
    - modifications to reflect increased opex for bus services; and
    - modifications to reflect NZUP package changes.
7. In addition to this, Auckland Transport's (AT's) capital programme has been re-profiled to align with the Long-Term Plan. While the total funding is the same over ten years, around $450 million has been shifted from the 2021-26 to the 2026-31 period.

Ngā tūtohunga
Recommendation/s

That the Planning Committee:

a) note that the final Regional Land Transport Plan 2021-2031 has been endorsed by the Regional Transport Committee and recommended to you for its endorsement.

b) note the changes from the draft Regional Land Transport Plan reflected in the final Regional Land Transport Plan 2021-2031 as outlined in this report.

c) endorse the final 2021-31 Regional Land Transport Plan for submitting to the Auckland Transport Board for final approval.

d) note that, as requested by the Planning Committee on 11 March, council and Auckland Transport staff are jointly developing a Transport Emissions Reduction Plan for Auckland that will identify the pathways to support the required emissions reductions reflected in Te Tāruke-ā-Tāwhiri, which includes investigating:

i) the mix of future complementary transport investments that support emissions reduction

ii) vehicle fleet and fuel decarbonisation;

iii) land transport pricing reform;

iv) urban growth management;

v) road space reallocation;

vi) behaviour change; and

vii) addressing inequalities inequities arising from the impacts of decarbonisation.

Horopaki
Context

8. The RLTP (Attachment 1) outlines Auckland region's 10-year investment programme undertaken by AT, Waka Kotahi New Zealand Transport Agency (Waka Kotahi), and KiwiRail to improve Auckland's transport system. It identifies the key land transport objectives, a range of capital and operational expenditure activities, a programme of policy advocacy, and monitoring measures.

9. The RLTP is the culmination of 15 month's work combining the Auckland Transport Alignment Project 2021 Refresh (ATAP) and the development of the RLTP. AC and AT collaborated to jointly develop the ATAP package with central government, which has been the basis for developing the RLTP. AC and AT worked jointly to align the RLTP with Council's draft Long Term Plan (LTP).

10. The statutory role of endorsing and approving the RLTP sits with the Regional Transport Committee and AT Board respectively. However, following the 2020 CCO Review's recommendations, Auckland Council's Planning Committee now has a non-statutory role in endorsing the RLTP.

11. The Planning Committee, on 11 March 2021, endorsed the draft RLTP to proceed for consultation and requested Council and AT staff jointly develop a Transport Emissions Reduction Plan for Auckland that will identify the pathways to support the required emissions reductions reflected in Te Tāruke-ā-Tāwhiri. A project and engagement plan will be put to the Planning Committee and the AT Board for endorsement by August 2021, with the work anticipated to be complete by December 2021.

12. Consultation on the draft RLTP was undertaken between 29 March 2021 and 2 May 2021.

13. The Regional Transport Committee has considered the results of this consultation, along with other external changes, and now recommend the Planning Committee endorse the draft final RLTP before it goes to the AT Board for approval.

Tātaritanga me ngā tohutohu
Analysis and advice

14. This RLTP represents the most efficient transport package to advance the agreed central government and AC objectives for the transport system within the funding available and the large portion of the program that is already either committed or essential. The package reflects a significant allocation of funding to support improved access, mode shift, greenhouse gas reductions, investing in the Vision Zero approach to road safety – while ensuring an appropriate level of renewals.

15. The RLTP advances AC's key objectives of:

- Enabling Auckland's growth through a focus on intensification in brownfields areas and with some managed expansion into emerging greenfield areas.
- Accelerating better travel choices for Auckland.
- Better connecting people places goods and services.
- Improving the resilience and sustainability of the transport system, and significantly reducing the greenhouse gas emissions it generates.
- Making Auckland's transport system safe by eliminating harm to people.
- Ensuring value for money across Auckland's transport system through well targeted investment choices.

16. However, for Auckland to successfully meet its challenges and realise its full potential, investment in infrastructure and services must run alongside some significant policy and regulatory changes. This RLTP includes several proposed policy responses to realise the full potential of the benefits in investing in infrastructure and services over time. Many of these require significant advocacy from AT and AC to central government to progress, including the following areas:

- Climate Change (refer to the Climate impact statement section);
- Access equity (implementing a 50% discount on public transport fares for Community Services Card holders);
- Safety (penalties, enforcement, speed limit reviews); and
- Congestion pricing (through The Congestion Question).

Consultation

17. The draft RLTP was widely consulted on to seek the views of Iwi, elected members, stakeholders and the wider public. AT received 5,818 submissions, including 110 from partners and stakeholders. This included submissions from all 21 local boards who together represent Auckland's communities. We also received a survey conducted by Councillor Sayers which canvassed the community on a range of issues related to the Rodney area.

18. The Public Feedback Report is provided in Attachment 2, and the submissions on the RLTP from the local boards, partners and key interest groups is provided in Attachment 3.

Public Feedback

19. 53% of respondents felt that the draft RLTP correctly identified the challenges facing transport in Auckland, down from 73% in the previous 2018 RLTP. Of those that did not select 'yes', many took the opportunity to: emphasise the importance of one of the challenges already raised, identify challenges they didn't support, or give a specific example of a project or activity they felt was important.

20. For each of the focus areas in the draft RLTP, between 68% - 91% of submitters said they were very or moderately important areas to allocate funding towards, with the highest support being for travel choices, particularly public transport. This strong support for public transport was reflected across all categories in the consultation.

21. When asked what could be included or excluded from the RLTP, there was a large proportion of submissions identifying that Penlink and Mill Road should be removed, and that more should be done to discourage car use and be stronger on climate change. Overall, many respondents saw roads as a low priority and only "roads" received more responses that they should not be a priority compared to that they should be a priority. Councillor Sayers' survey highlighted strong support for projects in the Rodney area, including Hill Street and funding for improvements to unsealed roads.

22. A majority of submitters felt the policy changes proposed were very or moderately important to deliver an effective and efficient transport system.

Mana Whenua Feedback

23. AT presented at 5 hui attended by 12 Iwi and received written submissions from Te Ākitai Waiohua, Ngāti Whātua Ōrākei Whaimāia and Te Uri o Hau. The key themes from their feedback are summarised as follows:

- **Environment and climate change:** There were concerns about the 'low' prioritisation of funding for the environment, sustainability, water quality 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.
- **Equity:** There was feedback that the RLTP needs to give more consideration to lower income communities who are also adversely affected by the Regional Fuel Tax.
- **Travel choice:** There was 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. There was feedback that more needs to be done to reduce the number of single occupancy vehicles clogging our roads.
- **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.
- **Congestion charging:** one group expressed support for congestion charging on urban arterial routes that are already well-catered for by public transport. However, concerns were raised about the impact on lower-income households including Māori and other disadvantaged groups if a pricing scheme was implemented without alternatives that meet their needs.

Local Board Feedback

24. Written submissions were received from all the local boards. The majority of the local boards support the investment in travel choices (active modes and public transport) and asset management. Local boards were particularly strong in their support for improved walking infrastructure and small localised projects to improve community outcomes. The summary of feedback from the local boards is as follows:

- **Local Board Initiatives Fund (previously Local Board Transport Capital Fund:** The local boards support the proposed investment package in the RLTP to reinstate the Local Board Transport Capital Fund to $20 million per annum, with many noting that this fund has been crucial in achieving smaller scale local improvements.
- **Climate change and the environment:** There was support for the key shift from the previous RLTP to respond to climate change and its impacts but concerns that the actions outlined will not reduce emissions enough to achieve the targets outlined in Te Tāruke-ā-Tāwhiri. Other concerns include the resilience of the network to cope with sea level rise and extreme weather events particularly in rural and island areas which could be isolated as a result.

- **Mode shift and Travel Choices:** 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 to reduce the increase in private vehicle travel. Some 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.
- **Green Infrastructure and the Environment:** Many local boards support increased investment in infrastructure that reduces negative environmental impacts, increases restoration and regeneration of the environment and protects biodiversity. There were a number of specific items requested by individual local boards concerning green infrastructure.
- **Accessibility improvements:** There was feedback that supports investment in accessibility improvements at bus, train and ferry facilities. This feedback speaks to accessibility for different communities including those with disabilities, the elderly, families with pushchairs. There was also support measures that expand travel choices through assistance to lower income residents, and those living in more deprived areas.
- **Safety:** There was support for 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 Deaths and Serious Injuries (DSIs), including some support for a wider investment in safe cycling facilities.
- **Managing transport assets:** Several local boards noted that low renewal expenditure over the 2018-2021 period (including due to budget impacts from the Covid-19 pandemic) has created a renewal backlog and support increased investment in road renewal, rehabilitation, and maintenance. Local boards see “like-for-like renewals” as a risk in terms of affecting transformational shifts to meet the challenges of growth and climate change.
- **Unsealed roads and chip seal**: There was support for investment in unsealed road and signage improvements. Some local boards advocated for increased renewal, rehabilitation, and maintenance funding to be made available to AT to renew more of the network in any given year.

Stakeholder Group Feedback

25. A wide variety of stakeholder and advocacy groups submitted on the draft RLTP advocating for a range of activities to: address climate change; reduce congestion; provide choices; and, to enable equitable access (particularly in relation to footpaths).

26. A snapshot of the key submissions are as follows:

- The submissions from **Bike Auckland** and the **Public Transport Users Association** indicated that whilst they support the direction of the RLTP, more needed to be invested in better travel choices, and less investment in roads.
- The submission from **All Aboard Aotearoa** (A coalition of climate and transport advocacy groups, including Generation Zero, Bike Auckland, Movement, Women in Urbanism, Greenpeace, Lawyers for Climate Action NZ) indicated that their view was that the draft RLTP does not comply with the law and should be overhauled because it fails to consider climate change in the context of the public interest. This group has indicated that they may seek a judicial review if the RLTP is approved.
- **New Zealand Automobile Association (AA)** indicated that their view was that the current approach ‘would be a transport programme that severely degrades levels of service for the transport mode that the vast majority of Aucklanders depend on’ and called ‘for an appropriate level of balance between encouraging public transport use and the need to adequately support private vehicles’. Their members indicated that they want to see ‘a balance between roading improvements, and upgrades and extensions to the public transport network – not solely a focus on one or the other’.

- The **Auckland Business Forum, Road Transport Association** and the **National Road Carriers** submitted that the RLTP reflects a strategy that is too heavily weighted towards public transport and not enough was being done to ease congestion for people and freight which make up the majority of the users of the network. They would like to see more done to ease congestion with a focus on improving congestion for freight and the economy, rather than arresting the decline.

Proposed Changes to the RLTP following consultation

27. The feedback from the consultation provided general support for the direction of the RLTP, and particularly strong support for the direction to invest more in public transport. Many wanted more investment in particular areas. However, whilst desirable, the opportunity for additional investment is limited by funding constraints.

28. Within the feedback, there were two particular areas of criticism of the RLTP. The first was that the programme does not do enough to address climate change and should be substantially reprioritised to increase investment in sustainable modes. The second, from key road user groups, was that the RLTP does not do enough to address congestion and needs reprioritisation to address freight connectivity issues.

29. In addressing congestion, the emphasis of this RLTP is to focus on providing effective alternative modes of travel to address demand, rather than increasing network capacity for vehicles (especially private single occupancy vehicles). It is acknowledged, however, that there is a risk that the uptake of the alternative modes fails to avoid more severe congestion especially in the medium term. Scenario testing during the ATAP confirms this. For this reason, the RLTP advocates for the implementation of pricing policy levers to accelerate the uptake of alternative modes.

30. In addressing climate change, the combination of the RLTP investment programme (including the electrification of public transport services) combined with policy measures, which are primarily driven by the central government (including the recently announced Clear Car package), are expected to make significant contributions to the reducing greenhouse gas emissions (GHG) emissions. This is expected to generate a momentum towards a more sustainable transport system and the goal of a net zero transport system by 2050.

31. We agree with the submitters that it is desirable to seek better outcomes in terms of emission reductions and improving freight connectivity (amongst other areas). However, due to funding constraints there is limited opportunity to reprioritise the RLTP towards one area without compromising other GPS priorities or the overall contribution to efficiency, effectiveness, safety or the public interest.

32. Having considered the submissions, and noting that there is limited flexibility for significant change, several refinements are proposed to address more localised issues. These are set out below.

Additional projects added

33. A small number of additional projects have been proposed. These reflect areas where there is significant feedback from consultation and/or local boards; there is a community expectation as a project was included in the previous RLTP; planning was underway; the projects can be funded within the current funding arrangements; and the projects are consistent with the GPS and the intent of ATAP. Projects include:

    A) An additional $20 million investment over ten years in new footpaths, responding particularly to local board advocacy in this area;

    B) Inclusion of $12.5 million (uninflated) to address safety and efficiency issues with the intersection of Dairy Flat Highway and the Avenue Intersection; and

    C) Providing a 25% local share for Hill Street Intersection (Warkworth).

34. While there is no new funding available, these projects are proposed to be delivered via opportunities arising in the program when and if funding becomes available due to delivery of another project being delayed.

Changes in timing

35. Auckland Council's (AC's) capital funding for AT has been adjusted to reflect:

    A) AT's confidence in shifting to a $820 million capital programme in 2021/22;

    B) AT's capex profile in the draft RLTP which exceeded funding in 2024/25 and 2025/26; and

    C) the Council's own funding parameters.

36. While the total funding is the same over ten years, the capital programme has been adjusted, with around $450 million shifted from the 2021-26 to the 2026-31 period.

37. The main implications of this adjustment are the spreading of investment in the Eastern Busway (Stages 2 – 4), Connected Communities and safety programmes over a longer timeframe.

38. AT is continuing its preparation for the upcoming pipeline of work to ensure that the projects and programmes in the RLTP are delivered as planned.

39. The Business Case for Lake Road has also been re-timed by spreading the allocated funding such that $1m is allocated in each of 2021/22 and 2022/2 financial years.

Modifications to reflect increased opex for bus services

40. AC has approved an additional $5 million p.a. operating funding for AT to provide new bus and ferry services. When coupled with savings to be identified by AT and assumed co-funding from Waka Kotahi, a total of $200 million (excluding farebox revenue) would be available for new bus and ferry services, compared to the draft RLTP. Initial indications from Waka Kotahi are that AT will not receive all the National Land Transport Fund (NLTF) funding requested for public transport operations and road renewals in the first three years of the programme. AT is working with AC on mechanisms for mitigating the funding shortfall.

Modifications to reflect the NZUP package

41. On 4 June 2021, the Minister of Transport announced changes to the NZUP with the rescoping of Mill Road, investment in Drury Stations and the Northern Pathway being the key changes.

42. These announced changes will complement and support the other RLTP investments planned for the Drury area and are consistent with the consultation feedback that supported more investment in public transport and active modes, at the expense of investing in additional road capacity.

43. The changes also help to address some of the key themes in the stakeholder feedback, particularly in terms of some stakeholder opposition to the Mill Road project.

Meeting legislative requirements

44. The RLTP now includes a section outlining how it meets the main statutory requirements set out in Section 14 of the Land Transport Management Act 2003 (LTMA). The RLTP and its associated development process has also been reviewed by Simpson Grierson who have noted that the advice provided by AT staff to the RTC has addressed each of the s14 requirements.

Other changes

45. Auckland-Wellington Regional Passenger Services - including commentary to the effect that work is underway to investigate the feasibility of a North Island inter-regional passenger rail service operating on the North Island Main Trunk Line to provide alternative travel options and work towards a low carbon transport system that enables economic growth.

46. Including commentary to demonstrate AT's commitment to work with local board around the funding and allocation of small local projects that improve community outcomes. This continues the success of what we have achieved with the local boards in the last 12 months.

47. Recognition of the Clean Car Package announced by the Minister of Transport on 13 June 2021.

48. Various technical changes to ensure that it fully meets the requirements of the LTMA and remains consistent with ATAP.

Implications of the RLTP not being approved

49. If the RLTP is not approved by the AT Board the 2018-28 RLTP would remain in effect.

50. The implication is that a decision not to approve the RLTP:

    A) is likely to mean that $345 million of new activities not included in the 2018 RLTP would not be available for co-funding from Waka Kotahi. Examples include: CRL Day one activities; Northwest bus improvements, Airport to Botany Rapid Transit Route Protection, and Decarbonisation of the Ferry Fleet Stage 1; Minor Cycling and Micromobility (Pop-Up Cycleways); supporting electric vehicles; and some safety activities.

    B) may impact on the ability to access the increase in funding required to deliver the activities continuing from 2018-28 RLTP into this RLTP, including (but not limited to): EMU Rolling Stock and Stabling Tranche for CRL, Connected Communities; and, the Urban Cycleways Programme; and, Glenvar Road/East Coast Road intersection and corridor improvements.

2021-2024 Investment Programme

51. In the 2021-24 period, there is major investment proposed for rapid transit projects, safety and active modes. Notable investments include:

    A) Projects supporting the CRL ($378M)

    B) Eastern Busway and Northwest Interim Bus Improvements ($446M)

    C) The Urban Cycleway Programme and the cycling and micromobility programmes (over $270M)

    D) Safety on local roads, state highways and around schools (over $430M)

52. In addition to this, NZUP investments in the Northern Pathway, Wiri to Quay Park (third main), Papakura to Pukekohe Electrification and SH1 Widening from Papakura to Drury will progress substantially.

53. The detail of the proposed investment in the 2021-24 period is provided in Attachment 4.

Summary

54. The RLTP makes a significant step forward in advancing the objectives of AC and meeting the community's feedback for greater investment in alternative modes, safety and asset management. Whilst there is a desire to do more, the direction of this RLTP contributes towards an effective, efficient and safe transport system in the public interest.

Tauākī whakaaweawe āhuarangi
Climate impact statement

55. The RLTP's key contribution to emissions reduction is the investment in infrastructure and services support mode shift away from private vehicles and towards public transport and active modes. Additionally, the RLTP also contributes through the electrification of public transport services, like buses and trains.

56. Mode shift and public transport electrification (i.e. RLTP investment) are, however, only two components of a set of measures needed to reduce transport GHG emissions and have a modest effect on their own. Other measures - which are primarily the central government's responsibility - include reducing GHG emissions from the vehicle fleet by incentivising electric vehicle purchases, setting vehicle fuel efficiency standards, and setting a biofuel requirement in fuels.

57. With the RLTP investment, improvements to vehcile fleet efficiency and confirmed future government policy as at May 2021 (fuel efficiency standards and biofuel requirements), transport GHG emissions are expected to reduce by approximately 1% (between 2016 and 2031) – despite Auckland's population being expected to grow by 22% over the same period.

58. This RLTP contributes to the purpose of the LTMA and is consistent with the GPS priority area of climate change, as demonstrated in the Section 14 assessment appended to the RLTP. This RLTP also reflects the LTP requirements for AT to support the implementation of actions identified in the ACP.

Beyond the RLTP

59. As requested by the Planning Committee on 11 March, Council and AT staff are jointly developing a Transport Emissions Reduction Plan for Auckland that will identify the pathways to support the required emissions reductions reflected in Te Tāruke-ā-Tāwhiri. A project and engagement plan will be put to the Planning Committee and the AT Board for endorsement by August 2021, with the work anticipated to be complete by December 2021. The scope of this work is yet to be finalised, but is expected to include:

    A) investigating the mix of future complementary transport investments that support emissions reduction:

    B) vehicle fleet and fuel decarbonisation;

    C) land transport pricing reform;

    D) urban growth management;

    E) road space reallocation;

    F) behaviour change; and

    G) addressing inequities arising from the impacts of decarbonisation.

60. Looking longer term, the RLTP takes into account the target of reaching net zero emissions by 2050, through its objective of Improving the resilience and sustainability of the transport system. This objective is primarily addressed through the investment in alternative modes.

61. The RLTP also considers the 2050 emissions forecast and notes that the accelerated uptake of low emissions vehicles (e.g. EVs) is vital to reduce road transport emissions. This is reinforced by the Minister's announcement of the Clean Car package on 13 June 2021 which aims to increase the uptake of low emission vehicles by introducing a range of measures that will help meet New Zealand's 2050 net zero target, including a proposed rebate on the sale of new and used EVs.

62. At this point, a full analysis of the potential benefits resulting from the final Climate Change Commission advice and the Clean Car Package has not been completed. It is anticipated that these could contribute significantly towards the goal of being a net zero transport system by 2050.

63. AT will continue to work with Council and central government under the umbrella of ATAP and The Congestion Question to progress policy changes to take a whole of system approach to reducing greenhouse gas emissions from transport in Auckland.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera
Council group impacts and views

64. The CCO review recommended AT and AC jointly prepare the RLTP, the draft of which Council endorses before going to the AT Board for final approval.

65. The 2021-31 RLTP has been under development for some time and due to the timing of the CCO Review, its recommendations were not able to be built into the RLTP process from the start. However, AT has worked collaboratively with AC, particularly the Transport Strategy team, on the RLTP as part of the year-long ATAP process.

66. AT has worked closely with Council to ensure that the RLTP is aligned to the LTP. Because of the pace of the recent RLTP development and amendments it has not been possible to interact as closely during the finalisation of the document. This provides an opportunity to improve the process during the development of the next RLTP.

67. AT has continued to engage with the AC Planning Committee as representatives of the Council throughout the RLTP development process. A series of workshops (refer to the table below) have kept the Planning Committee informed about the RLTP process, objectives, principles applied in developing the RLTP, and the inherent challenges and trade-offs that AT faces.

68. This has meant that throughout the RLTP the views of the Council (via the Planning Committee) have been thoroughly considered.

Council Engagement	Topics and outcomes
Finance and Performance Committee Workshop 14/10/20	Discussed challenges, objectives and principles used in developing ATAP and RLTP.
Planning Committee Workshop 3/12/20	Discussed RLTP process, process for engagement with Council, progress on ATAP, funding envelope, emerging programme.
Planning Committee Workshop 3/2/21	Discussed ATAP funding issues and trade offs, feedback on the recommended package, RLTP programme and forecast outcomes.
Planning Committee Meeting 11/3/21	Unanimously approved the recommended Auckland Transport Alignment Project 2021-31 indicative package. Confirmed that the Auckland Council Group should “ensure the Auckland Transport Alignment Project 2021-31 indicative package is a key input to decisions on the Regional Land Transport Plan 2021-31.” Unanimously endorsed the general direction of the draft 2021-31 Regional Land Transport Plan in advancing agreed Auckland Council and Auckland Transport Alignment Project 2021-31 objectives within the funding envelope available. Agreed that the draft Regional Land Transport Plan aligns with the Auckland Transport Alignment Project 2021-31 package agreed between Auckland Council and central government, and council’s draft Long-term Plan 2021-31.
Planning Committee Workshop 26/5/21	Update on public consultation. Discussion on potential amendments to the RLTP, pathway on climate change and process for formal consideration and endorsement of the RLTP. Local board chairs were invited to this workshop.
Planning Committee Meeting 3/6/21	Local boards presented to the Planning Committee on their submissions.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe
Local impacts and local board views

69. The consultation process with the local boards was agreed with AC's local board services, prior to commencing. The engagement steps are outlined in the table below.

Date	Local board engagement
15 Feb	AT attended the Chairs Forum to give an overview on the RLTP process, to outline how the RLTP is put together and finally what the process is for local board input.
29 March – 2 May	AT ran workshops with all local boards to discuss the RLTP.
4 – 18 May	AT sought resolutions from the local boards to officially record their feedback on the RLTP.
3 June	Local boards could use their statutory input slot at a Governing Body Meeting (Planning Committee) to give their views on the RLTP, where it was resolved that the Planning Committee will consider feedback from local boards, when making recommendations on the Regional Land Transport Plan 2021-2031.

70. Written submissions were received from all 21 local boards and their feedback is outlined in the Local Board Feedback section. At its 3 June 2021 meeting, the Planning Committee resolved to consider the feedback from local boards when making recommendations on the RLTP 2021-2031 (PLA/2021/50).

Tauākī whakaaweawe Māori
Māori impact statement

71. AT presented at five hui attended by 12 Iwi and written submissions were received from Te Ākitai Waiohua, Ngāti Whātua Ōrākei Whaimāia and Te Uri o Hau. The key themes from their feedback are outlined in the section above.

72. An assessment of the impacts of the 2021 RLTP on Māori, focusing on areas with significant Māori population in the south, west and parts of the isthmus found the following.

    A) The number of jobs accessible by car in the morning peak decreases in the south and west due to increasing motorway congestion. Despite this projected decline in access, most of the south and parts of the west still see higher car accessibility relative to areas such as the North Shore.

    B) The number of jobs accessible by public transport in the morning peak increases in the south and west, but overall access by public transport in these areas is lower than the isthmus and North Shore.

    C) The focus on mode shift means the RLTP prioritises improving public transport accessibility. Fares are an important component of public transport accessibility and are often raised as an issue of concern for Māori. This package includes the introduction of a public transport discount card for Community Services Card holders that will benefit some Māori.

73. The RLTP includes a substantial safety related programme that will benefit Māori, who face higher rates of transport-related death and serious injuries comparted to the regional average. Funding specifically targeted at improving marae and papakāinga-related road safety is included in the package.

74. Impacts on Maori are largely unchanged between the draft and final RLTP.

75. As requested by the Planning Committee on 11 March 2021, more work will be undertaken by ATAP partner agencies in collaboration with Mana Whenua to identify options to address inequity of access and transport choice for Māori. This will also include refining the ATAP assessment framework to incorporate Te Ao Māori and better reflect outcomes for Māori.

Ngā ritenga ā-pūtea
Financial implications

76. AT and AC have aligned the RLTP with the LTP (noting the changes outlined in this paper).

77. The AC draft LTP provides for a $7.5 billion opex programme and an $11.4 billion capex (including Waka Kotahi financial assistance, but net of direct revenue) programme over the next 10 years. The RLTP is now aligned with the funding outlined in AC's LTP.

78. Waka Kotahi and KiwiRail have also made changes to the timing and costs of some activities in their programme.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations

79. Key risks and mitigations include:

Key risk	Mitigation
Failure to deliver policy change: The desired outcomes for carbon emissions reductions are not achieved due to lack of the necessary policy intervention from central government.	Engage actively with the MOT, with the support of AC, to advocate for policy changes required. AT and AC jointly develop an Auckland specific Climate Change pathway
Funding availability for projects: Changes to available funding, or inability by AT to access NLTF funding that was assumed in the ATAP agreement, will result in an inability to deliver the full RLTP and will affect achievement of the outcomes and targets.	The RLTP contains a mitigation mechanism by prioritising projects in event of lower than expected funding. AT and AC continue to advocate to MOT and Waka Kotahi to progress work to enable the full funding allocation of the programme.
Funding availability for continuous programmes: Waka Kotahi continuous programme funding approval is lower than assumed in the first 3 years of the LTP.	AT and AC continue to work with MoT and Waka Kotahi to resolve the issue. If the funding options are not resolved, in the short term AC may need to temporarily take on more borrowing to cover any shortfall until the situation is remedied.
Asset condition: AT's infrastructure assets fail due to insufficient funding for maintenance and renewals.	Maintenance and renewals spend has been prioritised so that critical assets are maintained and renewed to expected standards.

Ngā koringa ā-muri
Next steps

80. Following a decision by the Planning Committee, the final RLTP will be submitted to the AT Board for their approval. If approved, the RLTP will become operational and will be submitted to Waka Kotahi for consideration as part of the National Land Transport Plan.

81. As requested by the Planning Committee on 11 March 2021, AT will be working jointly with AC and central government on a range of issues, including the following:

    A) The Transport Emissions Reduction Pathway, as discussed above.

    B) Ensuring transport funding setting enable delivery of the 2021-2031 ATAP package (and therefore the RLTP).

C) Identifying the high-level ATAP investment programme for 2031 to 2051.

D) Identifying options to address inequity of access and transport choice, particularly for the south and west of Auckland.

E) Identifying options to address inequity of access and transport choice for Māori, as discussed above.

F) Support transport safety in areas such as enforcement and compliance mechanisms along with regulatory changes to improve safety for vulnerable road users.

G) Jointly develop appropriate targets to measure progress against key outcomes such as emission reduction and mode shift.

82. These pieces of work are currently in a scoping stage, with oversight from the ATAP Chief Executives Governance Group, and will be reported back to the Planning Committee in due course.

Ngā tāpirihanga
Attachments

No.	Title	Page
A⇩	2021-2031 Regional Land Transport Plan (final)	25
B⇩	Public Feedback Report	153
C⇨	Submissions on the Draft Regional Land Transport Plan 2021-2031 from local boards, partners and key interest groups (424 pages) *(Under Separate Cover)*	
D⇩	Phasing of the Capital Programme	293

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VERSION TO PLANNING COMMITTEE 24 JUNE
Auckland
Regional Land
Transport Plan
2021-2031
Auckland Council
WAKA KOTAHI
NZ TRANSPORT AGENCY
KiwiRail

Item 8

Attachment A

Contents

Item 8

Attachment A

01.
Introduction from the Chair

To come

02.
Context

Auckland, Tāmaki Makaurau, is home to 1.7 million people – one third of all New Zealanders – and is forecast to grow by another 260,000 over the next decade, reaching around 2.4 million by 2050. This rapid population growth presents a number of challenges in our quest to be a liveable, climate-friendly and productive city.

Growth represents opportunity but when combined with Auckland's challenging natural setting and urban form the outcome has been increased congestion and limited connectivity. When we add in housing affordability, a global climate emergency and the Covid-19 health pandemic, Auckland has a lot to contend with.

Over the past 20 years, Auckland's civic leaders and Central Government have significantly boosted investment in transport and significant effort has gone into providing Aucklanders with more choices about how they travel around the region. A committed effort has been made to improve bus, train and ferry services and develop better infrastructure for those who walk and want to use a bike.

Evidence tells us that Aucklanders like the improved experience, particularly on rapid and frequent bus and train services where the number of trips has almost doubled in 10 years.

In 2019, Tāmaki Makaurau achieved a milestone with more than 100 million public transport boardings made – the first time that number had been achieved since the early 1950s, but we need many more Aucklanders to access better transport choices to reduce congestion, GHG emissions and deaths and serious injuries (DSI) on our roads.

More than a third of Aucklanders live within 500 metres of a frequent public transport service, yet the majority of us still choose to use our private motor vehicle for most of our trips.

Auckland needs a well-coordinated and integrated approach to help people and freight get around quickly and safely – one that significantly reduces harm to the environment and where there are multiple transport choices.

This Auckland Regional Land Transport Plan 2021-2031 outlines our response to these challenges over the next 10 years.

The big picture – what has changed since the last RLTP

While it's only been three years, a lot has happened that makes updating the Auckland Regional Land Transport Plan 2018-2028 (2018 RLTP) necessary.

The 2018 RLTP represented a step-change in transport investment for Aucklanders, with a transformational programme to tackle existing and future transport problems. The introduction of a Regional Fuel Tax (RFT) and a $28 billion package to deliver 14 large-scale infrastructure projects provided the region with certainty and sparked accelerated momentum.

Focus on climate

Late 2019 Auckland Council declared a climate emergency, with strong pledges to introduce improved fuel emissions standards and accelerate the decarbonisation of Auckland's public transport bus fleet. In July 2020 the council unanimously passed the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, which boldly aims to halve Auckland's GHGs by 2030. The plan's main transport actions are to encourage more of us to utilise public transport and active modes, decarbonise Auckland Transport (AT) contracted buses, and advocate to central government for policies to support lower and zero-emission vehicles.

This year, the New Zealand Climate Change Commission issued its advice to central government. Transport features strongly with advice to decarbonise the light vehicle fleet, step up to challenging growth targets for public transport, walking and cycling, and reduce the need to travel through remote working practices.

In 2019, an additional 16,600 cars (330 per week) were registered in Auckland, adding to congestion, contributing to increased emissions, clogging freight movements and costing Aucklanders time and money.

The road transport system contributes to 38.5 percent of Auckland's emissions and the Commission's advice and central government's response to it is critical to tackling climate change.

Aucklanders tell us they are supportive of tackling climate change yet the way to successfully execute the transition is both complex and unclear. It must be tackled using both a systems and evidence-based approach, and result in equitable outcomes.

Context cont.

The Impact of Covid-19

The team of five million has done a great job managing the risks of Covid-19. As a result, the economic impacts have been less than many initially anticipated. The transport response has also been very good when compared internationally[1] and as a consequence, the use of buses, trains and ferries has been much better than almost all other international cities.[2]

But Covid-19 has changed the way we work. The rise of office meeting software such as 'Zoom' and 'Teams', has significantly impacted transport in Auckland, with major structural shifts in the need to travel for work purposes. People travel on buses, trains and ferries less frequently, while some having returned to the perceived 'safety' of private motor vehicles.[3] As a result, Covid-19 has severely impacted key cash revenue streams. AT has had to rely on greater funding support from Auckland Council, the National Land Transport Fund (NLTF) and the Covid-19 Response and Recovery Fund to maintain services and top-up reduced capital expenditure through the government's 'shovel-ready' programme.

Covid-19 has also impacted some parts of our community harder raising social equity issues. It's raised the need for a continued focus on sustainable procurement practices and a heightened response to Māori, Pasifika and low income communities.

Transport through the provision of supporting services can be an enabler of more housing supply and help shape the type of housing that is built. In 2021 housing affordability and funding to provide roads for light vehicles, freight, buses and people on bikes, as well as train and ferry services to support housing growth at the scale required, remain challenges to be solved.

Review of Auckland Council Controlled Organisations

In 2020 the Independent Review of Auckland Council Controlled Organisations (CCOs) highlighted opportunities to improve responsiveness as well as the delivery of minor projects. A key recommendation was that Auckland Council and AT work with the Ministry of Transport (MoT) and Waka Kotahi NZ Transport Agency (Waka Kotahi) to streamline funding processes. This goes to the heart of delivering the transport system Auckland needs at a greater pace.

Transport system progress

Safety

Consultation on the Draft 2018 RLTP showed that Aucklanders were firmly behind greater investment to make the roading network safer. While much more needs to be done, subsequent investment has helped to reduce the number of DSI across Auckland's transport system.

In 2017, over 800 people died or were seriously injured on Auckland roads. DSI results have improved since the 2017 peak, with 525 DSI recorded on Auckland roads during 2020. This represents a 37 percent reduction, minimising the burden of road trauma on whanau and saving hundreds of millions of dollars in socio-economic costs to New Zealand. But we can do better.

Auckland continues to have one of the highest rates of pedestrian, cyclist and motorcyclist road deaths in the world and, following the second Covid-19 lockdown in Tāmaki Makaurau with less traffic on our roads, we saw the average speeds at which people travel in their cars increase, along with a significant uplift in DSI. Eleven people died during the last two months of 2020 and a further seven people died on Auckland's road network in February 2021 alone.

[1] AT's Covid-19 Response: A Review, January 2021, Draft for Discussion – An independent review completed by PwC
[2] Covid-19 Ridership Evolution, March 17, 2021 prepared by UITP
[3] AT RLTP Public Preferences Study, January 2021

Rapid and frequent train and bus services

Aucklanders have voted with their feet since the Britomart Train Station opened in 2003 and the Northern Busway opened in 2008. Use of these rapid transit networks has substantially increased, indicating that rapid and frequent public transport is critical to helping people move around the city. Annual train patronage increased 755 percent between 2003 to 2019 (2.5 million to 21.4 million) and annual bus patronage grew from 43.6 million in 2008 to 73.1 million in 2019.

As a result of broad scale effort, over $7.5 billion of new rapid transit projects are now either in construction or are in detailed design.

Since 2018, more electric trains have been delivered and more pieces of the Rapid Transit Network (RTN) are progressing including construction of the transformational City Rail Link (CRL), Eastern Busway, Puhinui Interchange to Auckland International Airport rapid bus services and Northern Busway extensions. The design of the Northwest Bus Improvements along SH16 and electrification of the rail network from Papakura to Pukekohe is also underway.

A third track between Wiri and Westfield is progressing. This will eventually allow express train services between the south and the city centre and unlock more freight capacity from the Ports of Auckland to distribution centres throughout Auckland and other regions.

Changes to rail legislation will also benefit Auckland by aiming to address longstanding rail funding issues and arrest the 'managed decline' of rail infrastructure.

Context cont.

The bus and ferry network

Auckland's modern bus fleet does the heavy-lifting in terms of public transport services. Coupled with the rollout of more dedicated bus and transit lanes that have increased productivity of key arterial roads, a regionwide new bus network was rolled out in 2018, doubling the number of Aucklanders who have nearby access to frequent bus services.

Early steps have been taken to decarbonise the bus fleet. Battery electric buses have been trialled and new electric fleets have been commissioned on Waiheke Island, on services between Puhinui and the Airport, and on City Link services running between Karangahape Road and Wynyard Quarter.

A smaller but still important transport task is undertaken by ferries. The new ferry basin in Downtown Auckland will be the jewel in the crown of the ferry network. In the mid to longer-term we believe further improvements for ferry customers are an important part of Auckland's transport future.

Fare initiatives and promotions

Investment in new infrastructure and services has been supported by new public transport fare initiatives such as Child Fare Free Weekends, discounted off-peak fares and ferry fare integration.

AT's 'Home Free' promotion held on the last Friday evening before Christmas 2018, promoted public transport and, with the support of the New Zealand Police, discouraged drink-driving. This initiative was repeated in 2019 and 2020.

Safe cycleway infrastructure and shared paths

New safe cycleway infrastructure and shared paths have been built, and progress is being made on the remaining elements of the Urban Cycleway Programme such as Te Ara Ki Uta Ki Tai (Glen Innes to Tāmaki Shared Path).

The following projects are completed or progressing:

2020/21 Completed	Herne Bay to Westhaven Cycleway
	Victoria Street Cycleway
	Murphys Road Corridor Improvements
2020/21 To be completed:	Karangahape Road Streetscapes Upgrade
	Tāmaki Drive Cycleway and Flood Resilience Project – Separable Portion 1
2021/22: Planned	Eastern Busway Stage 1 Shared Path
	New Lynn to Avondale Shared User Path
	Glen Innes to Tāmaki Drive Shared Path – Section 2 (delivered by Waka Kotahi)
	Links to Glen Innes Cycleway – Package 1
	Tāmaki Drive Cycleway – Separable Portion 2
2022/23: Planned	Waitematā Safe Routes Cycleway – Section 1
	Great North Road Cycleway
	Links to Glen Innes Cycleway – Package 2a
	Glen Innes to Tāmaki Drive Shared Path – Section 4
2023/24: Planned	Waitematā Safe Routes Cycleway – Section 2
	Links to Glen Innes Cycleway – Package 2b
	Point Chevalier to Westmere Cycleway

There has been a 16 percent increase in trips on bikes since 2016 and this will accelerate once the Urban Cycleways Programme (from the inner west to Glen Innes) and the Northern Pathway are completed.


New Lynn to Avondale Shared User Path artist rendering

Roading

Over the past three years there has been significant capacity improvements on our state highways to the northwest and south of Auckland. Similar improvements are underway between Puhoi and Warkworth.

Roading optimisation projects, including the introduction of transit and dynamic lanes on Whangaparāoa Road and Redoubt Road, have reduced travel times for locals and boosted productivity. Multi-modal roading projects such as Murphys Road, Medallion Drive Link and Matakana Link Road are helping to unlock housing developments.

Congestion in some parts of the region is affecting the productivity of the arterial roading network, which impacts freight movements and private journeys. Intersection improvements have been made at Great South Road/Church Street, Ti Rakau Drive/Gossamer Drive, and Favona Road/Savill Drive.

In early 2020, central government announced the transfer of some RFT-funded projects and other projects to the New Zealand Upgrade Programme (NZUP). It was revised on 4 June 2021. The programme brings large-scale investment forward through multi-modal projects such as the South Auckland Package and Penlink on the Whangaparāoa Peninsula, the Northern Pathway, electrification of the rail line from Papakura to Pukekohe, and new train stations in Franklin.

Value for money and financial sustainability

There has been a significant escalation in programme costs. As well as land costs, real effort has been made to ensure workers – such as bus drivers – enjoy wages and conditions which make the industry attractive to work in. The demand for more services over time will mean more frontline staff are required to make our transport system work.

Parts of the construction industry have struggled over the last three years and it's clear that New Zealand needs a construction industry which is financially sustainable and safe. Auckland is just one of a cluster of cities in Australasia investing heavily in transport, and the way we procure, share risk and partner with industry is crucial to bringing this RLTP to life.

Context cont.

Looking to the future

The experience we give customers – whether making a trip in a car, in a truck, on a bike, bus, train, ferry or on foot – are at the heart of a successful transport system. An efficient, safe, connected transport network is critical to get everyone where they want to go, deal with freight, encourage more sustainable transport choices, and serve as a catalyst for a more compact city.

For the last 15 years transport agencies have worked to maintain a growing stock of existing and new infrastructure. There is still more to come, including additional Waitematā Harbour connections and rapid transit, but funding is limited and decisions are required in terms of priority projects.

New Zealanders are beginning to see the consequences of existing infrastructure failing and are quickly understanding it needs to be looked after. The 2020 closure of the Auckland Harbour Bridge (which led to significant reductions in lane capacity for close to three weeks), rail track problems, and issues with water infrastructure have all highlighted the impact and disruption that can occur when assets are damaged by weather or inadequate maintenance and renewals.

We must look after transport assets on behalf of the region. Auckland does not have the same economies of scale as some other like-minded cities so a focus on innovation, technology, value for money and integrated planning is key to deliver what people want.

This 2021 RLTP builds on the 2018 RLTP, but seeks to speed up progress. It has a greater emphasis on looking after the region's transport assets, safety and climate change.

The need for sustained investment in transport infrastructure, built as soon as possible, is a top priority. As underpinned by central government in its Covid-19 response, there is an opportunity for infrastructure works to generate jobs and help New Zealand recover while providing safe travel choices for residents and visitors, and better accommodating our daily lives and special events.

Transport in Auckland over the next 10 years might be viewed as a decade of two halves. In the first half we plan to finish what is already underway. Some very big construction projects are underway – CRL, the Eastern Busway, Northern Busway extension, Matakana Link Road and the Urban Cycleway Programme. KiwiRail is advancing with electrification of rail services between Papakura and Pukekohe, and a little further behind are interim bus improvements to the northwest and the Northern Pathway.

In the second half of the period under this RLTP, a range of new programmes will gather momentum. Projects and programmes such as Connected Communities, service-led improvements on the Airport to Botany rapid transit route, and investment in renewals will really come into focus.

The link between technology and transport is more and more obvious. Covid-19 highlighted the value of previous investments in AT HOP and the AT Mobile app, and we are increasingly seeing the role technology can play in making our roads safer through the likes of red light cameras and more productive dynamic lanes. E-scooters and e-bikes for hire and car-sharing schemes are further evidence of how technology is enabling changes in the way we travel. The ongoing investment in technology with a focus on transport customers is an important piece of the puzzle when it comes to delivering a better transport system.

Now, more than ever, we need all those involved in setting the policy and regulatory framework, whether at a central government or local government level, to step up to the significant challenges of delivering an effective, efficient and safe transport system in the public interest. This needs to be done in a way which recognises that the transport system of Tāmaki Makaurau serves a diverse range of communities in what is New Zealand's largest and fastest growing region. What works in rural New Zealand may not be fit for purpose in Auckland, and vice-versa.

There are a number of opportunities to bring transport policy and regulation in line with the needs of Auckland's transport system. Whether it be safety outcomes to improve the deterrence framework, roading productivity outcomes and the existing ways in which Aucklanders pay to use their roads or parking or climate change, our future transport regime must look different.

The outcomes from the 2021 RLTP are covered in Section 8.

For the first time this RLTP includes a programme of activities targeted at policy and regulatory interventions which will provide Aucklanders with better outcomes from their transport system.

Population growth and the reliance Aucklanders have on their motor vehicles means it's essential to have conversations with other agencies about potential interventions to meet Auckland and New Zealand's climate change targets. We are already investing in low-emission buses and electric trains, completing scheduled cycle, bus and rail projects, creating low-emission vehicle zones, introducing charging stations for electric vehicles (EVs), and promoting cycling and walking. However, there is the potential to achieve so much more with financial incentives to purchase EVs, an increased use of biofuels, and improved vehicle fuel-efficiency standard regulations. There have been clear recent signals that central government is considering some of these changes.

Road pricing (or congestion pricing) is another important area of regulatory change. The current way Aucklanders pay for using their roads does not incentivise them to be used in the most productive way, or support climate change outcomes.

A better transport system depends upon regulation and policy, and this RLTP outlines a plan for policy advocacy and policy change. In many cases such change requires political assent, and so the plan is clear about where change must be driven from and the outcomes sought. It's crucial that the full range of tools is being used to deliver value for money for ratepayers and taxpayers.

The ATAP 2021 investment programme for Auckland is historically significant and substantial in the Covid-19 impact context. So much, like CRL or the Eastern Busway, is already underway or core to keeping Auckland moving. Having so much already in construction or well advanced in project development is a good thing – it's a sign of progress. On the downside it leaves limited room for new or additional investments.

After operations, maintenance, renewals, committed and essential capital works, $2.1 billion is available for new investments to deliver the transport outcomes Aucklanders want. Any new investment can only be progressed late in the decade when the funding demands of big transformational projects (such as CRL and the Eastern Busway) ease off, or if additional funding above and beyond that signalled in ATAP becomes available.

03.
Feedback from consultation

This section summarises the feedback received through submissions on the draft 2021 RLTP.

Public consultation on the draft RLTP ran from 29 March to 2 May 2021. We presented at five hui (attended by 12 Iwi), held 21 local board workshops, 11 public drop-in sessions, two webinars, a workshop with advisory panels and a partner and stakeholder event.

The consultation was promoted in a number of ways, including:

- Distributing printed fliers to nearly 530,000 properties and post office boxes around the region
- Digital advertising which reached 744,000 unique devices in the Auckland region
- Newspaper advertising in the NZ Herald, 18 community newspapers around the region, AUT and Auckland University publications as well as the Chinese Herald, Kakalu O Tonga, Mandarin Pages and the Indian Weekender
- Advertising on digital screens across Auckland's transport network – located at exits and entrances at rail, bus and ferry terminals
- Posters on trains, buses and ferries which had the potential to reach 280,000 commuters each day
- A Facebook advertising campaign which reached 82,389 people in Auckland
- Translating consultation materials into Te Reo Māori, Tongan, Samoan, Simplified Chinese, Korean and NZ Sign Language.

We sought specific feedback on:

1. Whether we correctly identified the most important transport challenges facing Auckland
2. Funding allocation
3. Projects to add and/or remove from the RLTP
4. Policy changes.

Feedback received

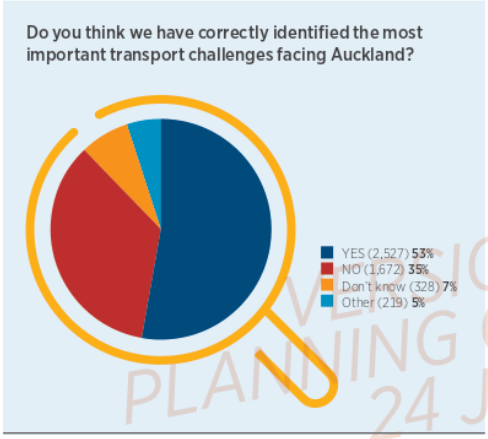
We received 5,818 submissions, including 110 from partners and stakeholders. This included submissions from all 21 democratically elected local boards who together represent 100 percent of Auckland's population.

Submitters responded to a mix of tick-box and open-ended questions in the consultation feedback form, and we received submissions via email and in person.

The feedback received was carefully considered. Every submission was read, analysed and collated into a public feedback report which is available at https://at.govt.nz/rltp.

The following is a high-level overview of the responses we received.

1. Have we correctly identified the most important transport challenges facing Auckland?



We asked people if they felt we had correctly identified the most important transport challenges facing Auckland, which were:

- Climate change and the environment
- Travel choices
- Safety
- Better public transport connections and roading
- Auckland's growth
- Managing transport assets.

Fifty three percent of submitters agreed we have correctly identified the most important transport challenges facing Auckland.

Of those that did not select 'yes', many took the opportunity to:

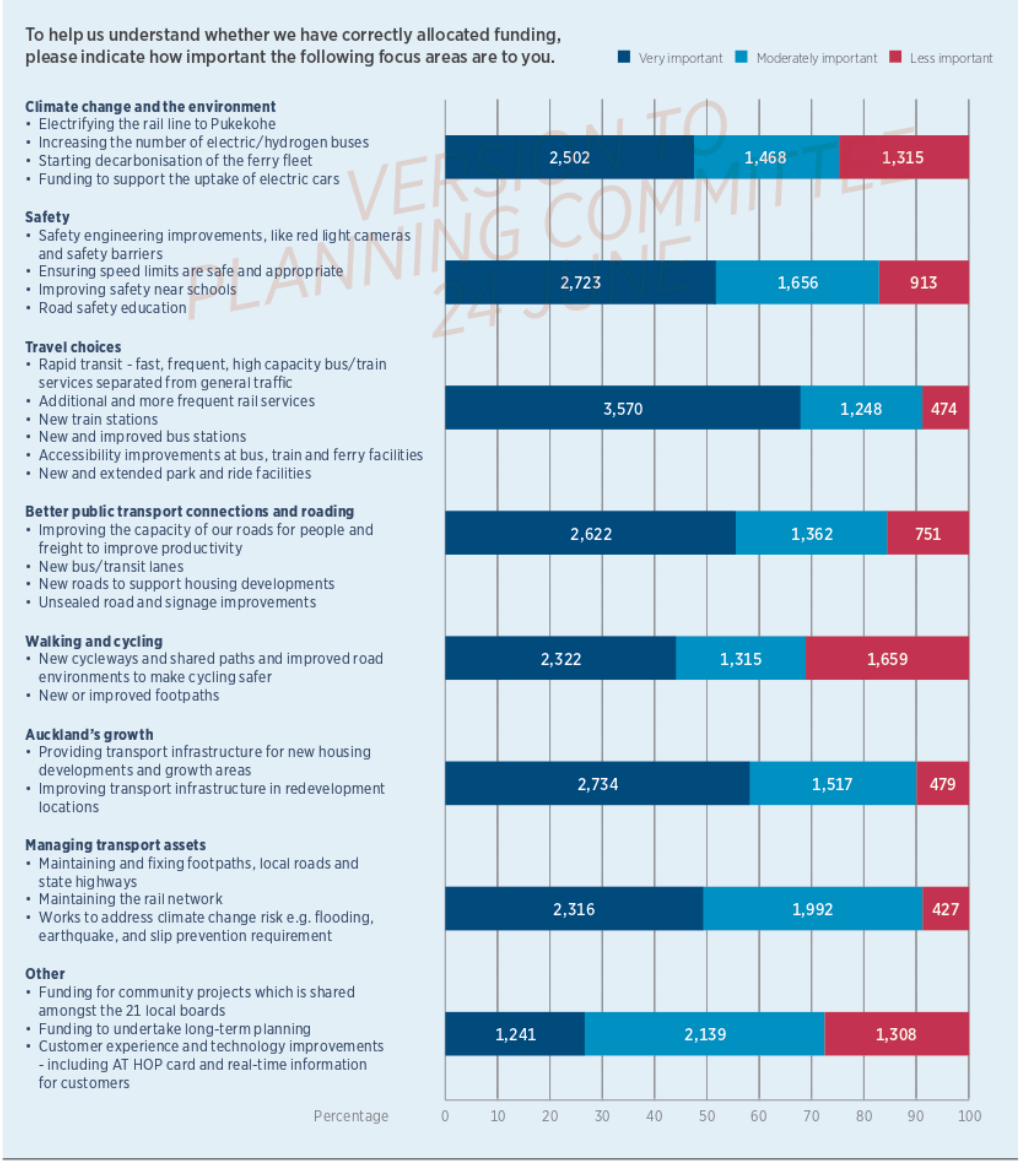
- emphasise the importance of one of the challenges already raised,
- identify challenges they didn't support, or
- give a specific example of a project or activity they felt was important.

The most popular themes in the responses to this question are captured on page 15.

Feedback from consultation cont.

2. Funding allocation

We sought feedback on the level of support for specific areas of focus that inform the prioritisation of funding. Between 68 percent and 91 percent of submitters said they were very or moderately important areas to allocate funding towards.



Top themes – sentiment on challenges/focus areas

Feedback theme	No. of mentions
Heavy rail is important and/or should be the priority	1,673
Bus network is important and/or should be the priority	1,639
Ferry transport is important and/or should be the priority	1,530
Bus rapid transit is important and/or should be the priority	1,405
Cycling is important and/or should be the priority	1,337
Roads are not important and/or do not invest in roads	1,193
Walking is important and/or should be the priority	1,123
Climate change is important and/or should be the priority	1,119
Safety is important and/or should be the priority	1,007
Roads are important and/or should be the priority	889

Other viewpoints

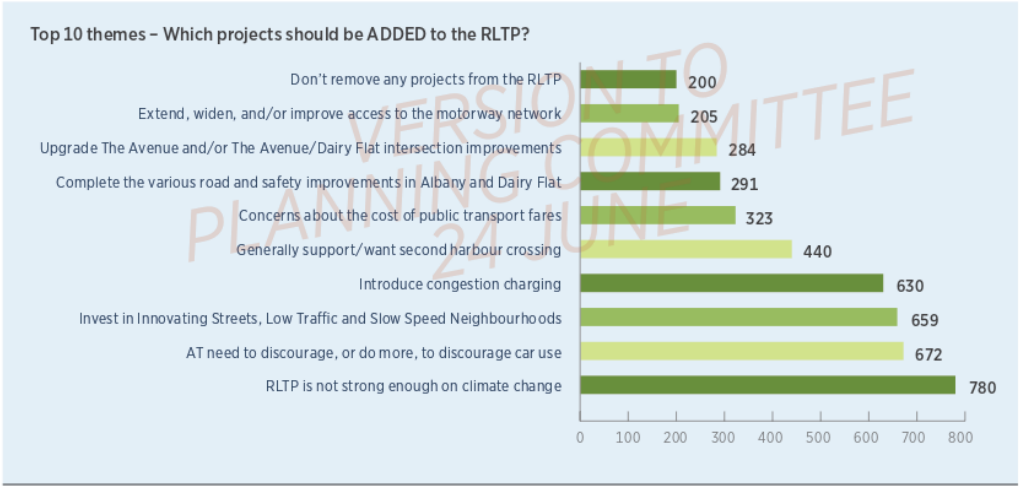
We received 110 submissions from partners and stakeholders, who, in some cases, represent large groups of people, businesses and industry sectors. Their submissions covered a range of matters, many of which are not reflected in the condensed commentary above.

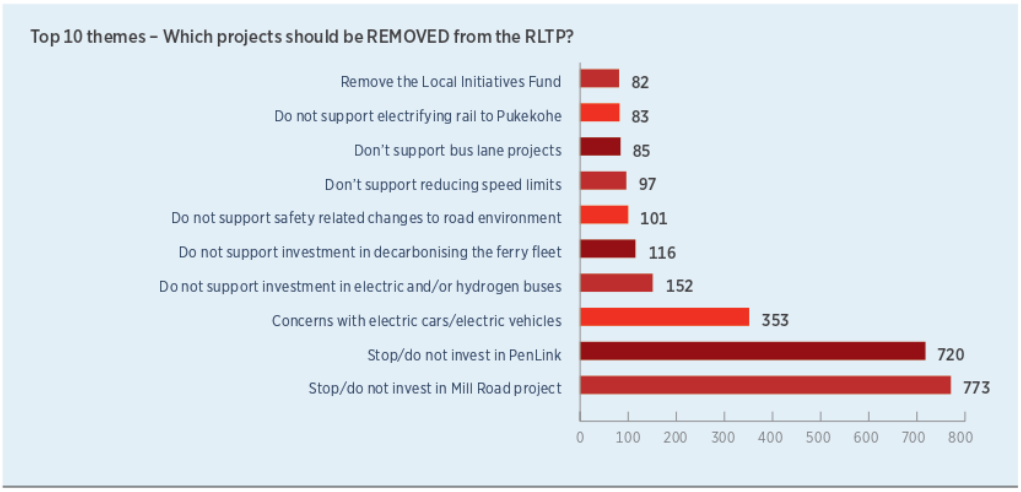
Some submitters, particularly those that represent road users, noted their concerns at the levels of congestion in Auckland and the concern that this could worsen. This impacts negatively on access and connectivity for road users, including freight. They felt the RLTP should have a greater focus on easing congestion for people and freight which make up the majority of users of the network.

All partner and stakeholder submissions are available in full in the public feedback report on our website.

Projects to add / remove from the RLTP

We asked people to consider all of the projects included in the draft RLTP and let us know if there are any other projects they felt should be included. And if so, which project(s) would they remove in order to add any new projects.

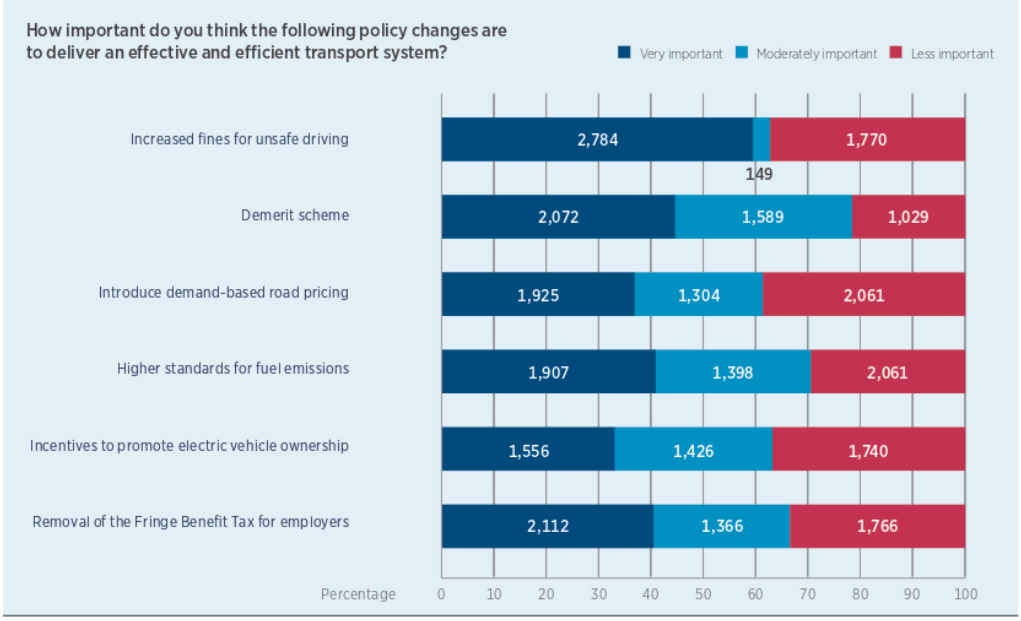




4. Policy change

Delivering a transport system that works effectively and efficiently relies on transport policy and regulations. In order to further improve the safety of our roads, reduce congestion and tackle climate change, policy changes will be required. Some changes can be implemented by AT but the most significant ones would need to be led by central government. This would require strong advocacy to central government to progress.

Between 61 percent and 78 percent of submitters felt the policy changes put forward were very or moderately important to deliver an effective and efficient transport system.



Key themes from Māori

AT presented at five hui attended by twelve iwi. The feedback provided at the hui covered a range of issues, including:

- Safety, particularly around schools but also rural roads
- The uptake of electric vehicles, including leadership by Auckland Council and Auckland Transport in converting to hybrid/electric vehicles,
- The environment, including impacts of transport on freshwater management, and
- The Regional Fuel Tax (RFT).

We received written submissions from Te Ākitai Waiohua, Ngāti Whātua Ōrākei Whaimāia and Te Uri o Hau. A summary of the themes raised through these written submissions is provided below.

Electric vehicles and higher standards for fuel emissions

There were concerns that policies that reduce the number of higher-emitting vehicles, or that incentivise the uptake of EVs, can disadvantage lower income households including Māori who may be unfairly impacted by these policies or unable to access the benefits from these incentives.

Environment and climate change

There were concerns about the 'low' prioritisation of funding for the environment, sustainability and climate change. Increased population will put further stress on the environment and more resource needs to be dedicated to reducing carbon emissions. It was noted that no chemicals should be used on roading and footpath projects, (especially near waterways), to avoid polluting waterways.

Feedback from Consultation cont.

Travel choice, walking and cycling

There was support for projects which encouraged mode shift and active modes of transport, and for greater investment in the public transport network. Iwi felt more needs to be done to reduce public transport journey times and make it more attractive, reliable, affordable and better integrated.

It was also pointed out that there are limited travel choices for communities in the outer areas of Tāmaki Makaurau, who are often lower income earners.

Equity

Iwi said the RLTP needs to give more consideration to lower income communities who are also adversely affected by the RFT.

Clearways and transit lanes

Iwi want greater enforcement to improve bus journey times by reducing the number of vehicles illegally parking in clearways and transit lanes.

Congestion

They said more needs to be done to reduce the number of single occupancy vehicles clogging our roads. One hapū expressed support for congestion charging on urban arterial routes that are already well-catered for by public transport. Another expressed concerns about implementing congestion charging where it is not preceded by a public transport system that is efficient, safe and priced to meet the needs of lower-income households including Māori and other disadvantaged groups.

Local Board feedback

Auckland Council staff carried out an analysis of the draft RLTP feedback from local boards (which can be viewed in full in the public feedback report on the AT website).

Below is an overview of the main themes which came through in the feedback from the 21 local boards.

Local Board Initiatives Fund (previously Local Board Transport Capital Fund)

All local boards endorse the proposed investment package in the RLTP to reinstate the Local Board Transport Capital Fund to $20 million, with many noting that this fund has been crucial in achieving smaller scale local improvements, particularly for pedestrians and cyclists.

Climate change and the environment

Local boards broadly supported the key shift from the previous RLTP to respond to climate change and its impacts, but observed that the actions outlined will not reduce emissions enough to achieve the targets outlined in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.

Mode shift

Ten boards expressed support for projects and programmes that encouraged Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth.

Four local boards noted that public and active transport is not a choice available for many Aucklanders, particularly for those in greenfield developments, semi-rural and rural areas.

Electric/hydrogen buses

Eight local boards supported a funding acceleration of the Low Emissions Bus Roadmap to ensure at least half of Auckland's bus fleet is low emissions by 2031.

Funding to support the uptake of electric cars

Seven local boards supported the inclusion of funding to support the uptake of EVs.

Most boards see the appropriate role for AT as providing and supporting charging infrastructure, and several local boards would like to see this extended to electric bicycles and other micro-mobility modes as well.

Impacts of climate change on the transport system

Eight boards supported investment in projects that mitigate the impact of climate change on the transport system.

Their concerns included sea level rise, extreme weather events (including drought), wave inundation, flood-prone areas and run-off systems, and slips. This is especially so in those rural and island areas where there are no alternative access points. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.

Green infrastructure

Ten local boards supported increased investment in infrastructure that reduces negative environmental impacts and increases the restoration and regeneration of the environment.

Rapid transit

Twelve local boards supported investment which increases the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic

Local boards emphasised the importance of local connections to rapid transit hubs, including for people walking and on bikes.

Active transport

Fourteen local boards supported initiatives that increase the safety of people on bicycles across the wider transport system.

Ten local boards would like to see AT invest more in creating and maintaining safer footpaths and walkways.

Nine local boards supported investment in walking and cycling as core business for AT, and would like to see a greater investment in these areas.

Accessibility improvements

Six local boards supported investment in accessibility improvements at bus, train and ferry facilities.

New park and rides

Eight local boards supported investment in new and extended park and ride facilities.

Ferry services

Nine local boards supported the inclusion of funding to start decarbonising the ferry fleet.

Four boards would like to see an increased focus on the ferry network and associated infrastructure (including feeder buses) to enable coastal communities to engage in off-road transport options.

Public health and safety

Eleven local boards supported continued delivery of the safety programme as set out in the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019, and supported investment in transport that reduces DSI, noting that the proposed RLTP investment aims to reduce DSI by 67 percent over the next 10 years.

Schools

Nine local boards supported investment which improves safety near schools.

Speed limits and traffic calming measures

Ten local boards supported measures that addressed speed limits and other traffic calming measures.

Access and connectivity

Local boards supported providing transport infrastructure for new housing developments and growth areas so long as this is focused on public transport and connections for active modes.

Managing transport assets

Several local boards noted that low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) has created a renewal backlog and support increased investment in road renewal, rehabilitation, and maintenance.

Local boards see like-for-like renewals as a risk in terms of affecting transformational shifts to meet the challenges of growth and climate change. They felt the renewal approach should include a review process that tests for mode shift opportunities rather than a default to like-for-like replacement, or that the budget allocated for road renewal and road improvements be combined so that roads can be assessed for improvement or renewal at the time of renewal.

Unsealed roads and chip seal

Five local boards supported investment in unsealed road and signage improvements.

Several local boards requested changes are made to sealing methods, particularly with cycling in mind.

Franklin and Rodney Local Boards advocated for increased renewal, rehabilitation, and maintenance funding to be made available to AT to renew at least 12 percent of Auckland's sealed roads and bridges in any given year (currently below nine percent).

Congestion charging

Five local boards expressed their support for congestion charging.

Process and communication

Several boards have requested that the process and timeframes for local boards to input effectively into the RLTP are improved. They wanted the opportunity for more input into the draft RLTP and to ensure feedback from their local communities.

04.
Purpose and scope

The Regional Land Transport Plan

The statutory purpose of the RLTP is to set out the Auckland region's land transport objectives, policies and monitoring measures for the next ten years. It includes the land transport activities of AT, Auckland Council, Waka Kotahi, KiwiRail, City Rail Link Limited (CRLL) and other agencies, and must be prepared every six years in accordance with the Land Transport Management Act 2003 (LTMA).

The RLTP must contribute to the purpose of the LTMA and be consistent with the GPS and take into account a range of other matters, including likely funding from any source and any relevant national and regional policy statements. RLTP development is also expected to align with guidance provided by Waka Kotahi, which includes setting out specific problem statements, challenges, expected outcomes and funding priorities.

The vast majority of publicly funded land transport activities in Auckland are contained in the RLTP, including:

- Transport planning and investment in improvements for customers
- The road network, including state highways
- Road safety activities delivered in partnership by AT, Waka Kotahi, and the New Zealand (NZ) Police
- Public transport (bus, rail and ferry) services
- Improvements to bus stops, rail stations and ferry wharves, and the creation of transport interchanges and park and ride facilities
- Footpaths, shared paths and cycleways
- Management and improvement of rail track infrastructure by KiwiRail and CRLL
- Parking provision and enforcement activities
- Travel demand management.

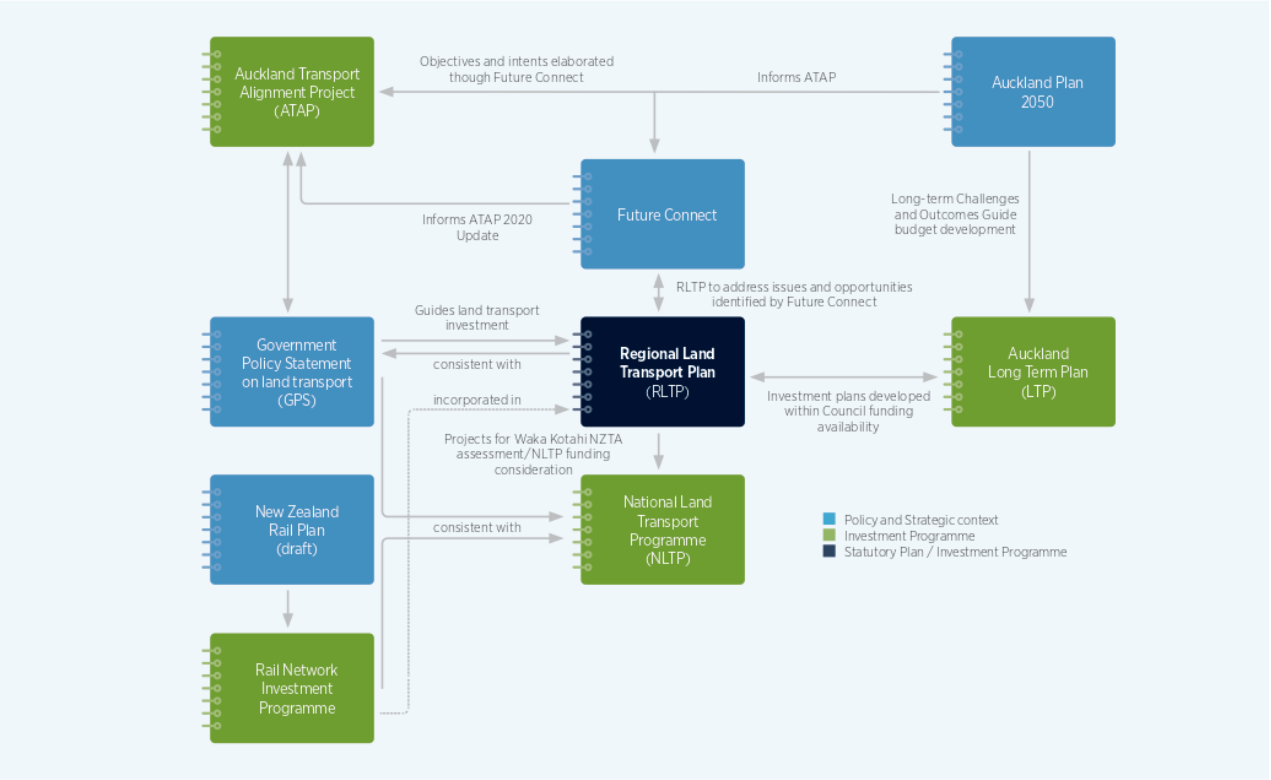
The RLTP does not cover transport activities carried out by private entities, such as private developers or Auckland International Airport Ltd (AIAL) or, for example, the important role that NZ Police play in keeping our roads safe.

The Regional Transport Committee (RTC), which comprises the AT Board and representatives of Waka Kotahi and KiwiRail, is required to prepare a new RLTP every six years, and to review it during the six months prior to the end of the third year of the plan to ensure it is relevant, aligned with the strategic context, and responds to the GPS.

Additional steps are being were taken in the development and approval of this RLTP to reflect the Review of Auckland Council's Council Controlled Organisations (CCOs) which recommends:

'AT and the council jointly prepare the RLTP, the draft of which the council endorses before going to the CCO's board for approval.' [4]

[4] Report of Independent Panel (2020). "Review of Auckland Council's council-controlled organisations", P4.



Policy context

The figure above provides an overview of how the RLTP interacts and aligns with strategic policy documents, and central government and Auckland Council investment programmes.

Key planning documents and other information that have guided the preparation of this RLTP are briefly described below.

The 2021 Auckland Transport Alignment Project

In 2015, the New Zealand Government and Auckland Council joined up to address Auckland's transport challenges and ensure the opportunities of a growing and diverse region are maximised. This strategic approach to transport was agreed through the Auckland Transport Alignment Project (ATAP).

ATAP includes a cross-agency partnership including the MoT, Waka Kotahi, KiwiRail, the Treasury, Auckland Council, AT and the State Services Commission, and decision-making with respect to ATAP rests with the Government and Auckland Council.

Since 2015, ATAP has delivered a series of strategic reports and develops an indicative 10-year package of transport investments for Auckland (the 'ATAP package') on a regular basis. This package informs statutory processes including the National Land Transport Programme (NLTP) and this RLTP.

In 2020, central government and Auckland Council requested that the ATAP 2018 package be updated to reflect:

- The impacts of Covid-19, including the impacts on Auckland Council and government revenue
- The NZUP of transport investment in Auckland
- Climate change and mode shift as increasingly significant policy considerations
- The need to provide direction to the upcoming round of statutory planning processes including the RLTP, the Auckland Long Term Plan (LTP), the GPS and the NLTP
- Emerging priorities for urban development (such as housing) in Auckland.

Purpose and scope cont.

Central government and Auckland Council also agreed a revised set of objectives for the ATAP 2021:

- Enabling and supporting Auckland's growth, focusing on intensification in brownfield areas, and with some managed expansion into emerging greenfield areas.
- Providing and accelerating better travel choices for Aucklanders
- Better connecting people, places, goods and services
- Improving the resilience and sustainability of the transport system, significantly reducing the GHG emissions the system generates
- Making Auckland's transport system safe by eliminating harm to people
- Ensuring value for money across Auckland's transport system through well-targeted investment choices.

One particular benefit of ATAP for Aucklanders is a dramatic increase in the funding available for transport investment. Because of the lead times for new infrastructure projects the noticeable benefits of this will become more apparent over the next three to four years.

For more information on ATAP 2021 visit www.transport.govt.nz/area-of-interest/auckland/auckland-transport-alignment-project

ATAP and the RLTP

The terms of reference for ATAP 2021 were explicitly intended to provide direction for this RLTP, along with other relevant statutory documents. In line with that direction, the ATAP process involved a detailed and extensive technical assessment of potential investment options and has provided a solid foundation for the development of this RLTP.

The agreed ATAP objectives, funding assumptions and investment programme underpin this RLTP.

The ATAP agreed objectives reflect the GPS and Auckland Plan.

This RLTP has been developed on the basis that the ATAP partners will continue to work together to realise the funding required to deliver the ATAP 2021 package, and make policy initiatives set out in the ATAP report. Specifically, that will mean making changes to the way current funding rules are applied. As discussed in later sections, this is critical to realising the full ATAP programme.

ATAP 2021, which has been agreed by Cabinet and Auckland Council, is seen as delivering the best possible outcomes, so long as it is accompanied by the policy changes identified in this RLTP.

The Auckland Plan 2050

The Auckland Plan 2050 is a long-term strategy for managing Auckland's growth and development over the next 30 years. It considers how we will address the key challenges of high population growth and environmental degradation, and how we can ensure shared prosperity for all Aucklanders.

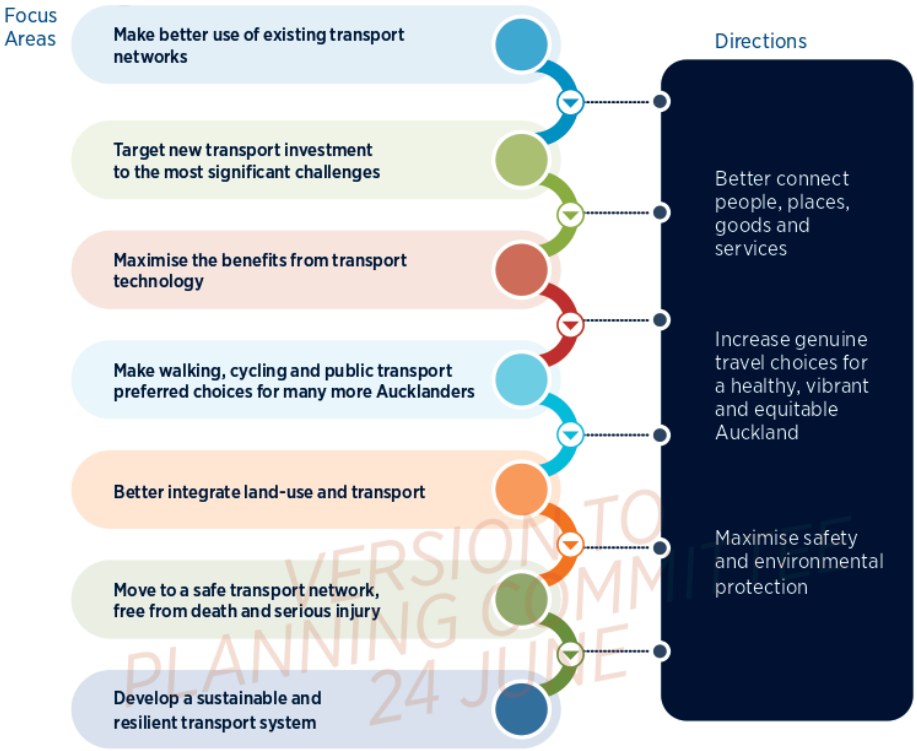
The first Auckland Plan was produced in 2012 and included a highly detailed series of objectives and targets. The Auckland Plan 2050, adopted in June 2018, is a more streamlined spatial plan with a simple structure and clear links between outcomes, directions (how to achieve the outcomes) and focus areas (how this can be done).

The plan aims to achieve the following outcomes:

- Belonging and participation
- Māori identity and wellbeing
- Homes and places
- Transport and access
- Environment and cultural heritage
- Opportunity and prosperity.

Transport contributes to achieving all six outcomes, with the strongest links to 'Transport and Access' (see below).

Aucklanders will be able to get where they want to go, more easily, safely and sustainably.

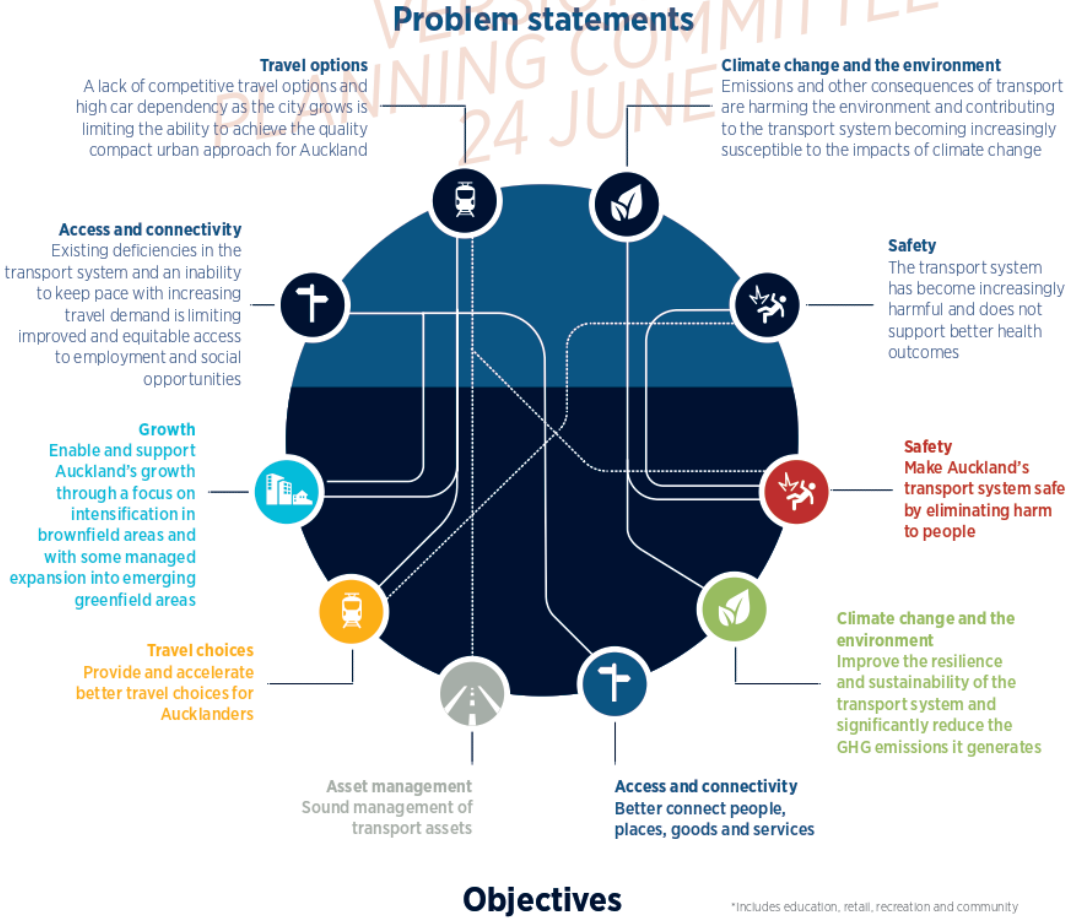


Purpose and scope cont.

Future Connect 2021-2031

Future Connect is a 10-year system planning tool for Auckland's integrated transport system. It sets out strategic networks for each transport mode, outlines the deficiencies and opportunities expected in the next decade, and identifies Indicative Focus Areas for further investigation as future projects. The Strategic Case summarises the challenges facing Auckland's transport system, objectives and performance measures.

Future Connect has been developed by AT in partnership with Waka Kotahi and Auckland Council in collaboration with Mana Whenua, and in consultation with MoT, KiwiRail and Kāinga Ora and major stakeholder groups such as the Freight Reference Group, Tāmaki Makaurau Road Safety Governance Group, Bike Auckland, NZ Automobile Association and Living Streets Aotearoa.



Other relevant documents

The Land Transport Management Act 2003 sets out the planning, funding and operating framework for New Zealand's land transport infrastructure and services, including roading, public transport, the rail network and traffic safety.

The Government Policy Statement on land transport (GPS) sets out the government's NLTF expenditure priorities over the next 10 years. The GPS 2021-2031 is guided by four strategic priorities: Better Travel Options, Safety, Improving Freight Connections, and Climate Change.

It notes that providing and maintaining a transport system that will improve wellbeing and liveability requires coordination and investment by a number of different agencies and decisionmakers – both in central and local government It also notes that a large proportion of land transport will continue to be focussed on maintaining the transport system at acceptable levels of service, taking account of the strategic priorities in GPS 2021. New investment (over this base) will be strongly driven by the strategic priorities, and four specific Government Commitments for GPS 2021, including ATAP.

An RLTP must contribute to the purpose of the LTMA 2003, which seeks an effective, efficient and safe land transport system in the public interest. It is also required to be consistent with the GPS.

The National Land Transport Programme (NLTP) is a three-year programme that sets out how Waka Kotahi invests land transport funding on behalf of the Crown to create a safer, more accessible, better connected and more resilient transport system.

The Regional Public Transport Plan (RPTP) sets out AT's policies, guidelines and activities for the delivery of Auckland public transport focused over a three-year period with a 10-year horizon.

The Auckland Long-Term Plan (LTP) underpins AT's RLTP programme by providing committed funding from Auckland Council and enabling AT to secure support from Waka Kotahi.

The Auckland Unitary Plan (AUP) seeks to help Auckland meet its economic and housing needs by determining what can be built and where, how to create a higher quality and more compact Auckland, how to provide for rural activities and how to maintain the marine environment. Of particular relevance for this RLTP are the objectives and policies for transport contained in the AUP.

Te Tāruke-ā-Tāwhiri: The Auckland Climate Plan sets a pathway to rapidly reduce GHG emissions (50 percent reduction by 2030) and helps prepare Auckland for the impacts of climate change. Transport is one of eight priorities, and road transport accounts for about 38.5 percent of Auckland's total emissions in 2018. Of particular relevance are the seven transport actions involving AT as one of the implementation partners, which are set out in the Implementation Summary Table.

The Climate Change Response (Zero Carbon) Amendment Act 2019 provides a framework by which New Zealand can develop and implement clear and stable climate change policies that ensure New Zealand has net-zero GHG emissions by 2050 and prepare for and adapt to the effects of climate change.

Vision Zero for Tāmaki Makaurau is a transport safety strategy and action plan to eliminate DSI on Auckland's transport network by 2050. It is a partnership between AT, Auckland Council, NZ Police, Waka Kotahi, ACC, Auckland Regional Public Health Services and the MoT.

New Zealand Energy Efficiency and Conservation Strategy 2017-2022 seeks to have an energy productive and low emissions economy for New Zealand. It encourages businesses, individuals, and public sector agencies to take actions that will help us to unlock our renewable energy, and energy efficiency and productivity potential, to the benefit of all New Zealanders. The current strategy was put in place in 2017 and has three priority areas:

- Renewable and efficient use of process heat
- Efficient and low emissions transport
- Innovative and efficient use of electricity.

The target for efficient and low emissions transport in the strategy is for electric vehicles to make up two per cent of the vehicle fleet by the end of 2021.

The National Policy Statement on Urban Development 2020 (NPS-UD) seeks to ensure that new development capacity enabled by councils is of a form, and in locations, that meet the diverse needs of communities and encourage well-functioning, liveable urban environments.

The National Policy Statement for Freshwater Development 2021 seeks to ensure that natural and physical resources are managed in a way that prioritises first, the health and well-being of water bodies and freshwater ecosystems; second, the health needs of people (such as drinking water); and third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.

Purpose and scope cont.

The (draft) NZ Rail Plan 2019 is a non-statutory planning document to guide investment in the rail system over the longer-term. It sets out the government's strategic vision and investment priorities and describes the changes made to the Land Transport Management Act to enable KiwiRail to access the NLTP. It also identifies the two investment priorities for a resilient and reliable network, both of which are relevant to Auckland: investing in the national rail network to restore rail freight and provide a platform for future investments for growth; and investing in metropolitan rail to support growth in our largest cities.

The Rail Network Investment Programme (RNIP) is a three-year investment programme and a 10-year forecast for the rail network, developed by KiwiRail. The draft NZ Rail Plan and the GPS guide the development of the RNIP, which needs to be reflected in the RLTP. The RNIP will be funded from the Rail Network activity class and the Public Transport Infrastructure activity class for metropolitan rail activities, supported by Crown funding.

Arataki 2020 is Waka Kotahi's 10-year view of what is needed to deliver the government's current priorities and long-term objectives for the land transport system.

The Auckland Freight Plan 2020 identifies the critical challenges for freight movement, desired outcomes, and includes an action plan to achieve them. It has been developed by AT in partnership with Auckland Council, Waka Kotahi and key freight stakeholders, including MoT, KiwiRail, Ports of Auckland, Auckland Airport, the Automobile Association, the National Road Carriers Association, Mainfreight and the Road Transport Association NZ.

The AT Māori Responsiveness Plan (MRP) outlines operational-level actions to enable AT to fulfil its responsibilities under Te Tiriti o Waitangi – the Treaty of Waitangi – and its broader legal obligations in being more responsible and effective to Māori.

Auckland Council Local Board Plans are developed by the 21 local boards across Auckland. Each local board plan includes outcomes related to transport and specific actions the relevant local board wishes to see progressed.

05.
Transport funding

Over the last three years Auckland Council and Central Government have invested more in transport than ever before in an effort to address Auckland's infrastructure deficit.

Auckland faces significant challenges in funding its critical infrastructure, including its transport network. The city's population has grown on average by 1.8 percent annually over the past 10 years and is expected to increase a further 260,000 (1.5 percent each year) by 2031.

Growth at this level requires additional capacity on the transport network. Where the growth is in greenfield areas (future urban areas), new roads, new stations, public transport, walking and cycling infrastructure and new services are required. In brownfield areas (existing urban areas), population growth puts pressure on the roading network, adding to congestion, as well as creating capacity constraints on the public transport network. In addition, population growth increases the rate of deterioration of roads and other transport assets, which increases the cost of maintenance and renewals.

How transport is funded in Auckland

Transport activities in Auckland are traditionally funded by Auckland Council (rates, development contributions and debt), Central Government (through funding from the NLTF and other Crown allocations for rail projects including the CRL) and user pays service charges (e.g. parking fees and public transport fares).

The level of future transport investment required for Auckland to meet its strategic transport objectives has meant a need to move beyond these funding arrangements.

One significant new source of funding has been the Regional Fuel Tax (RFT). From 1 July 2018, a 10-cent per litre tax on petrol and diesel has applied in Auckland through the Land Transport Management (Regional Fuel Tax Scheme – Auckland) Order 2018. The collection of the RFT allows Auckland Council to fund transport projects with positive economic, social, environmental and safety impacts.

By the end of January 2021, approximately $220 million of money collected through RFT had been invested in transport projects. Combined with other funding from Auckland Council and Central Government (such as Waka Kotahi's NLTF), the RFT has enabled over $565 million in investments that would not otherwise have got underway, for example, the Downtown ferry terminal redevelopment, Puhinui Interchange and safety projects.

The timing of RFT collection does not align with when it is spent. This reflects the fact that at the time it was created the RFT could only be applied to new projects (as opposed to projects already progressing), the need to secure additional matching funds (Auckland Council contribution and the NLTF) and the need to support a larger scale and pace of expenditure of many projects once they move into construction.

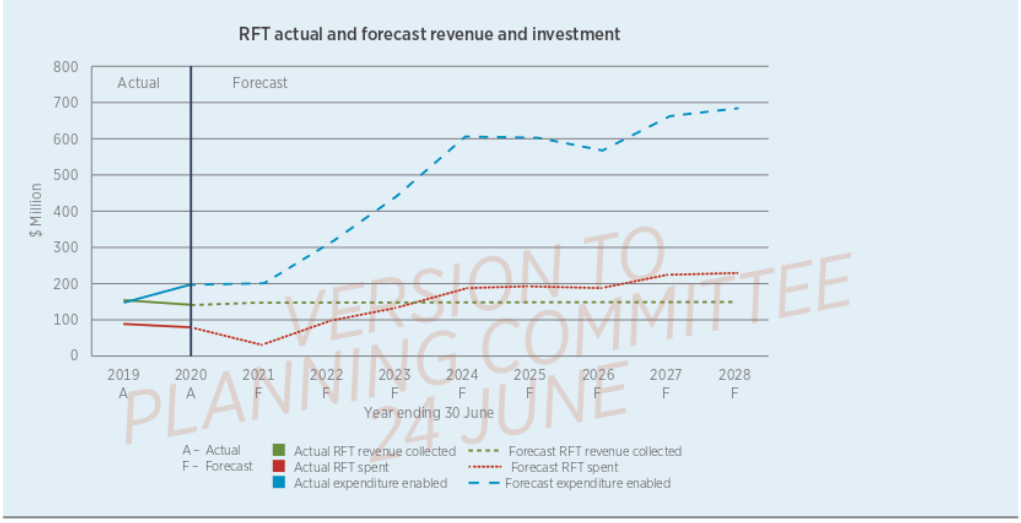
The following graph sets out the expected timing of collection and expenditure and the total transport investment enabled by RFT.

In January 2020, the government announced the New Zealand Upgrade Programme (NZUP), which included a $3.48 billion package of investments for Auckland that allows earlier delivery of already planned road, rail, public transport and walking and cycling infrastructure.

The NZUP programme was revised in June 2021, with the funding increased to around $4.3 billion and changes to the scope, cost and timing of these projects.

In July 2020 as part of its Covid response, the NZ government announced its 'Shovel Ready' initiatives, which provided funding for a number of transport projects that might otherwise have struggled to be completed (such as Puhinui Interchange and the Downtown Ferry Terminal) or be started quickly, creating jobs and benefitting the region. The Northwest Bus Improvements will see faster and more reliable bus services along SH16 with improved station and stop facilities at Westgate, Lincoln Road and Te Atatu.

The Government has also provided special purpose vehicles (SPVs) to allow funding of specific new growth-related projects, such as infrastructure for the Milldale development at Wainui. It's likely more of this funding approach will be required in the future.



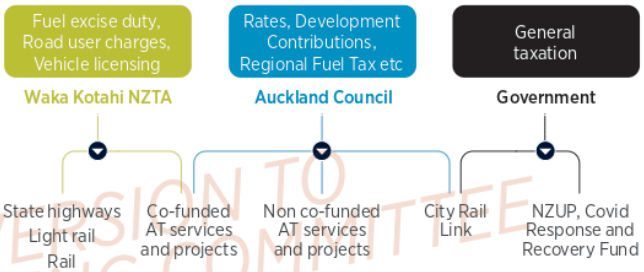
Transport funding cont.

Planned transport funding for Auckland

The ATAP 2021 Agreement between Auckland Council and the Government signals $31.4 billion of funding for a programme of specified transport investments in Auckland over the next 10 years, endorsed by Cabinet and Auckland Council. This is an increase of $3.4 billion when compared with that signalled in the 2018 RLTP. In June 2021, the government revised the NZUP programme with a further allocation of $800 million.

Another $4.8 billion of direct user pays fees, such as parking revenue and public transport fares, supports the investment being made in day-to-day transport services delivered by AT.

Funding sources by broad category



TRANSPORT FUNDING 2021-2031 (INCLUDING DIRECT USER CHARGES)	ATAP FUNDING
Auckland Council for AT Operations	$ 3.4 billion
Auckland Council for AT Capital	$ 5.5 billion
Auckland Council for CRL	$ 1.3 billion
National Land Transport Fund	$ 16.3 billion
Crown funding for CRL	$ 1.3 billion
Crown funded NZUP	$ 3.5 billion*
Crown funded COVID-19 Response and Recovery Fund	$ 0.1 billion
Subtotal: ATAP Agreed Funding	$31.4 billion
AT User Pays Fees (PT fares, parking fees)	$ 4.8 billion
Total Transport Funding 2021-2031	$36.2 billion

* This figure does not reflect the further $800 million allocation signalled by the Government in June 2021.

Consistent with the ATAP Agreement, the RLTP assumes that the NLTF will provide $16.3 billion between 2021 and 2031. The delivery of the programme in this RLTP depends on the availability of the funding set out in ATAP 2021 and critically, ensuring that it is allocated according to the agreed ATAP programme. This is most important for AT's elements of the ATAP/RLTP programme, which depends on financial assistance from Waka Kotahi.

ATAP has identified around $11.4 billion of capital projects that would be delivered by AT. Of these, AT considers that around $400 million relating to level crossings and school speed management should be fully funded from the NLTF, although the funding arrangements for these are not finalised. Implementation of the 'Community Connect' Public Transport Concession Card Trial will be fully funded by the Crown.

This leaves an AT capital programme of around $11 billion to be co-funded by Auckland Council and the NLTF. Auckland Council has committed $5.5 billion in its LTP giving an $11 billion envelope aligned to the ATAP assumptions. In practice, the matching co-funding from Waka Kotahi can vary, as individual projects are assessed for subsidy through a business case process. The share of AT's capital funding from the NLTF over the past three years has been less than the levels assumed in ATAP.

The ATAP Parties have agreed to re-examine the funding arrangements for AT, as without a change to these arrangements, AT will not be able to deliver the programme set out by ATAP and presented in this RLTP. However, changes take time to implement, and still may not achieve the level of co-funding assumed. We have decided, therefore, to present the implications of these different co-funding scenarios.

Depending on the funding scenarios above, we will prioritise according to the categories below.

Category One (Committed and Essential)

This scenario is based on the assumption that AT continues to receive the NLTP subsidy at past rates across its capital programme, historically around a 59:41 funding split between Auckland Council and the NLTF. This would provide a capital funding envelope for AT projects of around $9.3 billion which is $1.7 billion less than the preferred allocation to AT in the agreed ATAP programme.

Category One projects reflect the highest priorities and are included in the ATAP Recommended Programme's Committed and Essential category.

Category Two (Prioritised)

This scenario is based on the assumption that all AT eligible projects and programmes receive the full 51 percent NTLF financial assistance rate at the cost levels included in this RLTP. Historically, this has not always occurred. Under this scenario, the expected level of funding for AT's capital programme increases to around $10.4 billion.

Category Two projects reflect the second highest priority within the programme. RFT projects in Category Two will be the highest priority.

Category Three (Requires changes to current funding settings)

This scenario assumes that Waka Kotahi is able to use discretion within its funding rules to enable the full funding of the AT programme included in ATAP, for example, by applying a higher financial assistance rate for nationally significant rapid transit projects being delivered by AT (such as the Eastern Busway). Under this scenario, the expected level of funding for AT's programme would be $11 billion, plus projects funded fully from the NLTF, which is the same funding level that Auckland Council has assumed in its 2021 LTP.[5]

Category Three projects, although still very important, are the lowest priority in the programme, and will be the first to be deferred if assumed funding levels are not achieved.

Although changes to Waka Kotahi funding approaches are needed to deliver the total ATAP programme, including AT projects, the overall Waka Kotahi funding allocation remains within the $16.3 billion signalled for Auckland within the GPS.

As part of the ATAP Agreement, it is expected that the allocation to the Local Road Maintenance Activity Class in the 2024 GPS will need to be increased in the context of broader trade-offs and affordability. This is to ensure sufficient funding is available to cover the increase in renewals included within this programme.

Funding for operations

In addition to the above, there are challenges around the availability of operational funding. However, extra funding of $200 million has been included in the AT budget for bus and ferry services compared to the draft RLTP. Auckland Council has agreed an additional $50 million funding as part of its decisions on the final 2021 LTP, to be matched by an equivalent amount of funding made available by AT from operational savings, and co-funding from Waka Kotahi.

Other changes arising due to changes to Auckland Council's Long Term Plan

AT has also made changes to the phasing of its capital programme over the 10-year period. These changes arise due to an assessment of the deliverability of a large capital programme in the early years of the RLTP, as well as a re-phasing by Auckland Council of its capital funding to AT as part of its final 2021 LTP decisions.

[5] Although it is important to note that the funding level would be reached by some AT projects receiving a higher than normal financial assistance rate to compensate for projects that do not receive any subsidy. There is no expectation of a 50:50 funding subsidy on every project.

Item 8

Attachment A

06.
Auckland's transport challenges

Auckland faces significant transport challenges now and into the future.

These reflect the region's substantial ongoing population growth, a challenging natural setting and historical approach to land use, along with a legacy of under-investment (particularly in public transport and cycling), ageing roads and transport facilities, and global threats like Covid-19 and climate change.

A key part of developing this RLTP has been the upfront effort that has gone into defining the problems that need to be solved.

FOUR KEY CHALLENGES HAVE BEEN IDENTIFIED:

Climate change and the environment – Emissions and other consequences of transport are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change

Travel options – A lack of competitive travel options and high car dependency as the city grows is limiting the ability to achieve the quality compact urban approach for Auckland

Safety – The transport system has become increasingly harmful and does not support better health outcomes

Access and connectivity – Existing deficiencies in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities

Climate change and the environment

Emissions and other consequences of transport are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change

Climate change and GHG emissions

There is a growing global, national and local need to urgently address the threats posed by climate change through reducing GHG emissions. The scientific evidence is compelling. In New Zealand the Climate Change Response (Zero-Carbon) Act was enacted in 2019, which requires national GHG emissions to be net-zero[6] by 2050. In June 2019 Auckland Council declared a climate emergency, followed by the endorsement in July 2020 of Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan.

Tackling climate change will require a very significant change to the way we travel around our region although the timing and the detail of how this change might unfold are still to become obvious.

Climate change targets

Development of the RLTP through ATAP occurred with a strong awareness of central government climate change legislation and Auckland Council climate change targets. Auckland Council – through its C40 obligations[7] and the Auckland Climate Plan – has committed to a 50 percent reduction in emissions by 2030 – the amount required to keep the planet within 1.5°C of warming by 2100.

The Auckland Climate Action Plan outlines an indicative scenario of how that might be achieved (which assumes a 64 percent reduction in transport emissions) and a series of actions.

The Zero Carbon Act has a 2050 target of net-zero emissions. The Climate Change Commission 2021 Draft Advice for Consultation provides a 2030 target of reducing New Zealand's total emissions by 18 percent, which assumes a 19 percent reduction of transport emissions.

Auckland's emissions and road transport

The scale of the challenge presented by achieving either the Auckland Council or legislative targets is large and in Auckland the challenge is far greater than the scale of the change required for the rest of New Zealand. In 2018, Auckland's total emissions were 11,500 kilo-tonnes, which is around 15 percent of New Zealand's total emissions. Auckland's road transport is around 5.5 percent of NZs total emissions.

Road transport has consistently been Auckland's largest single source of GHG emissions at 38.5 percent in 2018. The overwhelming majority of these emissions (80 percent) come from private motor vehicles and light commercial vehicles. Heavy vehicles (or freight and buses) account for 20 percent of land transport emissions.

Given the scale of Auckland's contribution to New Zealand's transport emissions, failure to make substantial emissions reductions in Auckland will severely limit New Zealand's ability to meet it's climate change targets.

2030 Climate targets

DOCUMENT	TARGET FOR	TARGET EMISSION REDUCTION		REDUCTION RELATIVE TO....
		ALL	TRANSPORT SCENARIO	
Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan	Auckland	– 50%	– 64%	2016
Climate Change Commission 2021 Draft Advice for Consultation	New Zealand	– 18%	– 19%	2018

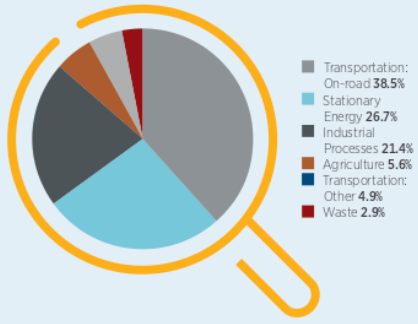
[6] Net zero emissions, also known as "carbon neutrality", is where the all GHG emissions produced by an entity (such as a country, city, or organisation) are fully sequestered or absorbed (typically by trees). That is, the amount emitted equals the amount absorbed.
[7] C40 is a network of the world's mega-cities committed to addressing climate change.

Auckland's transport challenges cont.

Auckland's total GHG and road transport emissions grew seven percent and 11 percent respectively between 2009 and 2018. These increases occurred over a period when public transport ridership increased by 75 percent. However a combination of the number of trips made and the length of the trips meant that the Vehicle Kilometres Travelled (VKT) by private motor vehicles, light commercial vehicles and heavy vehicles also increased by 28 percent (2009 to 2019).

Essentially, increased demand for travel around the region (generated by an increased population and improved economic growth) has more than off-set vehicle fleet efficiency improvements and increasing per capita public transport patronage.

Auckland's GHG emissions by sector, 2018[8]



What drives transport emissions

Understanding the transport emission challenge

Road transport emissions are driven by two key factors:

Vehicle Kilometres Travelled (VKT)
x average vehicle CO_2e per km
= Total CO_2e

In simple terms this can also be described as 'the length and number of trips we make in vehicles multiplied by the average carbon emissions of Auckland's private and public vehicle fleet'.

The amount of kilometres travelled in vehicles is primarily driven by the demand for private vehicle travel, which is in turn influenced by the attractiveness of travel alternatives, trip purpose and length.

Vehicle emissions are influenced by the overall make-up and efficiency of the vehicle fleet (in terms of fossil fuel consumption), the type of fuel being used (diesel emits more than petrol) and travel speed.

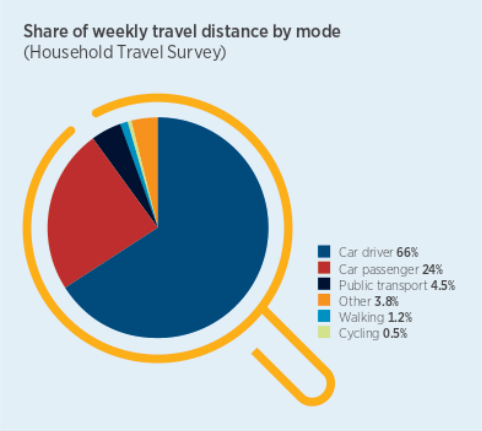
Critically, as the amount of kilometres we travel in vehicles is one of the two key factors in emissions, it is total distance travelled on a weekly or (more accurately) annual basis that is key.

The proportion of distance travelled in private vehicles on a weekly basis (around 90 percent) is significantly higher than what we see during the traditional peak period journey to work commute. This is because trips outside peak periods are for a different purpose. They are often social, business and personal trips, are more distributed, generally involve multiple locations, passengers or moving goods, and on average, are longer. They are also less affected by congestion or parking and are harder to serve with public transport.

[8] Source: Xie, S (2019). Auckland's GHG inventory to 2016. Auckland Council technical report, TR2019/002.

This means that the traditional transport planning, investment and monitoring focus on peak period trips (typically with congestion in mind) must be broadened to tackle distance travelled across the day and week and year.

It's estimated the proportion of kilometres travelled in the non-peak periods make up 67 percent of all kilometres travelled on the Auckland roading network.



Looking forward

Without action, population growth will drive up emissions

Reducing transport GHGs by reducing the weekly distance travelled by private vehicles in Auckland is extremely challenging. The projected reductions that can be achieved by investing in infrastructure and services alone are very modest due to the difficulty in encouraging changes in the way Aucklanders travel outside peak periods.

Auckland's population growth will continue, making the hill that needs to be climbed much steeper: our population is forecast to increase by 22 percent between 2016 and 2031, and we can expect a similar increase in private vehicle travel and therefore emissions.

Signficantly reducing transport GHGs will require investment in projects, programmes and services that encourage Aucklanders to switch to sustainable travel modes and reduce the increase in private vehicle travel associated with population growth. However, at best, an investment-only approach could only hope to hold private vehicle travel to today's levels, leaving the problem of existing travel and emissions.

Consequently, to achieve significant reductions in Auckland's transport GHG emissions, we must also implement measures that move the private vehicle fleet towards low or zero emissions options as it is renewed. Unfortunately, current projections for 'decarbonising' the average private vehicle owned by New Zealanders do not see significant reductions in GHG emissions until 2035. Without some catalyst for change, the impacts of decarbonisation will take time to generate results, so additional measures must be introduced more rapidly if significant GHG emission reductions are to be achieved by 2030.

Auckland's transport challenges cont.

Climate change impacts on the transport system

In addition to reducing emissions, Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.

Roughly five percent of Auckland's road and rail strategic networks are found in areas susceptible to coastal inundation, including parts of the state highway network which are crucial links for freight movements and access to key regional destinations.

Over 1,000km (or about 13 percent) of AT's local road network has recently been identified as vulnerable to a 1-in-100 year flood event. AT is currently identifying and prioritising the risks of climate change to the transport system (assets, services, customers and staff) to permit a more strategic approach to designing and managing our assets in the future.

AT has raised the height of the Tamaki Drive seawall to improve resilience to sea level rises

Heat stress and drought increasingly impact the transport network with melted bitumen, low soil moisture content affecting street trees and buckling railway tracks that slow train travel.

In addition, the increasing frequency and severity of rain events is also causing damage to Auckland's transport infrastructure by creating slips, flooding road corridors and impacting seawalls that require expensive remediation, further increasing the likelihood of service disruptions.

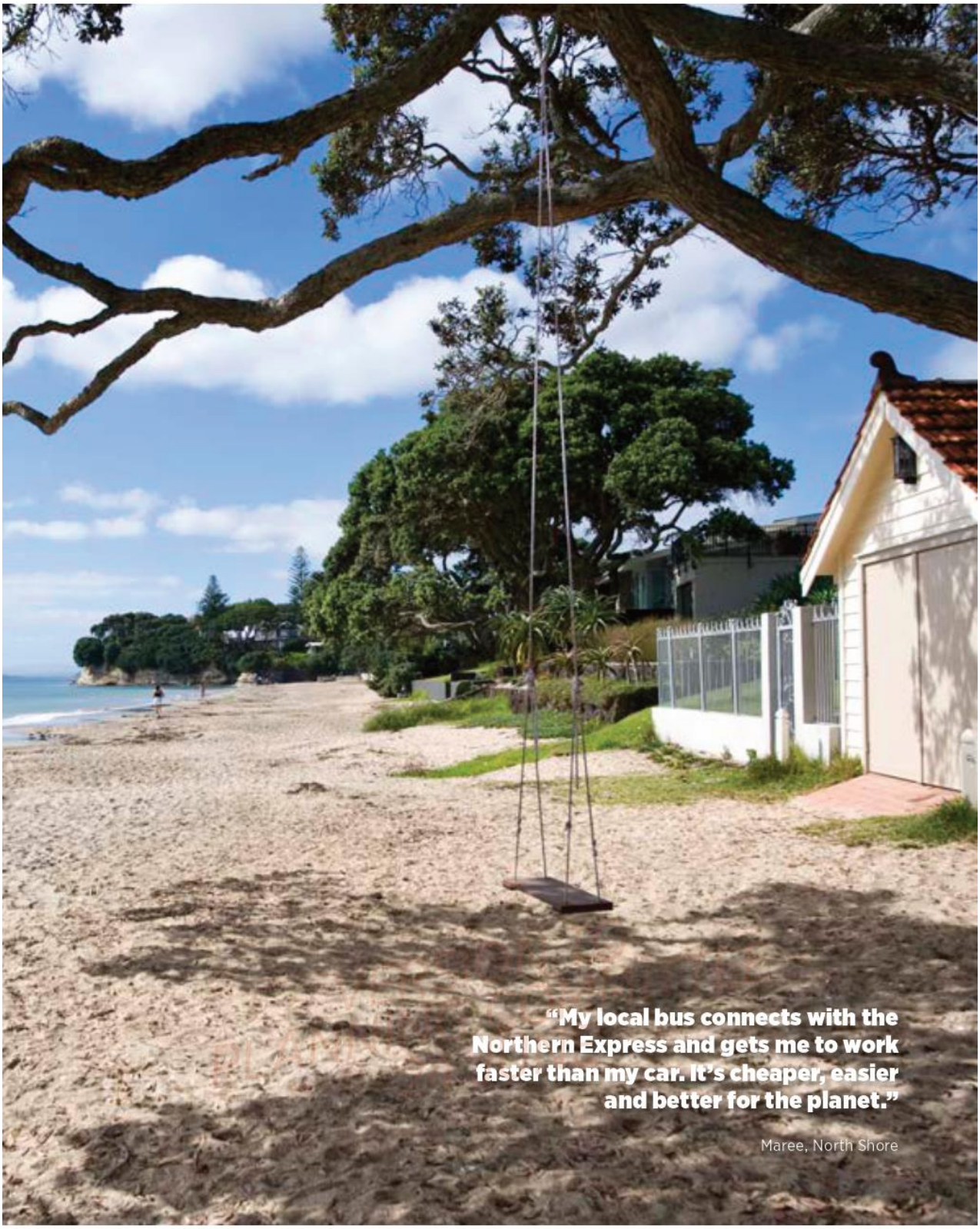
Climate change adaptation looks at how the region's transport network can be designed and built to provide greater resilience. Changes include more green infrastructure, using natural systems to provide shade, and improved connections to stormwater.

Lifting the lower lying sections of Tāmaki Drive is an example of the work AT is currently doing in response to climate change.

Contaminants, stormwater and ecosystems

As Auckland grows, so does the impact on the environment that we live in. We need to provide infrastructure and services that reduce our impact on the environment and conserve and enhance it for future generations.

Protecting, improving, enhancing and restoring the mauri of our harbours and streams will improve the quality of life for all Aucklanders. Opportunities for green infrastructure to be incorporated into the road network include rain gardens to filter road runoff before it discharges to the harbour, and trees to provide shade, reduce runoff volumes and provide habitat and pollination pathways for insects and wildlife.


"My local bus connects with the Northern Express and gets me to work faster than my car. It's cheaper, easier and better for the planet."
Maree, North Shore

Auckland's transport challenges cont.

Travel options

A lack of competitive travel options and high car dependency as the city grows, is limiting the ability to achieve the quality compact urban approach for Auckland

Public transport

The public transport network has transformed since its low point in the 1990s, but more is needed to deliver the requirements of Auckland's transport strategy and achieve a quality compact urban form. The network effectively supports the city centre and fringe, enabling this area to grow without an increase in peak period car travel.

Outside of the central area (which only accounts for around a quarter of employment), public transport attracts a lower share of commuting trips, even after an extensive reorganisation of the bus network to improve frequency, reliability and coverage. Following the rollout of the New Bus Network, approximately 39 percent of Aucklanders currently served by public transport live within 500 metres of a rapid or frequent public transport stop.

The RTN is the part of the network most likely to act as a catalyst for more intensified development. However, it is currently limited to the rail network and Northern Busway, which provides walk-up access for just over 300,000 Aucklanders. Although there is evidence of greater housing intensification around the RTN (which will be enhanced by changes to land use regulation) it is not enough to carry compact city objectives on its own.

Much of Auckland's public transport network is simply not fast enough to compete with private car travel, even during the peak periods. This is particularly the case for much of the frequent bus network, which operates on the same congested roads as general traffic.

At present, Aucklanders can access around three times as many job opportunities within 30 minutes by car as they can by public transport in 45 minutes. Between 2013 and 2018 around 60 percent of Auckland's growth in commuting trips, and 50 percent of its employment growth, occurred in outer urban communities which are heavily reliant on private vehicles.

Looking forward

Public transport needs to be faster and more reliable if it is to absorb a greater share of future trips and act as a catalyst for intensive development in centres, and rapid and frequent services need to extend more widely across the region.

For the public transport network to fulfil its role, further investment is required to:

- Continue improving the public transport customer experience making it simpler and easier to use
- Continue to serve the growth of the city centre as an employment destination
- Extend the catchment of the RTN across Auckland's urban area and developing greenfield areas
- Effectively serve a wider range of key destinations beyond the city centre
- Improve the coverage of the FTN by increasing investment in services
- Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic
- Continue improving the resilience and reliability of the rail network through the catch-up renewal programmes
- Replace ageing ferries required to deliver existing ferry services.

Active transport

There is significant potential for walking and cycling to play a much greater role in meeting Auckland's transport needs. Past urban development patterns and a lack of investment in safe environments or facilities has created barriers to Aucklanders walking and cycling more.

A very small proportion of people have access to a completed cycling network that will take them safely and comfortably to their destination. Investment has been made in recent years to extend the Auckland cycle network, however progress has been slower than anticipated. Nevertheless, there have been significant increases in trips taken by bike associated with the opening of new and improved facilities. Auckland's highest monthly total of recorded cycling trips was recorded in February 2020, just prior to the Covid-19 lockdown.

The emergence of e-bikes and micromobility is rapidly making active transport more attractive to people who previously may not have considered it a viable mode. The distances people are able to travel is about 50 percent more than on a normal bike or scooter, and the travel time is reduced. Shared micro-mobility devices can increase the range of the public transport network as many people utilise shared mobility for first and last leg journeys to public transport.

Walking also has the potential to play a much greater role in how Aucklanders move around the region, in particular for shorter journeys by people who live close to the city, near public transport, for trips to and from schools, and within local neighbourhoods. However the time taken, and the quality of the pedestrian environment, is a key barrier to increasing the number of walking trips.

Looking forward

For active transport to increase across Auckland, further investment is required to:

- Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network
- Deliver cycleways in areas associated with the Cycling Investment Programme
- Deliver important travel behaviour change programmes such as safe schools and Travelwise to encourage more people to use active transport
- Continue to develop and improve safe cycling infrastructure on the cycle and micromobility strategic network
- Increase the comfort and safety of people on bikes across the wider transport system
- Make some historical cycling infrastructure fit-for-purpose and consistent with customer requirements.

Auckland's transport challenges cont.

Safety

The transport system has become increasingly harmful and does not support better health outcomes

The transport system has the potential to cause both direct and indirect harm to the people of Auckland. The most direct form of harm is through death and serious injuries because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health. These include harm caused by air and noise pollution originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.

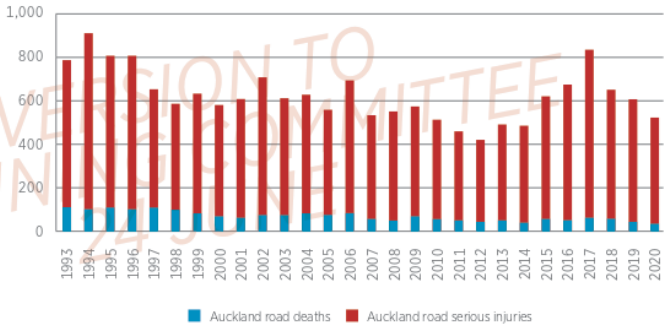
Death and Serious Injuries

Auckland has the highest rate of DSI per kilometre of road when compared to all other New Zealand regions.

While DSI on the Auckland road network had generally declined over recent decades, this trend reversed in 2013 and there was an alarming increase in road trauma between 2013 and 2017.

In response, a significantly enhanced and accelerated safety programme was provided for in the 2018 RLTP, and Auckland adopted the Vision Zero for Tāmaki Makaurau Transport Safety Strategy in 2019.

Auckland Death and Serious Injuries 1993-2020



Auckland's Vision Zero goal is to have no DSI on the transport system by 2050. This approach puts people first, and recognises that humans are vulnerable and will make mistakes. The transport system needs to ensure that when those mistakes happen, no-one is killed or seriously injured.

Good progress has been made since 2017, with the increasing trend in DSI stopped and numbers dropping from the peak of over 800 DSI in 2017, to 525 in 2020. While this recent trend is encouraging, the results are still significantly above Auckland's Vision Zero goal. In addition, we have since seen a significant upturn in DSI following the second Covid-19 lockdown in August 2020.

The following table shows the key contributing causes of DSI, and death only, on the Auckland network.[9]

IMPORTANCE OF CONTRIBUTING CAUSE	DEATH AND SERIOUS INJURIES (DSI)	DEATHS
1st	Excess speed (22.2%)	Alcohol/other drugs (38.6%)
2nd	Alcohol/other drugs (18.5%)	Excess speed (36%)
3rd	Distraction (7.7%)	Non-restraint (seatbelt) use (23.3%)
4th	Non-restraint (seatbelt) use (6.1%)	Distraction (6%)

The above analysis highlights the importance of road safety education, ensuring speed limits on Auckland's roads are safe and appropriate, and that there is compliance and enforcement with respect to alcohol and drugs, speed, and the wearing of seat belt restraints.

[9] Drawn from Waka Kotahi Crash Analysis System data: Five-year average 2015-2019

Air and noise pollution

The transport system is a significant contributor of harmful emissions, such as nitrogen oxides (NOx) and airborne particulate matter (fine particles in exhausts).

Vehicle emissions are the largest contributors to poor air quality in Auckland. Human-made airborne particulate matter is associated with premature deaths, cardiac hospitalisations, respiratory hospitalisations and time away from work.

As the ageing vehicle fleet in Auckland is replaced with newer vehicles, the emissions from exhausts are reduced and air quality is improved. The introduction of EVs, particularly heavy vehicles like electric buses and trains, contribute significantly to improving the quality of the air we breathe along our busy roads and streets.

The transport system also creates significant levels of noise pollution, in particular for properties closest to state highway and arterial networks. Negative effects of noise pollution on humans include sleep disturbance, cardiovascular and physiological effects, mental health, and adverse impacts on the ability to perform cognitive tasks and memory.

Human health

An unsafe transport system limits the range of realistic travel options available to Aucklanders. With insufficient physical activity being a key risk factor for conditions such as cardiovascular disease, cancer and diabetes, removing barriers to walking and cycling provides a genuine opportunity to support Aucklanders to living longer and healthier lives.

Auckland's transport challenges cont.

Access and connectivity

Existing deficiencies in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities

Auckland has enjoyed a period of major investment in its public transport and motorway networks since 2005.

The public transport network has been transformed with increased public transport frequency across key corridors, the completion of the Northern Busway, the upgrade of trains, double tracking of the western rail line, investment in rail stations and electrification of the rail network. The bus network has been successfully re-organised with a significant increase in services using a modern bus fleet.

It's now easier to use buses, trains and ferries with the AT HOP Card (used for approximately 95 percent of all trips on public transport in 2019) and the AT Mobile app (used regularly by over 300,000 Aucklanders in 2019). Access and payment for AT's parking facilities has been simplified using the AT Park app.

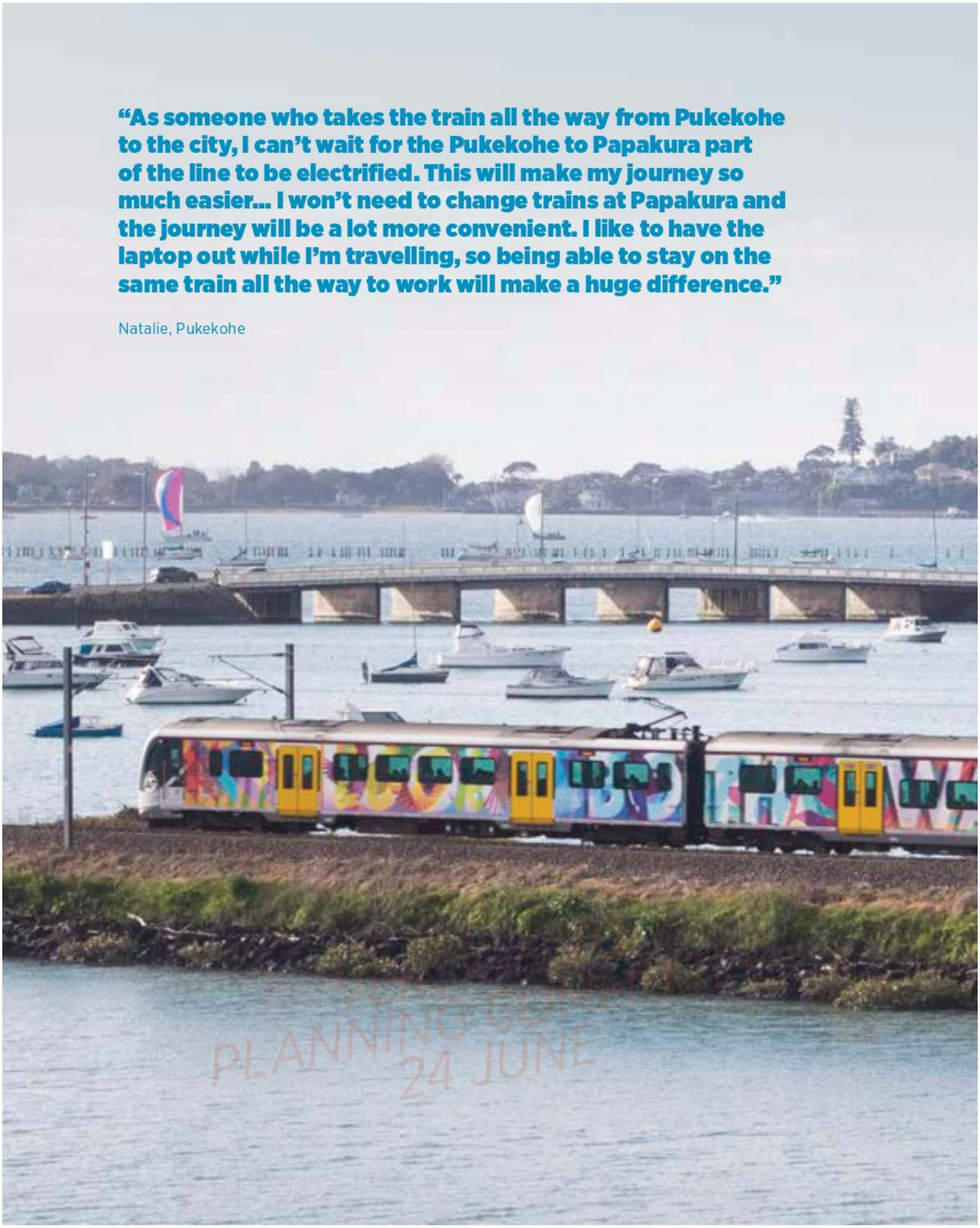
The capacity of the motorway network and its connections have substantially increased, with improvements made to the central motorway junction, the completion of the western ring route including the Waterview Connection, improved access to the Auckland airport precinct and widening of the southern motorway.

Making it easier for Aucklanders to use multiple transport modes to complete a trip – in cars and bus, car and train, bike and bus, or bike and train – is also important. As a result there are now just over 6,000 car parks at park and ride sites (10 percent added in the last three years), and more bike facilities at public transport interchanges and in off-street car parks (such as in the Toka Puia car park in Takapuna). More of these improvements are planned at targeted locations across Tāmaki Makaurau.

As a result of these initiatives, there has been a renaissance in public transport with annual boardings reaching 103 million by November 2019 (before the impacts of Covid-19). More recently, an investment in cycleways has led to a rapid increase in the number of people on bikes in areas where safe infrastructure is available.

However, strong population growth, particularly from around 2013, has continued to put pressure on Auckland's transport network. This growth, combined with positive economic conditions, saw a major increase in per-capita car ownership, and the distance travelled by Auckland's private motor vehicle fleet, continuing to 2019. There has been an increase in congestion in both the peak and interpeak periods that was only eased with the opening of the Waterview Connection and SH16 improvements in 2017. Since then, congestion has held relatively steady at a regional level.

Substantial parts of the strategic bus and road networks are heavily congested, which impacts the everyday travel of public transport customers, and also for freight operators, who report worsening conditions impacting their business.



Auckland's transport challenges cont.

The following figures show deficiencies in travel time reliability of buses and general traffic.

Current deficiency on the bus network
Indicator: Bus travel time reliability LOS (AM peak)
High LOS F
Moderate LOS E

Current deficiency on the general traffic network
Indicator: Traffic travel time reliability LOS (AM peak)
High LOS F
Moderate LOS E

Looking forward

Auckland's population growth is projected to continue at a similar rate for the next 30 years. This presents the opportunity to harness benefits of scale as the region develops and becomes more compact, and public transport becomes faster, has increasing geographic coverage and becomes more competitive.

Meanwhile, the number of jobs able to be accessed within a reasonable travel time by private vehicle will remain critical to Auckland's economy, particularly for those parts of Auckland where people are dependent on vehicles.

Greater equity in access to opportunities is also important if the benefits of growth are to be spread more evenly across Auckland.

Access to the transport network goes beyond how close transport services or facilities are to a person's home or place of work. Access is also about how affordable the transport choices are that Aucklanders have.

To achieve the benefits of scale, Auckland's transport strategy to avoid congestion increasing is to absorb future growth in travel demand by improving the public transport and active mode networks and encouraging more Aucklanders to change the way they travel. Targeted improvements to the road network to address key small-scale choke points also need to be delivered.

Without these improvements, changes in travel behaviour will not occur, congestion will increase, inequitable access to jobs and education will remain embedded, and Auckland will not see the full benefits of its ongoing growth.

Accommodating growth

Over 1.7 million people now call Auckland home, and the region is forecast to grow substantially in the coming decades, exacerbating housing shortages.

The Auckland Plan 2050 provides Auckland's 30-year development strategy, which shows that Auckland will grow through a combination of 'brownfields' (building up) infill development and 'greenfields' (building out) future urban areas.

Auckland Council and central government have identified a number of spatial priority areas where they expect concentrated growth to occur. As these large developments will concentrate demand, specific transport infrastructure is required to support sustainable travel outcomes and minimise the effects of congestion.

Supporting spatial priority areas requires both public and private investment. Generally speaking, the local private infrastructure required for growth is delivered by developers, for example, new local roads and footpaths inside subdivisions. Accompanying public investment can take the form of wider network improvements, (e.g. arterial upgrades) and the delivery of complementary public transport, walking and cycling networks. This last set of initiatives is important, as it enables growth to occur in a way that does not create future car-dependent communities.

Maintaining and renewing the network

AT is the regional guardian of $21.1 billion of publicly-owned assets. This includes 7,638km of arterial and local roads, 7,431km of footpaths, 348km of cycleways, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands. In addition, Waka Kotahi manages transport assets valued at around $15.9 billion which includes state highways, bridges, road tunnels and other structures.

Maintaining and renewing these assets is a significant undertaking. The temporary closure of the Auckland Harbour Bridge last year (due to an accident caused by freak wind gusts) and ongoing issues encountered with the rail network clearly demonstrate the importance of ensuring the resilience and reliability of our infrastructure.

Since the 2018 RLTP, a number of factors have placed increased pressure on the local road and asset network:

- Auckland's increasing population and demand for travel, leading to faster deterioration of road pavements
- Increasing numbers of heavy vehicles operating on the network including growth-related construction, service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses
- An increasing local network asset base, which is growing by around 1.5 percent every year through the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities)
- Significant increases in construction costs and the cost of renewals, in particular road rehabilitation which makes up the largest share of AT's renewal spend
- Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog
- Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation.

Without action to address the impact of these factors, the local network asset base will fall below standard leading to increased reliability issues and higher costs to resolve over the long-term.

07.

Responding to Auckland's transport challenges

The pathway forward

This section describes the transport programme to respond to the challenges outlined in the previous section.

Travel choices – Provide and accelerate better travel choices for Aucklanders

Climate change and the environment – Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates

Access and connectivity – Better connect people, places, goods and services

Safety – Make Auckland's transport system safe by eliminating harm to people

Growth – Enable and support Auckland's growth through a focus on intensification in brownfield areas and with some managed expansion into emerging greenfield areas

Asset management – Sound management of transport assets

Other items – Local Board programmes, technology and organisational improvement initiatives

The responses reflect the direction set out in ATAP approved by central government (Cabinet) and Auckland Council (Planning Committee).

The programme is built off the landmark programme included in the 2018 RLTP. Most of the 2018 investment programme remain, which is expected noting that we are in year three of the 10-year investment programme.

A significant amount of the total RLTP programme is required to keep the existing transport network functioning effectively, renew the existing asset base, and complete committed and essential capital works.

This RLTP is focussed on completing transport projects that are already underway (such as the Eastern Busway), investing in new electric trains and infrastructure to meet the expected patronage boost from the $4.4 billion CRL, and maintaining momentum on core priorities like reducing DSI on the transport network.

Committed and essential items account for over 90 percent of the $31.4 billion programme presented in this RLTP. They include $3.5 billion government-nominated and funded upgrade projects in the NZUP, and a further $1.8 billion of government seed funding for the city centre to Mangere (CC2M) and northwest rapid transit projects.

This leaves $2.1 billon over 10 years – less than 10 percent of the programme for new investments. This is applied to further address the issues of existing congestion, encourage alternative modes, ensure equity of access, provide infrastructure for growth, complement other climate change policies, and respond the requirements of local communities.

Twenty billion dollars of potential projects and initiatives competed for the allocation of the remaining 'discretionary' funding. Prioritisation of projects and initiatives was done using a range of inputs and utilising different methods, including:

- Future Connect assessments
- The Portfolio Investment Approach tool (PIA)
- The Urban Growth Assessment Framework
- Business case and project information and advice
- Assessment and advice from AT, Waka Kotahi and KiwiRail on a number of programmes and projects
- Information on the Auckland Housing Programme.

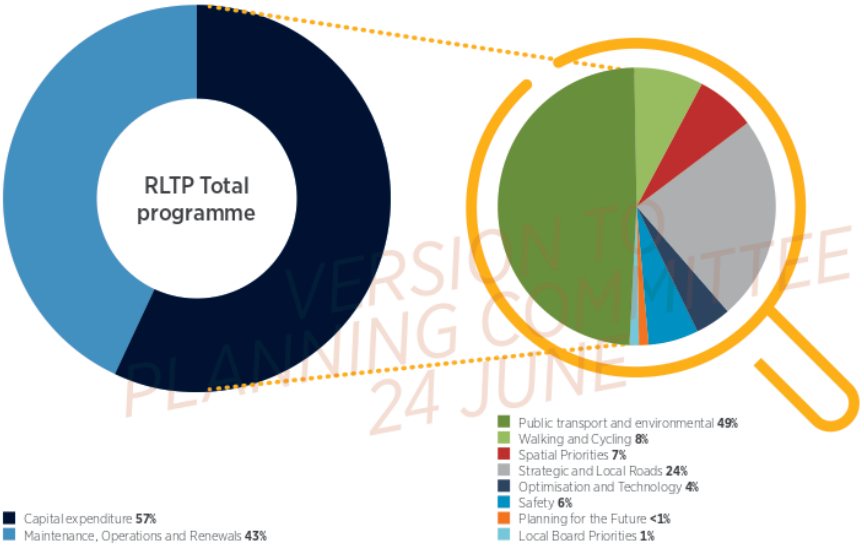
A short-list of prospective projects was evaluated using the PIA tool. These projects included existing projects not categorised as committed or essential, and new projects. The evaluation was based on Future Connect problem statements and ATAP objectives.

Multiple options or packages of investment were then developed to illustrate potential investment choices and trade-offs based on the ATAP objectives. The different packages are based on:

- a climate change option,
- a spatial response,
- a modeshift (PT) focused response,
- a modeshift (active modes) focused response,
- a Drury-focused response, and
- two blended packages.

Each option has the same base programme which accounts for $29.3 billion of the $31.4 billion funding available. The alternative package options focus on the potential investment choices and trade-offs for the $2.1 billion of discretionary funds. Not surprisingly, given the limited amount of discretionary funding, there was limited difference between the packages.

The programme presented here is heavily weighted towards core expenditure on the maintenance and renewal of existing transport assets and to public transport services and other operating items. Together these make up around 43 percent ($13.7 billion) of the total programme. Of the remaining investment in new projects and programmes, the focus is on public transport and active modes, which make up around 57 percent of the remaining package.



A full listing of the proposed programmes and projects, organised by delivery organisation, is provided in the Appendices.

Responding to Auckland's transport challenges cont.

The proposed programme will enable significant progress and contribute to making Auckland an even better place to live. However, even with a programme of this scale – a record level of funding - Auckland's transport challenges will not be solved in 10 years. Quite aside from funding, issues such as construction industry capacity and the community's tolerance for much greater levels of construction are likely to limit what is required to be delivered over the next 25 years.

The need for policy change

For Auckland to successfully meet its challenges and realise its full potential over the longer term, investment in infrastructure and services must run alongside some significant policy and regulatory changes. This RLTP includes a number of policy responses, many of which require significant advocacy from Auckland to progress. These are discussed in more detail as part of an integrated approach in Section 8.

Policy responses proposed by the 2021 RLTP

OBJECTIVES	POLICY RESPONSE
Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates	Accelerate EV uptake with purchase incentives
	Change current road pricing mechanisms to better manage travel demand
	Motor fuel taxes (including the Emissions Trading Scheme)
	Greater use of biofuels for powering vehicles and vessels
	Improve vehicle fuel efficiency standards
	Employee remote working
	Remove the Fringe Benefit Tax (FBT) for public transport subsidies made by employers for employees
Provide and accelerate better travel choices for Aucklanders	Implement 'Community Connect' (Public Transport Concession Card Trial) which provides a 50 percent discount on public transport fares for Community Services Card holders
	Increase discounts for interpeak fares on eligible bus, train and ferry services
	Continue to offer the 'Child Fare Free Weekend' initiative on eligible bus, train and ferry services
Make Auckland's transport system safe by eliminating harm for people	Higher penalties for speed, distraction, impairment and restraint offences
	Enhance enforcement of drug driving
	Improve the safety of heavy vehicles for vunerable road users
	Introduce alco-locks for drink-driving offenders
	Ongoing implementation of speed limit reviews on high risk roads to ensure they are safe and appropriate
Better connect people, places, goods and services	Continue to develop an alternative road pricing scheme encompassing demand management to allow for more productive use of the roading network
	Continue to roll out automated enforcement of transit and bus lanes to ensure higher network productivity and improved safety
	Continue to roll out residential parking schemes in relevant suburbs
Enable and support Auckland's growth through a focus on intensification in brownfield areas and with some managed expansion into greenfield areas	Increase urban density and provide new funding tools

Travel choices

Provide and accelerate better travel choices for Aucklanders

The 2021 RLTP focuses strongly on providing Aucklanders with better travel choices to enable more sustainable and economically productive transport options. The goal is to reduce the number of single occupant vehicles, and particularly single occupant 'fossil-fuel' powered vehicles on our roads.

In the first half of the decade, extensions of the existing rapid transit network will be completed along with the CRL, a critical link in the existing rapid transit network. Significant improvements will be delivered to other parts of the rail network and the Urban Cycleway Programme will be completed.

By the end of the decade there will also be ongoing improvements to the underlying bus and ferry networks, separation of key FTN bus routes from general traffic lanes with a network of whole-of-route bus and transit lanes, and expansions and improvements to walking and safe cycling infrastructure across the region.

Rapid transit extensions

The RTN is a key investment priority and forms the largest category of capital investment in this RLTP.

Running free of congestion in dedicated lanes or corridors as much as possible, the RTN offers high capacity, high frequency services that are often faster than comparable private vehicle trips. The advantages offered, particularly in terms of access to the city centre and fringe, also make the RTN a key component when supporting the compact city strategy by encouraging high-quality intensive development alongside the network.

The transport programme in this RLTP will deliver a step-change in the coverage and performance of the RTN over the next 10 years. This RLTP will also see the RTN continue to diversify away from the city centre, providing high quality links to other key Auckland centres such as Botany, Pakuranga, Pukekohe, Drury, Albany, and Westgate.

Significant projects include:

- **Light rail:** Seed funding to progress new rapid transit lines from the city centre to Mt Roskill and Mangere (CC2M) and along the northwest corridor. In the near-term this project will focus on investigation, design, route protection and other pre-implementation activities.

  The 2021 RLTP does not include completion of full light rail links from the city centre to Māngere and Auckland Airport, or to the northwest (as assumed in the 2018 RLTP). This reflects a revised view of the 'additional funding sources' that were assumed to be available for these projects in 2018.

- **Eastern Busway:** Completion of the Eastern Busway, providing a new rapid transit connection from Panmure to Pakuranga and Botany. This includes the Reeves Road flyover and new bus interchanges at Pakuranga and Botany. This project will improve travel choices by making public transport, walking and cycling realistic and safe options, and improve connections within the area and to the rest of Auckland.

  The Eastern Busway is expected to carry more than 30,000 people per day between the rapidly growing south-eastern suburbs and the rail network in Panmure. This project will make journeys faster and more convenient, reducing travel time between Botany and Britomart. It will also help reduce traffic congestion and vehicle emissions.

- **Northern Busway** (part of Northern Corridor Improvements): The Northern Busway is currently being extended northwards to Albany with a new Rosedale Station added between Constellation and Albany Stations. This project will reduce journey times and improve bus reliability, with the Rosedale Station improving busway accessibility and reducing pressure on the existing Constellation and Albany Stations.

- **Northern Busway Enhancements:** A further $62 million has been provided to deliver other improvements that enhance the capacity of the Northern Busway to meet current and projected demand (e.g. improvements at stations to increase the throughput and flow of buses).

PROJECT NAME	RESPONSIBLE AGENCY	TEN 10-YEAR CAPITAL EXPENDITURE ($MILLION)
City Centre to Mangere & Northwest Rapid Transit (CC2M)	Waka Kotahi	1,800
Eastern Busway	AT	874
Northern Busway Enhancements	AT	62
Rosedale and Constellation Bus Stations	AT	59
SH18 Rapid Transit	Waka Kotahi	3

Responding to Auckland's transport challenges cont.

Rail network improvements

Auckland's rail network forms a key part of the city's rapid transit and freight networks. Recent investments in rail have resulted in substantial growth in rail passenger boardings, which reached 21.9 million trips in 2019 (before Covid-19 started to impact public transport use).

The rail network also plays an important role in the movement of freight, especially to and from the Ports of Auckland and Port of Tauranga. However, a step-change in use for freight and passenger rail needs over the last decade has also resulted in increased wear on the track. During 2020, KiwiRail started a significant track replacement programme which included temporary track closures and speed restrictions.

This RLTP will see a radical improvement in the performance and capacity of the rail network, particularly for accessing new areas of the city centre and fringe as the CRL comes into service in 2024. A key priority has been ensuring that the full suite of projects necessary to support the CRL is available, while simultaneously continuing to invest in maintenance and renewals.

Significant projects include:

- **The City Rail Link, new trains and supporting infrastructure**

  CRL will be transformational, delivering benefits across the region. It allows for significantly improved travel times to the city centre and across the entire rail network, doubling capacity and providing a direct south to west link. It will also benefit road users, as making public transport a better travel choice option will ease pressure on roads for those who need to use them.

The completed project provides a connection between Britomart Station and the western line at Mt Eden via a 3.45km twin tunnel underground rail link below the city centre. It will increase the capacity of the Auckland passenger rail network by transforming the downtown Britomart Transport Centre into a two-way through-station and provide significantly enhanced access to the city centre via two new underground stations at Aotea and Karangahape.

Over $400 million will be invested in new trains, stabling and associated infrastructure to provide increased rail capacity. These trains will allow increased train frequencies and provide additional capacity to cater for the expected growth in patronage following the opening of the CRL.

$320 million will be invested in level crossing and pedestrian crossing improvements in two groups, with the first group required for the increased train frequencies associated with the CRL.

CRL is being future-proofed to cater for significantly more trains than currently operate on the rail network. Investment in this RLTP will enable trains on the three main lines (Western, Southern and Eastern) to operate more frequently both during peak times and throughout the day.

Timetables for Day One of the CRL's operation are still being developed and are expected to be outlined in the 2021 Regional Public Transport Plan (RPTP). However, it is expected that the new Day One timetable will increase the number of people who can access the city centre by train from a pre-CRL capacity limit of 15,000 per hour to 22,500 per hour post-CRL. This is a capacity increase of 7,500 people per hour.

- **Papakura to Pukekohe Electrification**

  Electrification of the rail network will be extended from Papakura to Pukekohe. This will allow the current old diesel fleet to be replaced by electric trains, reducing GHG emissions, enabling faster and more frequent services, and removing the need for customers to change trains at Papakura.

  Three new, high-quality rail stations will be built at Drury and Paerata to support Auckland's southern growth area. These stations will provide bus interchange, walking and cycling, and park and ride facilities to provide people with a range of choices on how best to access the rail network.

  An improved park and ride facility at the Papakura Station will improve access to the rail network.

- **Wiri to Quay Park**

  This project will ease congestion between freight and passenger rail services on the busiest parts of the network, and allow for increased services in the future to meet growing passenger and freight demand from the Ports of Auckland by better separating freight and passenger trains. Improvements will be delivered at Westfield and Wiri junctions, at Quay Park, and via a new third main track to be built between Middlemore and Wiri.

PROJECT NAME	RESPONSIBLE AGENCY	TEN 10-YEAR CAPITAL EXPENDITURE ($MILLION)
City Rail Link (CRL)	CRLL	2,600
EMU Rolling Stock and Stabling Tranche for CRL	AT	413
CRL Day One – Level Crossing Removal	AT	220
CRL Day One – Infrastructure Package	KiwiRail	61
CRL Day One – Resilience and Asset Maintenance Programme	KiwiRail	51
CRL Road Side Projects	AT	7
Drury Stations	KiwiRail	495
Papakura to Pukekohe Electrification	KiwiRail	375
Wiri to Quay Park	KiwiRail	318
Level Crossings Removal – Group 2	AT	100
KiwiRail Strategic Future Planning	KiwiRail	47
Progressive fencing and security	KiwiRail	20
Papakura Rail Station Park and Ride	AT	10
EMU Rolling Stock Current Tranche	AT	5

Responding to Auckland's transport challenges cont.

Bus, ferry and multimodal improvements

While the RTN operates at the top of Auckland's public transport hierarchy, the majority of boardings are on the frequent, connector and local bus and ferry networks. This RLTP contains a range of projects that will improve the reliability, capacity and attractiveness of these bus and ferry networks.

Significant projects include:

- **Downtown Crossover Bus Facilities:** Bus priority improvements along Customs Street and potential new bus facilities to the east and west of the city centre.
- **Midtown Bus Improvements** to enable an increasing number of buses to operate effectively there in the future. This project will deliver bus priority improvements along Wellesley Street and a new Learning Quarter/Grafton Gully bus facility.
- **SH16 Northwest Bus Improvements:** This project (part-funded by the Covid-19 Response and Recovery Fund) will deliver infrastructure to allow a new Northwest Express bus service to operate along SH16, connecting northwest Auckland with the city centre.

  There will be interim bus interchange facilities delivered at Westgate, Lincoln Road and Te Atatu, with improved bus shoulder lanes along the Northwestern Motorway. A long-term rapid transit solution for the northwest corridor is expected to follow in the future.
- **Airport to Botany (A2B):** This rapid transit programme will improve travel choices and journey times for people in south and east Auckland.

  Stage one of this project has delivered a new bus-rail interchange at Puhinui, bus and transit lanes between Manukau and the Auckland Airport precinct, and a new high frequency electric AirportLink bus.

  The next stages to be delivered under this RLTP involve protecting the future A2B rapid transit corridor between Auckland Airport and Botany via Manukau, and extending the new AirportLink bus to Botany via Te Irirangi Drive.

  Extending the AirportLink bus to Botany will be supported by bus interchanges and priority improvements along Te Irirangi Drive, with a move toward a rapid transit corridor in future decades.
- Over $50 million to deliver new and extended **park and ride facilities** across the region, including in locations that support Auckland's growth.
- A new $40 million programme to deliver **accessibility improvements** to public transport facilities across the region.
- Improvements to the landside transport infrastructure at **Matiatia Wharf** on Waiheke Island.
- **Other Public Transport Minor Improvements:** Almost $200 million will deliver the ongoing programme of small but important public transport improvements across the bus, train and ferry networks. This includes new and improved bus stops, bus priority lanes, public information display signs (PIDs), rail station security and ticket control gates, double decker mitigation, Rosedale Bus corridor, and new neighbourhood bus interchanges.

Airport to Botany – Te Irirangi Drive Station artist rendering

PROJECT NAME	RESPONSIBLE AGENCY	TEN 10-YEAR CAPITAL EXPENDITURE ($MILLION)
Downtown Crossover Bus Facilities	AT	220
Public Transport Safety, Security and Amenity	AT	154
Midtown Bus Improvements	AT	132
Northwest Bus Improvements	AT/Waka Kotahi	100
Airport to Botany Rapid Transit Route Protection	AT	50
Airport to Botany Stage 2 Bus Improvements	AT	30
Carrington Road Improvements	AT	55
Park and Ride Programme	AT	51
Accessibility Improvement Project	AT	40
Decarbonisation of the Ferry Fleet Stage 1	AT	30
Double Decker Mitigation	AT	29
Matiatia Park and Ride	AT	26
Sylvia Park Bus Improvements	AT	20
20Connect (SH20B) Route Protection	Waka Kotahi	15
Albert and Vincent Street Bus Priority Improvements	AT	8
Rosedale Road Corridor	AT	8
Neighbourhood Interchanges	AT	6
Community Connect (Public Transport Concession Card Trial)	AT	4
Downtown Ferry Basin Redevelopment	AT	2

Responding to Auckland's transport challenges cont.

Rapid transit and the National Policy Statement on Urban Development (NPS-UD)

An implication of the NPS-UD requirements is that investment identified in this, or future RLTP's may necessitate changes to the Auckland Unitary Plan.

The purpose of this section is to outline the status of Auckland's RTN following the investment identified in this RLTP.

It also reflects the frequency of services described in the current Regional Public Transport Plan 2018-2028 (RPTP).

Auckland's RTN will continue to develop over time. While some projects in this RLTP will improve the service characteristics of routes to the degree that they meet the criteria to be considered part of Auckland's RTN, other projects are a stepping stone on the way to achieving this status in following decades.

Auckland's existing RTN consists of the Northern Busway (between Constellation and Akoranga Stations), and the Western, Southern and Eastern rail lines.[10] Within the 10-year timeframe of this RLTP, the network will be expanded to include the Northern Busway to Albany, the new Eastern Busway, and an extension of the Southern Line to Pukekohe.

The figure below shows:

- Existing and planned rapid transit routes (i.e. the RTN that will be in place at the end of the 10-year timeframe of the RLTP)
- Future rapid transit routes (as outlined in the Auckland Plan 2050) for which some investment is identified in this RLTP but will not meet the standard of rapid transit within the 10-year timeframe of this RLTP
- Parts of the transit network that do not meet the definition of rapid transit now or in the future, but are important to support the operation of the RTN, for example, the Onehunga branch line and Northern Busway section along SH1. These parts of the network are shown as 'supplementary network'.

The locations of stops on planned services are finalised through processes outside of the RLTP (such as designations under the Resource Management Act). AT and Auckland Council will work together to determine where stops are for the purposes of meeting the NPS-UD's requirements.

[10] Some of these routes do not currently meet the frequency requirements for rapid transit; however they are proposed to do so by 2028 in the RPTP.

Connected Communities

The geography of Tāmaki Makaurau means that key strategic arterial roading corridors, mostly on the isthmus in Mt Eden, Mt Roskill, Remuera, Sandringham, Ponsonby, Grafton, Ellerslie, Panmure, Pakuranga and Manukau can become choked at certain times of day resulting in reduced productivity and impacting on the mental and physical wellbeing of Aucklanders.

A key driver for AT's Connected Communities programme is separating buses on frequent transit routes from general traffic lanes with a network of whole-of-route bus or transit lanes, thereby creating more capacity in the remaining general traffic lanes for those who have no choice but to use private motor vehicles.

This project also pioneers AT's 'dig once' philosophy to minimise disruption in local communities, incorporating and delivering 15km to 20km of safe cycling environments (and safety and walking improvements) along a number of key arterials. Notably 25 percent of DSI on strategic roading corridors are targeted by the programme.

Priority corridors for investment include:

- Symonds Street
- New North Road
- Sandringham Road
- Great North Road
- Ponsonby Road
- Mt Eden Road
- Manukau Road
- Ellerslie Panmure Highway
- Pakuranga Road.

PROJECT NAME	RESPONSIBLE AGENCY	TEN 10-YEAR CAPITAL EXPENDITURE ($MILLION)
Connected Communities	AT	583

Programmes for train, bus and ferry services and asset maintenance

AT's current funding for train, bus and ferry services and asset maintenance is set at around $7.5 billion. This is earmarked to meet the additional costs of the CRL (such as more frequent services and station operation costs), low-emission buses (to meet climate change and public health objectives) and increased asset maintenance.

AT has a strong desire to increase both the coverage and frequency of bus, train and ferry services over the next 10 years, with a focus on:

- Providing services to support new public transport infrastructure
- Implementing the services promised in the RPTP, especially for the frequent routes/corridors
- Continuing to improve the frequency and hours of operations in the existing urban areas
- Providing services as early as possible to Greenfield areas to minimise car-centric travel behaviour
- Ensuring that there are competitive public transport services to the larger rural settlements.

Auckland Council has provided an additional $50 million to fund new bus and ferry services which, when coupled with an equivalent level of savings identified by AT and co-funding from Waka Kotahi, will provide an additional $200 million. AT is currently assessing how to direct this additional funding to services that achieve the best outcomes for the region.

Responding to Auckland's transport challenges cont.

Walking and cycling

There is a significant opportunity for walking and cycling to play a more substantial role in improving access and contributing to a more effective transport system in Auckland. Both walking and cycling support efforts to tackle climate change, bring significant public health benefits and make the network more productive.

The programme set out in this RLTP aims to increase active transport mode share by delivering safe and more integrated walking and cycling infrastructure, supported by a range of behaviour change activities, together with bicycle parking facilities and network-wide safety improvements like speed management.

In total, this programme is expected to deliver 200km of new and upgraded cycleways and shared paths across the region by 2031, the majority of which is included as part of the strategic cycling network. Between 100km and 125km of new cycleways will be generated from AT, 15km from Auckland Council and 59km from Waka Kotahi. Some existing cycle lanes will also be retrofitted with appropriate safety barriers.

Significant projects include:

- The **Northern Pathway,** a significant new walking and cycling connection from central Auckland to the North Shore. This will provide a critical missing link in Auckland's cycle network.
- Over $300 million is allocated to delivering AT's **On-going Cycling Programme**, which is intended to follow the completion of the Urban Cycleways Programme early in the RLTP period. This is in addition to the allocation to cycling included in the Connected Communities programme.

  With a significant increase in the cost and complexity to deliver cycleways, this programme is unlikely to be able to deliver the coverage expected in the 2018 RLTP. However, the investment strategy for this is being reviewed to ensure coordination with Waka Kotahi investment (including the revised Northern Pathway), and seek faster, more flexible and lower-cost solutions. The significant investment in cycling in Manukau and Mangere East identified by the 2017 Cycling Programme Business Case remains a priority.
- The completion of the **Urban Cycleways Programme** including projects such as the Glen Innes to Tāmaki Drive cycleway and the New Lynn to Avondale shared path.
- $49 million to continue delivering **new footpaths** in high priority locations. Feedback from the community and local boards has identified the need for more investment in footpaths. AT therefore proposes that, should it have additional funding, it will deliver a further $20 million of new footpaths over the 2021-2031 period.
- A $30 million central government contribution, through the Covid-19 Response and Recovery Fund, towards delivering the **Te Whau Pathway**.
- $30 million to allow some introductory works under the **City Centre Masterplan Access for Everyone initiative**.
- A new $30 million programme for minor improvements for cycling and micromobility. A key element of this package will be delivering **'pop up cycleways'** which will retrofit a range of existing painted cycle lanes with appropriate safety barriers. This programme will also address other issues on the existing cycling network to improve useability and enhance safety.
- Ongoing funding for a programme of tactical urbanism initiatives such as those brought to life through Waka Kotahi's **Innovating Streets Programme**.
- Operational funding to continue delivery of the **Travelwise Programme,** an innovative schools-based programme that aims to improve road safety and reduce the number of vehicles driving to and from school at peak times to help reduce congestion.

- Operational funding to continue the **Walking School Bus programme** which aims to reduce road congestion, make our environment safer and cleaner, and provide exercise for children in a fun and social way.
- Operational funding for the ongoing delivery of the **Bike Safe programme** which teaches primary, intermediate and secondary school children how to ride their bike safely.
- Continued investment in the AT **Community Bike Fund** which supports communities and groups delivering activities, events and projects that encourage more people to ride bikes more often in Auckland, especially new riders.
- Ongoing operational funding for programmes which support employers who want to encourage their people to use more sustainable modes of transport.

PROJECT NAME	RESPONSIBLE AGENCY	TEN 10-YEAR CAPITAL EXPENDITURE ($MILLION)
Northern Pathway (central Auckland to North Shore)	Waka Kotahi	785
On-going Cycling Programme	AT	306
Urban Cycleways Programme	AT	139
Glen Innes to Tāmaki cycleway – Stage 2	Waka Kotahi	19
New Footpaths Regional Programme	AT	49
Te Whau Pathway	Auckland Council	30
Access for Everyone Introductory Works	AT	30
Minor Cycling and Micromobility	AT	30
Meadowbank Kohimarama Connectivity Project	AT	22
Old Mangere Bridge Pedestrian & Cycling Link	Waka Kotahi	17
Mangere Cycleways (Airport Access)	AT	12
Tāmaki Drive/ Ngapipi Road Safety Improvements	AT	7
Walking and cycling – Low Cost, Low Risk	Waka Kotahi	6

Responding to Auckland's transport challenges cont.

Climate change and the environment

Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates

The Climate Change Commission's 2021 Draft Advice for Consultation states:

"In Aotearoa we need to change the way we build and plan our towns and cities and the way people and products move around. This includes making walking and cycling easier with good cycleways and footpaths. It means moving freight off the road and onto rail and shipping. It means reliable and affordable public and shared transport systems. And it means an electric or low emissions fleet." [11]

The approach set out in this RLTP takes an approach broadly consistent with these themes but notes far more needs to be done to reach Auckland Council's climate change emissions targets.

The key contribution to climate change in the RLTP is the extensive investment in network infrastructure and services, designed to encourage mode shift away from private vehicles and towards lower emission public and active transport options. Over $10.5 billion, or 57 percent of the total capital improvement programme proposed to be made over the next 10 years, is invested in public transport or walking and cycling.

The programme will also make significant progress towards decarbonising Auckland's public transport fleet by:

- Electrifying the rail line to Pukekohe (covered under the rail section above), enabling disposal of Auckland's remaining diesel passenger trains
- Funding acceleration of the Low Emissions Bus Roadmap to ensure half of Auckland's bus fleet is low emissions by 2031 (this is captured under Operational Funding).

It's anticipated that the investment in low emissions buses and replacement of the diesel trains operating between Pukekohe and Papakura will see a 65.1 percent reduction in emissions from the public transport fleet by 2030.

Emissions from ferries make up a disproportionately high amount (19 percent) of total emissions from the public transport fleet. Noting that technology is less mature in the development of low emissions ferries, this RLTP allocates $30 million to start decarbonisation of the ferry fleet.

Work is also underway to determine how transport emissions from AT owned assets and infrastructure, such as parking buildings, street lights, and public transport facilities can be further reduced. A promising start has been made with the change-out of street lights across Auckland. Further activities will see AT meet its Board endorsed objective of reducing emissions from its own corporate activities by 50 percent by 2030.

In addition to these, Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan sets out eight 'priorities for action' to deliver its goals. AT has a lead role, sometimes jointly with Auckland Council, on many of the transport actions. This RLTP supports those actions through:

- Investing in the rapid transit network, bus network and cycling network to accelerate mode change towards sustainable travel modes and help shape a more sustainable and attractive urban form
- Making transport more affordable and improving accessibility through investment such as the Community Connect trial and the Accessibility Improvement Programme
- Supporting key growth areas, particularly brownfields areas, with a focus on encouraging use of sustainable transport modes
- Increasing the investment to maintain, renew and increase the resilience of the existing transport network, including footpaths, to ensure it continues to enable people to get to places where they want to live, work and play.
- Implementing the Auckland priorities included in the New Zealand Rail Plan
- Investing to decarbonise the public transport fleet and support the uptake of EVs
- Supporting the city centre zero emissions zone through the Access for Everyone project

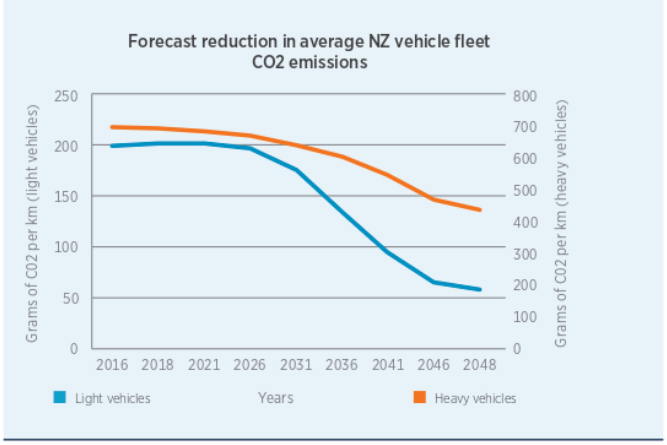
This RLTP investment programme is only one component of a comprehensive set of measures needed to reduce transport GHG emissions. The RLTP does not exist to set government policy, and additional measures are needed that are beyond its scope to implement.

[11] He Pou a Rangi – Climate Change Commission (2021). "2021 Draft Advice for Consultation".

The intervention with the greatest potential to reduce emissions is the accelerated uptake of EVs.

This was identified by the MoT in 2018, reiterated by the Productivity Commission, the Climate Change Commission in 2021, and has been reinforced by modelling work. New Zealand is also in a uniquely favourable position to benefit from EV technology as we have an electricity source that is 82 percent renewable.

Current published projections by the MoT and Waka Kotahi show EVs and other zero emission vehicles starting to enter the New Zealand fleet in large numbers toward 2030, leading to a rapid reduction in average light vehicle fleet emissions from 2031. This would result in a 70 percent reduction in average light vehicle emissions per kilometre by 2048.



Heavy vehicles will be slower to change, reflecting the significant technical challenges with zero emissions freight vehicles. Although encouraging, these trends are not enough to achieve zero emissions generated from the transport sector by 2050.

The accelerated uptake of EVs is vital to reduce road transport emissions. But to meet the 2050 target, at least for the light vehicle fleet, the entry of light vehicles into the fleet needs to be accelerated by five to 10 years. In other words, it needs to ramp up right now.

Supporting the uptake of electric vehicles and low emission vehicles

Materially reducing emissions requires immediate and rapid electrification of the vehicle fleet, so it is essential to address the primary purchase barrier of affordability through purchase incentives. Pairing purchase incentives with convenience interventions that make using an EV easier and cheaper (with increased awareness) can potentially support a swifter uptake.

Common intervention types suitable to Auckland are parking benefits, supporting additional public chargers, public charger navigation, charging benefits, and infrastructure use and access benefits. The following table describes these intervention areas and actions taken in Auckland.

Actions and responsibilities

INTERVENTIONS	ACTIONS TAKEN
Parking benefits such as exemptions or reductions on parking fees or time limits, preferential parking access, and wait-list priority on long-term parking	AT (2018-): 48 dedicated EV parking spaces (with chargers)
Support additional public chargers such as the provision of public chargers or making land available for public chargers	AT (2018-): 50 public EV chargers Other (as at August 2020): ~80 public EV chargers
Public charger navigation such as physical signage or digital tools to locate public chargers	AT (2020): Limited information on AT public chargers
Charging benefits such as free or reduced fees for public charging, monthly flat-rate charging for heavy users, including car-sharing, ride-share, and taxi companies	AT (2018-): Free charging at 50 chargers AT (2020): Providing electricity supply infrastructure for 21 car-share chargers
Infrastructure use and access benefits such as access to bus and other restricted lanes, reductions or exemptions on road tolls and congestion charges	Waka Kotahi (2017-2018): Access to bus lanes at selected State Highway 1 on-ramps AT (2030): Zero-emission Queen Street Zone (within Access for Everyone programme)

Responding to Auckland's transport challenges cont.

To tackle these barriers $34 million has been allocated to support the uptake of EVs by Aucklanders, which is expected to complement central government initiatives.

Given the current actions taken in Auckland, there is scope for AT to implement further interventions, however they are unlikely to be effective on their own.

The NZ Government has a long-running EV awareness campaign provided by the Energy Efficiency and Conservation Authority (EECA), and a range of government interventions are being planned to lower the emissions of vehicles entering the fleet. These include the recently announced clean car standard for new and used light vehicles, and consideration of a mandate for lower-emitting biofuels and the central government's recently announced Clean Car Package to incentivise the uptake of low emission vehicles.

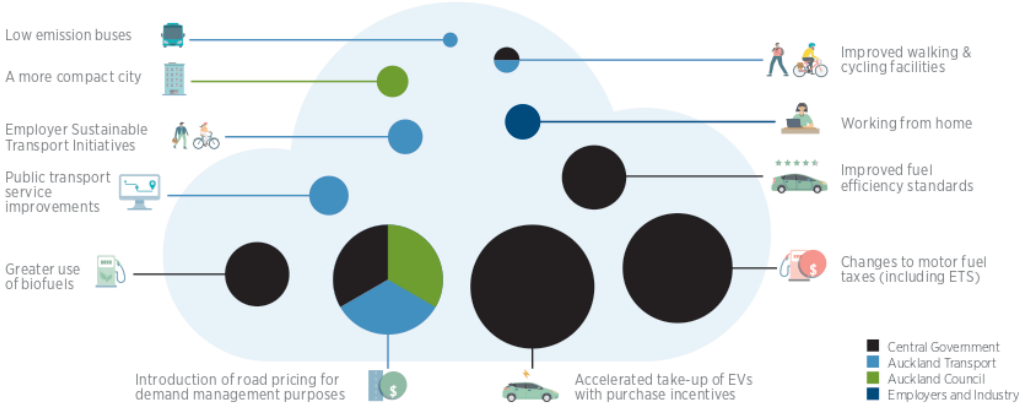
Towards a comprehensive approach

Domestic and international research shows that following the accelerated uptake of EVs, the following supporting interventions are effective: road pricing, fuel taxes, greater use of biofuels, improved vehicle efficiency, providing alternatives to private vehicle use and increasing urban density to reduce sprawl.

A recent study found that without purchase incentives, local interventions to support EVs had minimal impact on increasing their uptake.[12] European cities with the highest EV uptake (Amsterdam, Bergen, Oslo, and Stockholm) have policies addressing purchase price, awareness and convenience.

As part of developing a plan to achieve Auckland Council's commitments to a 50 percent total emissions reduction by 2030, the Auckland Forecasting Centre[13] considered how this goal might be achieved. It highlighted, much as the Climate Change Commission has done in its work to date, that a suite of interventions is required. This will require an integrated approach by multiple organisations with the ability and mandate to take action.

How Auckland's transport contribution to a 50% total emissions reduction might be achieved



[12] The International Council for Clean Transport (2020) Analysing policies to grow the electric vehicle market in European cities. https://theicct.org/publications/electric-vehicle-policies-eu-cities
[13] The Auckland Forecasting Centre is a joint venture between Waka Kotahi, Auckland Council and AT with experts in transport forecasting with over 150 years collective experience.

The full suite of potential key actions, and the party with the responsibility for delivery, is set out in the following table.

Proposed actions and responsibilities

INTERVENTIONS	RESPONSIBILITY
Accelerate EV uptake with purchase incentives	Government: To design the incentive and provide funding
Road pricing[14]	Government: Legislation required to implement, and owner of state highways AT: Owner of local roads where pricing would be applied Council: Co-decision-maker in road pricing
Motor fuel taxes (including the Emission Trading Scheme)	Government: Responsible for fuel tax regime
Greater use of biofuels	Government: Sets fuel specifications
Improve vehicle fuel efficiency standards	Government: Sets vehicle specifications
Provide alternatives to private vehicles with public transport, cycling and walking	AT and Waka Kotahi: Responsible for infrastructure provision and public transport services
Introduce employee remote working (one day per week)	Industry: Implement workplace policies
Increase urban density and reduce sprawl	Auckland Council

Tackling the emissions challenge is complex and requires a systems-based approach taking account of a number of factors, including technology maturity and supply chains, equity and behaviour change.

In the context of this challenge, Auckland needs a climate plan which sets out the agreed pathway for reducing transport emissions to meet Auckland Council's emissions targets.

[14] Road pricing options recommended by The Congestion Question have focussed primarily on reducing peak congestion levels. Wider and more expensive road pricing options will likely be required to achieve substantial reductions in regional transport emissions.

Responding to Auckland's transport challenges cont.

PROJECT NAME	RESPONSIBLE AGENCY	TEN 10-YEAR CAPITAL EXPENDITURE ($MILLION)
Supporting Electric Vehicles	AT	34
Environmental sustainability infrastructure	AT	20
Electric Bus Trial Roadmap	AT	9

Water quality and other sustainability initiatives

Improved land use and transport integration, enhanced operations and maintenance practices, improved design standards for projects and new technologies all provide opportunities to meet the challenges presented by the environmental impacts of the transport network.

Activities to be delivered under this RLTP include:

- Trialling green infrastructure initiatives to reduce heat stress and improve biodiversity
- Improving unsealed roads to reduce sediment run-off and improve stormwater quality
- Including water sensitive design as part of infrastructure development
- Ensuring maintenance and operational practices minimise impacts on the environment
- Improving waste practices across infrastructure construction and facilities management, including the consideration of using low impact materials during construction (e.g. recycled materials)
- Reducing the use of potable water for non-potable activities like dust-supression
- Trialling on-site renewable technologies
- Embedding sustainability requirements into procurement practices.

Work is underway on further actions that will support the objectives of the National Policy Statement for Freshwater Management.

Safety

Make Auckland's transport system safe by eliminating harm to people

The investment programme in this RLTP will build on recent progress in reducing DSIs on Auckland roads, and aims to deliver on the Vision Zero for Tāmaki Makaurau Transport Safety Strategy adopted in 2019.

The ultimate goal and vision of this strategy is that there will be no DSI on our transport system by 2050. The strategy is based on the 'Safe System' approach to improving road safety. In short, the programme aims to provide safe roads, safe drivers, safe speeds and safe vehicles.

Significant projects include:

- Over $650 million of AT investment to deliver the **AT Safety Programme**, which will deliver improvements targeted towards speed management, high risk intersections, high risk corridors and vulnerable road users.
- $100 million for minor improvements across the network
- $154 million of Waka Kotahi investment to deliver the state highway **Safer Networks Programme**
- **SH16 Brigham Creek-Waimauku:** This project will deliver a range of safety and access improvements between Waimauku and the end of the Northwestern Motorway at Brigham Creek Road. Components include new safety barriers, turning bays, flush medians, a new roundabout at the Coatesville-Riverhead Highway intersection, upgrading the corridor to four traffic lanes from Brigham Creek Road to the Taupaki Roundabout, and potentially a new dedicated walking and cycling shared path from Brigham Creek Road to Kumeu.
- $75 million for a new **School Speed Management Programme** focussed on making the roading environment for young people around schools safer
- $13 million to **Marae and Papakāinga safety improvements**
- Continued delivery of the **'Te Ara Haepapa' Programme** – a programme co-designed with Māori to improve road safety outcomes for Māori
- Ongoing **road safety education**, such as online newborn and child restraint courses, courses targeted at 'rangatahi' (young people) and awareness programmes targeting high-risk behaviours.

PROJECT NAME	RESPONSIBLE AGENCY	TEN 10-YEAR CAPITAL EXPENDITURE ($MILLION)
Safety Programme	AT	657
Safer Networks Programme	Waka Kotahi	154
SH16 Brigham Creek-Waimauku	Waka Kotahi	137
Minor Improvements	AT	100
School Speed Management	AT	75
Dome Valley Safety Improvements	Waka Kotahi	32
Marae and Papakāinga (Turnouts) safety programme	AT	13
Community Safety Fund	AT	10

Responding to Auckland's transport challenges cont.

Policy initiatives to further reduce DSI

Outside of this capital programme, a relentless focus on delivering safety improvements is needed over the next 10 years to meet Auckland's 2050 Vision Zero goal. This will require a range of operating and capital improvements funded under this RLTP, and consideration of wider policy changes that would need to be implemented by central government.

A number of policy changes proven to be successful in similar overseas cities, regions and countries were highlighted in the 2018 Road Safety Business Improvement Review commissioned by the AT Board of Directors and undertaken by global expert Eric Howard. They include:

- Higher penalties (fines and demerit points) for speed, distraction, impairment and restraint offences
- Demerit points for all safety camera generated offences
- A review of road policing in Auckland with a view to achieving best practice levels of enforcement, and meeting current national targets identified through the road safety partnership
- Enhanced enforcement of drug driving and progressing the Land Transport (Drug Driving) Amendment Bill
- Policies to improve the safety of heavy vehicles for vulnerable road users, such as truck side under-run protection and other safety technology to improve visibility and communication between drivers and vulnerable road users
- Simplified processes for the setting of speed limits including cycle changes under the proposed speed management plan approach
- Higher speed penalties for heavy vehicle drivers and more restrictive alcohol limits for drivers of heavy vehicles and public transport vehicles (including buses and taxis)
- Removing the capacity for courts to award a work-related licence for a drink driving offender.

It should be noted that policy changes such as the speeding up of EV transition are likely to bring road safety benefits, as an increased number of these vehicles on our roads would have a higher safety (ANCAP) rating, so that in the case of a crash the likelihood of DSI would reduce.

Access and connectivity

Better connect people, places, goods and services

Strategic and local multi-modal roads

Auckland's state highways and arterial roads form the backbone of Auckland's road network. They provide for a wide variety of travel, carry the heaviest freight volumes, provide access to key destinations (such as the Ports of Auckland, Auckland Airport and other freight and business hubs), and connect Auckland to the rest of New Zealand through northern and southern inter-regional connections.

Congestion on the general traffic strategic network, at peak times and increasingly in inter-peak periods, negatively affects the region's productivity and increases the cost of doing business as well as affecting Aucklanders' quality of life.

Over the past 10 years, productivity improvements to counteract population increases, and the increased number of trips and kilometres driven on Auckland's key corridors has been achieved by introducing bus and transit lanes or accompanying safe cycling infrastructure, as well as building a small number of new corridors (such as the Waterview Project).

While there are a small number of opportunities to build new corridors or expand existing ones, the majority of Auckland's traffic growth will need to be accommodated within existing corridors.

Making best use of existing corridors will be achieved by projects that encourage greater use of buses and walking and cycling. Initiatives like Connected Communities, which will improve safety, productivity and carrying capacity on a number of existing urban corridors and through a range of smaller investments which optimise existing corridors.

In keeping with modern worldwide approaches to transport planning, most of these corridors, especially within the urban area, are multi-modal projects delivering upgrades to public transport, cycling and safety along with general traffic.

In terms of new or improved corridors, significant investments within this RLTP include:

- **Mill Road safety improvements and local infrastructure investment in Drury network:** This project, funded through the NZUP, is expected to involve an upgrade of two lanes between Flat Bush and Alfriston, tying into the existing urban Redoubt Road dynamic lanes. There will also be targeted safety improvements between Alfriston and Papakura, and transport upgrades to release housing and local centres in Drury in a way that supports decarbonisation objectives.
- **Puhoi to Warkworth motorway extension:** This project, currently under construction, extends the existing four-lane SH1 Northern Motorway 18.5km from the Johnstones Hills Tunnels to just north of Warkworth. It will provide improved access, a much safer corridor, as well as faster and more reliable travel times to and from Northland, Warkworth and northeast Rodney.
- **SH1 Papakura to Drury South Stage One improvements:** This NZUP-funded project follows on from the recent widening of SH1 between Manukau and Papakura. The project will widen SH1 and deliver a new shared path. The NZUP South Auckland investment will also include active modes and public transport.
- **Penlink:** Provision of a new tolled connection, funded through the NZUP, between the Northern Motorway and Whangaparāoa Peninsula. The project will relieve pressure on the constrained SH1 Silverdale Interchange, support development in Auckland's northern growth area, and provide significant time savings for people living on the Whangaparāoa Peninsula.
- **Northern Corridor (includes busway extension):** Currently under construction, this project will complete the Western Ring Route. It involves upgrading the northern end of SH18 to motorway standard, delivers a new SH18-SH1 motorway-to-motorway connection, widens SH1 between Constellation Drive and Oteha Valley Road, extends the Northern Busway from Constellation Drive to Albany, and provides new walking and cycling shared paths along the upgraded parts of SH1 and SH18.
- **Lincoln Road:** Improvements between Te Pai Place and the Northwestern Motorway to accommodate additional transit lanes, intersection and safety improvements, and upgraded walking and cycling facilities.
- **Glenvar Road/East Coast Road improvements:** New transit lanes along East Coast Road, intersection upgrades, and new and improved walking and cycling facilities to support the Long Bay Development area, improve network productivity and improve safety.
- **Lake and Esmonde Road improvements:** New transit lanes and walking and cycling facilities to improve journey time reliability, network productivity and improve safety.
- A new $14 million AT **Core Operational Capital Programme:** This will provide funding for the purchase of small operational assets required to support provision of services to the public (e.g. Harbourmaster assets).
- Property and investigation for several **Waka Kotahi projects**, such as Additional Waitematā Harbour Connections, the East West Link, Warkworth to Wellsford designation, SH1 Drury South to Bombay, and Grafton Gully.

This RLTP also includes a suite of ongoing programmes that will provide a range of smaller improvements to unsealed roads, signage and state highways across the region.

Feedback from the community and local boards also identified the deficiencies of the Dairy Flat Highway/The Avenue intersection. AT therefore proposes that, should it have additional funding, it will deliver improvements at this intersection over the 2021-2031 period, with an estimated cost of $12.5 million (uninflated).

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Attachment A

Responding to Auckland's transport challenges cont.

PROJECT NAME	RESPONSIBLE AGENCY	TEN 10-YEAR CAPITAL EXPENDITURE ($MILLION)
Mill Road safety improvements and local infrastructure investment in Drury network	Waka Kotahi	874
Puhoi-Warkworth	Waka Kotahi	874
Penlink	Waka Kotahi	830
State Highway 1 Papakura to Drury South – Stage 1	Waka Kotahi	655
Southern Corridor Improvements (Manukau-Papakura) [Debt repayment]	Waka Kotahi	241
Northern Corridor (includes busway extension)	Waka Kotahi	152
Lincoln Road Corridor Improvements	AT	106
Regional Improvement Projects	AT	62
Glenvar Road/East Coast Road intersection and corridor improvements	AT	57
Parking Programme	AT	49
Lake Road/Esmonde Road Improvements	AT	48
SH20A to Airport (Debt Repayment)	Waka Kotahi	48
Wynyard Quarter Integrated Road Programme	AT	46
Unsealed Road Improvements	AT	40
Smales Allens Road Widening and Intersection Upgrade	AT	23
Hill Street Intersection Improvement	AT	19
Resolution of Encroachments and Legacy Land Purchase Arrangements	AT	17
Ormiston Town Centre Link	AT	17
Noise wall upgrade programme	Waka Kotahi	15
Core Capital Operational Programme	AT	14
State Highway Low Cost Low Risk Programme	Waka Kotahi	13
Improvements Complementing Developments	AT	12
Medallion Drive Link	AT	12
SH1 Additional Waitematā Harbour Connections (Business Case, Designations and Property)	Waka Kotahi	60
East West Link (Property)	Waka Kotahi	31
Warkworth to Wellsford (Designation)	Waka Kotahi	21
SH1 Drury South to Bombay (Route Protection)	Waka Kotahi	18
Grafton Gully Improvement Business Case	Waka Kotahi	15

A number of corridor projects that were included in the 2018 RLTP are not proposed to be included in this RTLP. These include the full East West Link, the full Dairy Flat Highway and Gills Road Link. Transport asset renewals, public transport and cycling projects, and support for housing development were given priority.

Optimisation programmes

The major part of Auckland's future growth in travel demand will need to be accommodated by existing transport corridors. To achieve this Auckland needs to make better use of its existing transport system, and increase the number of people and freight that can travel through key routes and corridors.

Reconfiguring or 'sweating' our existing transport network harder to increase overall productivity involves improving connectivity to key public transport hubs and interchanges, improving the efficiency and coordination of traffic signals to improve throughput and reduce delays, using dynamic traffic lanes to improve peak traffic flows, and providing priority for freight on key freight connections.

Optimisation activities in this RLTP include:

- $168 million of investment in **AT's Network Performance** programme, which delivers a range of targeted small to medium scale infrastructure projects to optimise routes. Initiatives to be delivered include removing 'pain points' along corridors for walking and cycling, public transport and private vehicles, synchronising traffic signals, optimising road layout, dynamic traffic lanes and managing traffic restrictions. A dedicated allocation for freight improvements is also included.
- Over $120 million of Waka Kotahi investment in **Intelligent Transport Systems** and optimisation activities.
- $52 million of AT investment in Intelligent Transport Systems to utilise **emerging technologies** to better manage congestion, improve safety and influence travel demand.

An investigation into the feasibility of introducing congestion pricing to improve network performance and reduce congestion is currently underway. The Congestion Question (TCQ) will inform decisions on whether or not to proceed with introducing such pricing in Auckland. At this stage however, the cost of implementing congestion pricing has not been included in this RLTP.

PROJECT NAME	RESPONSIBLE AGENCY	TEN 10-YEAR CAPITAL EXPENDITURE ($MILLION)
Network Performance (including Freight Network Improvements)	AT	168
ITS Programme & State Highway Optimisation Programme (Optimisation PBC state highway component)	Waka Kotahi	122
Intelligent Transport Systems	AT	52

Responding to Auckland's transport challenges cont.

Policy initiatives – The Congestion Question

Aucklanders currently pay for use of the roading network through Petrol Excise Duty (PED) and Road User Charges (RUC) and, as set out previously, the Auckland RFT. The rates of PED and RUC are specified in legislation and all money raised goes into the NLTF, which helps fund the improvement, operation and maintenance of our land transport network. PED is around 70 cents per litre of petrol and the rates of RUC vary depending on the weight and the configuration of the vehicle.

While the current road charging mechanisms are well known and have supported land transport in New Zealand, over the longer term they will need to change as more New Zealanders transition to EVs.

A further limitation of current pricing mechanisms is that they have almost no influence on the decision Aucklanders make as to when they might take a car trip, whether they should make the trip at all, whether they might substitute a car trip for a public transport trip or a trip on foot or cycle, and what route they might take.

An investigation into the feasibility of introducing a demand management based pricing scheme to improve network performance and reduce congestion is progressing. Further, more detailed design of the technical concept study (called The Congestion Question – see below) and engagement with Aucklanders will inform decisions on whether or not to proceed with introducing such pricing in Auckland.

TCQ is an investigation by the Government and Auckland Council to consider whether there is a case for introducing a congestion pricing scheme for Auckland. The Government has not made a decision to implement congestion charging in Auckland, but road pricing has the significant potential to be a key part of the ATAP program.

With the right design, supported by improved public transport services and a mitigation programme to assist vulnerable road users, the opportunity exists for Auckland to benefit from a sustainable eight percent to 12 percent improvement in network performance once a full scheme becomes operational.

This is similar to traffic conditions observed during the school holidays and would deliver productivity benefits for the freight industry and travel time benefits for those needing to travel by motor vehicle, particularly at peak times.

The introduction of an Auckland congestion pricing scheme also has the potential to support an improvement in local air quality and reduce GHG emissions alongside other supporting interventions.

The TCQ investigation has recommended that a potential congestion pricing scheme in Auckland be introduced in stages, with the first phase based around the City Centre area, introduced to coincide with the opening of CRL. Over time, congestion pricing would be introduced along congested corridors, with the implementation timetable informed by the RLTP.

Work to date was most recently endorsed by the AT Board of Directors in December 2020 and Auckland Council's Planning Committee has approved moving to the next phase of work.

At this stage however, neither the cost of implementing congestion pricing or the benefits that would accrue from its implementation have been included in this RLTP. Operational funding will allow ongoing investigation work.

More information about TCQ is available at **www.transport.govt.nz/area-of-interest/auckland/the-congestion-question/**

Growth

Enable and support Auckland's growth through a focus on intensification in brownfield areas and with some managed expansion into emerging greenfield areas

Accommodating Auckland's population growth requires further acceleration of the construction of housing and business development. Much of this development is supported by the broad investment programme outlined above, along with the infrastructure provided by developers themselves. Auckland Council and Government are, however, seeking to encourage growth in a number of spatial priority areas in brownfields and greenfields areas, where the availability of land or links to public transport or other infrastructure provides advantages.

The ATAP process identified support for brownfields development as the highest priority for growth investment. This RLTP therefore allocates around $400 million of new investment towards brownfields developments in Mangere, Mt Roskill, Oranga, Northcote and Tāmaki, with Central Government contributing a further $100 million. This will support construction of up to 17,000 new homes along with encouraging more use of public transport and active modes while minimising congestion.

Greenfield areas often need substantial investment before significant development can occur. Much of this investment will typically come from developers who provide the base roading networks. Nevertheless, additional large-scale investment is often needed to connect these areas to the network in a way that encourages more sustainable transport behaviour and minimises congestion impacts. With limited funding available, the priority has been on route protection, property purchase and infrastructure to support the effective operation of rapid transit and bus links for these areas, rather than additional road capacity.

The Supporting Growth Programme, a transport network plan developed to support Auckland's Warkworth, Northern, Northwest and Southern greenfield growth areas, identifies desirable transport infrastructure much exceeds the funding available, so only the highest priority items are included within this RLTP. The ATAP work identified the Northwest, followed by Drury and Pareata as the highest priorities for new greenfield investment to support growth.

In terms of specific projects, this RLTP includes funding for:

- $401 million, with a further $100 million to come direct from Central Government, to support the **Auckland Housing Programme** in brownfield areas. This will provide for public transport and walking and cycling infrastructure in these areas to encourage sustainable transport behaviour, along with intersection upgrades to minimise impact on the operation of the surrounding road network.
- $328 million for **greenfield transport infrastructure** projects in the Northwest, which targets key infrastructure to support future bus operations along with route protection and property acquisitions for bus access along prospective transport corridors.
- $243 million for **local road improvements** to support the urban development of Drury including access to new rail stations. This is in addition to the South Auckland package, including rail improvements, funded through NZUP.
- Funding to continue the **Supporting Growth Alliance**, which is progressing investigation and route protection activities for the transport networks required to support Auckland's Warkworth, Northern, Northwest and Southern growth areas.
- **SH18 Squadron Drive Interchange upgrade:** New west-bound on and off-ramps to complete the interchange (only east-bound ramps are currently provided) and support the Hobsonville and Whenuapai growth areas.
- Delivery of specific projects to **support and enable growth** in Warkworth (Matakana Link Road), Wainui, Huapai, and Hobsonville (Scott Point).

Item 8

Attachment A

Responding to Auckland's transport challenges cont.

PROJECT NAME	RESPONSIBLE AGENCY	TEN 10-YEAR CAPITAL EXPENDITURE ($MILLION)
Projects supporting Auckland Housing Programme (additional Central Government investment anticipated)	AT	401
Drury Local Road Improvements	AT	243
Northwest Growth Improvements	AT	186
Greenfield transport infrastructure – Northwest	AT	142
SH18 Squadron Drive interchange upgrade	Waka Kotahi	68
Greenfield Transport Infrastructure Supporting Growth Post Lodgement and Property	AT	65
Supporting Growth Route Protection Programme	Waka Kotahi	44
Tāmaki Regeneration	AT	41
Supporting Growth - Investigation for Growth Projects	AT	28
Matakana Link Road	AT	26
Wainui Improvements	AT	23
Strategic Business Cases	AT	22
Huapai Improvements	AT	18
Western Link Road Route Protection	AT	6
Scott Point Repayment	AT	5

Over the past 10 years all of the transport agencies have supported Auckland Council to accelerate consenting for new housing developments to address the housing shortage. As recently as January 2021, over 17,100 new dwellings were consented in the preceding 12 months. This represents a 14 percent increase over the previous 12 months and is the highest level of consenting Auckland has seen for decades. This now takes current levels of home building above what is required to keep up with population growth, and, with limited immigration likely over the next 12 months, presents the opportunity to close at least some of the gap between housing demand and supply.[15]

[15] Office of the Mayor of Auckland (March 2021). "Strongest year ever for housing consents in Auckland, with 17,000 dwellings consented". Media release – 4 March 2021.

Asset management

Sound management of transport assets

Auckland Transport

AT is the regional guardian of $21.1 billion of publicly-owned transport assets, including 7,638km of arterial and local roads, 7,431km of footpaths, 348km of cycleways, and public transport assets including a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands.

Maintaining and renewing these assets is a significant undertaking. AT has completed a comprehensive review of its asset renewals programme for this RLTP to ensure that it is delivering fit-for-purpose levels of service and achieving value for money. It is critical to invest appropriately in asset renewals to ensure public safety, reduce the risk of asset failure, and to maintain adequate levels of service.

Increasingly, in a very different Auckland than even 20 years ago, a number of assets not only need to be renewed but improved to meet current objectives. Where practicable, and funds exist to complement renewals funding, the work that occurs will take account of the future needs of the network.

A 10-year investment of $3.93 billion has been included in this RLTP to cover the cost of renewing AT's asset base. This RLTP has $900 million more in AT renewals than the $3.05 billion included in the 2018 RLTP.

Waka Kotahi

Waka Kotahi is responsible for developing, operating and maintaining the state highway network, including Auckland's motorway system. It's Auckland assets are valued at around $15.9 billion.

This RLTP allocates $1.86 billion for state highway renewals, maintenance and operations over the 2021-2031 period to ensure the network remains safe, reliable and resilient.

KiwiRail

KiwiRail is responsible for developing, maintaining and operating the rail network in the Auckland Region, which is funded by KiwiRail and AT through the Auckland Network Access Agreement (ANAA).

This RLTP includes $293 million to cover KiwiRail renewals, and $52 million for the CRL Day One Resilience and Asset Maintenance Programme (included in Rail Network Improvements). These represent KiwiRail's share of the costs. AT's share of costs is included in its operating budget. The final allocation of costs between KiwiRail and AT is determined in accordance with the arrangements in the ANAA.

PROJECT NAME	RESPONSIBLE AGENCY	TEN 10-YEAR CAPITAL EXPENDITURE ($MILLION)
Auckland Transport Renewals	AT	3,931
State Highway Maintenance, Operations & Renewals	Waka Kotahi	1,862
Rail Network Maintenance, Operations and Renewals	KiwiRail	293
Seismic Strengthening Programme	AT	25
Street Lighting Improvements	AT	17
Wolverton Culverts	AT	10

Responding to Auckland's transport challenges cont.

Other items

Local Board programmes, planning for the future, technology and organisational improvement initiatives

Local board-led programmes

This RLTP includes a $200 million Local Board Initiatives fund to be split between Auckland's 21 local boards, and provide for an ongoing programme of smaller-scale local transport improvements. Each local board decides on its own investment priorities.

In 2018 the Rodney Local Board decided to establish a Rodney Transport Targeted Rate to fund additional transport improvements – bus services, park and rides and footpaths – not otherwise included in the RLTP. The ongoing implementation of this targeted rate has been included within this RLTP.

In 2020 AT worked with the Waiheke Local Board to define the transport priorities for Waiheke over the next 10 years. This RLTP includes $10 million to begin implementing priority initiatives.

In addition to Local Board Initiatives, AT is committed to working with Local Boards around the funding and allocation of various local programmes that improve community outcomes. This continues the success of what we have achieved working with the local boards in the last 12 months.

PROJECT NAME	RESPONSIBLE AGENCY	TEN 10-YEAR CAPITAL EXPENDITURE ($MILLION)
Local Board Initiatives	AT	200
Projects funded by Rodney Transport Targeted Rate	AT	22
Waiheke 10-year Transport Plan	AT	10

Customer experience, technology and organisational improvements

Technology improvements such as the AT HOP card and real-time travel information have made a significant contribution to recent rapid increases in public transport use. The programme includes provision for further improvements to the AT HOP system and preparation for the new generation public transport ticketing system. Ongoing investment in technology will also enable further improvements to the public transport customer experience, including improvements to real time information such as audio announcements in both English and Te Reo Māori on buses.

Technology also provides transport organisations with the opportunity to deliver their services in more efficient and effective ways. For example, AT is increasingly using technology including CCTV and car mounted cameras to support its parking and enforcement activities. AT is also introducing a new Enterprise Asset Management and project management systems to deliver value for money.

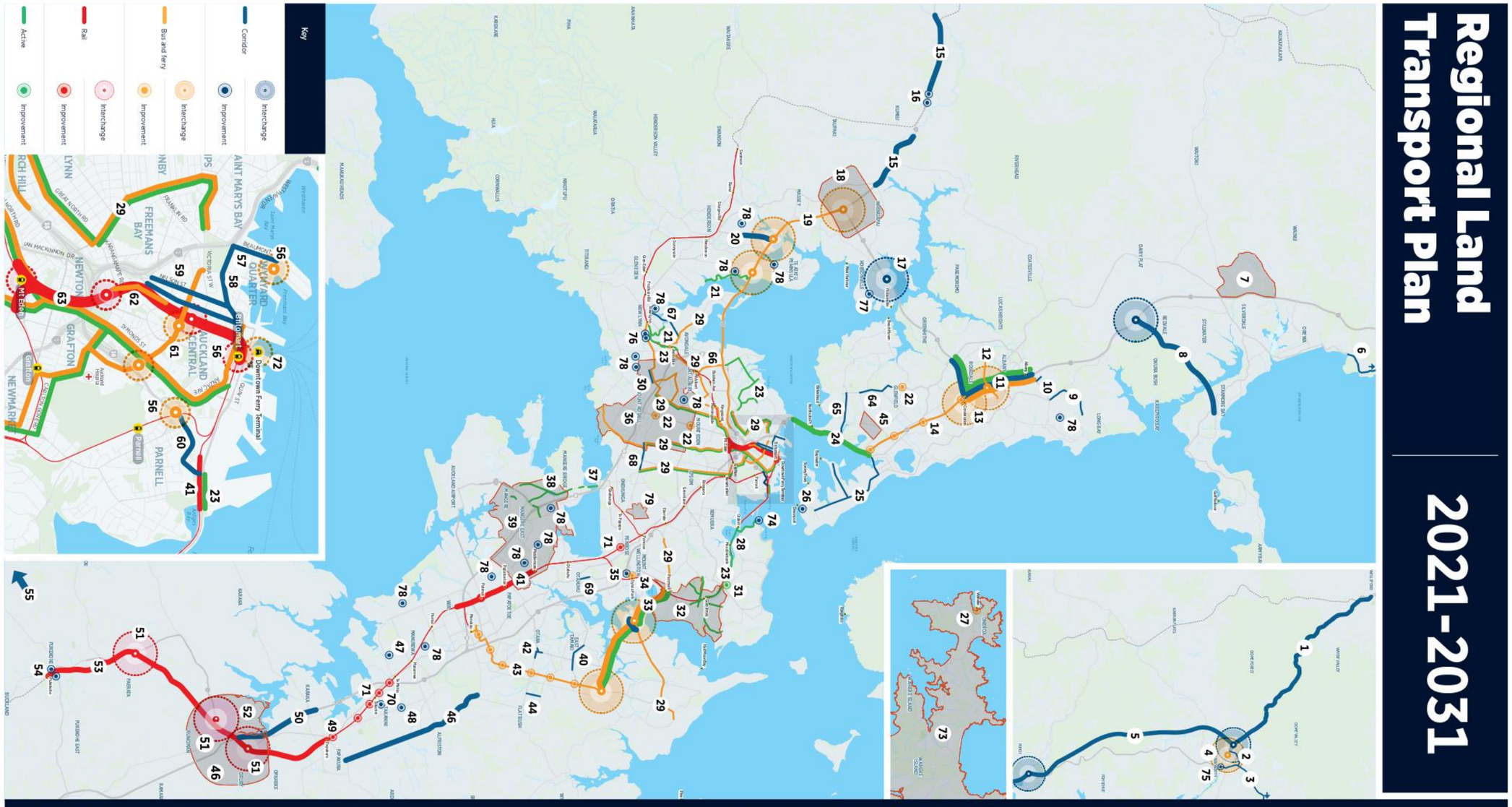
The programmes included within this RLTP reflect AT's ongoing investment in technology to support improved customer experience and complete activities to close-out recommendations in the review of Auckland CCOs.

PROJECT NAME	RESPONSIBLE AGENCY	TEN 10-YEAR CAPITAL EXPENDITURE ($MILLION)
Customer and Business Technology	AT	353
Core Technology	AT	57
Transport Demand Forecasting Models Update	AT	6


"Sometimes environmentally friendly products are more expensive and we need to make the most positive impact as fast as possible"
Travel survey recipient

MT1-1212

Regional Land Transport Plan 2021-2031



1. Dome Valley Safety Improvement (Waka Kotahi)
2. Matakana Link Road (AT)
3. Safety Programme - Matakana Road (Kelwood Drive to Green Road) (AT)
4. Projects Funded by Rodney Transport Targeted Rate - Matakana Community Transport Hub (AT)
5. Puhoi-Warkworth (Waka Kotahi)
6. Safety Programme - Hibiscus Coast Highway (Hatfields Bridge to Wiseley Road) (AT)
7. Wainui Improvements (AT)
8. Penlink (Waka Kotahi/NZUP)
9. Glenvar Road/East Coast Road intersection and corridor improvements (AT)
10. Medallion Drive Link (AT)
11. Northern Corridor (includes busway extension) (Waka Kotahi)
12. Rosedale Road Corridor (AT)
13. Rosedale and Constellation Bus Stations (AT)
14. Northern Busway Enhancements (AT)
15. SH16 Brigham Creek-Waimauku (Waka Kotahi)
16. Huapai Improvements (AT)
17. SH18 Squadron Drive Interchange Upgrade (Waka Kotahi)
18. Greenfield transport infrastructure - Northwest (AT) and Northwest Growth Improvements (AT)
19. Northwest Bus Improvements (AT/CRRP)
20. Lincoln Road Corridor Improvements (AT)
21. Te Whau Pathway (Auckland Council/CRRP)
22. Neighbourhood Interchanges (AT)
23. Urban Cycleways Programme (AT)
24. Northern Pathway (Waka Kotahi/NZUP)
25. Lake Road/Esmonde Road Improvements (AT)
26. Safety Programme - Devonport Town Centre (AT)
27. Matiatia Park and Ride (AT)
28. Glen Innes to Tamaki cycleway (AT/Waka Kotahi)
29. Connected Communities (AT)
30. Network Performance - Maceo Street Dynamic Bus Lane (AT)
31. Meadowbank Kohimarama Connectivity Project (AT)
32. Projects Supporting Auckland Housing Programme (Tamaki) (AT) and Tamaki Regeneration (AT)
33. Eastern Busway (AT)
34. Sylvia Park Bus Improvements (AT)
35. Network Performance - Mount Wellington Highway/SH1 Southbound Onramp (AT)
36. Projects Supporting Auckland Housing Programme (Roskill) (AT)
37. Old Mangere Bridge Pedestrian & Cycling Link (Waka Kotahi)
38. Mangere Cycleways (Airport Access) (AT)
39. Projects Supporting Auckland Housing Programme (Mangere) (AT)
40. Smales Ahlers Road Widening and Intersection Upgrade (AT)
41. Wiri to Quay Park (KiwiRail/NZUP)
42. Network Performance - East Tamaki Road/Ormiston Road/Preston Road (AT)
43. Airport to Botany Stage 2 Bus Improvements (AT)
44. Omaio Town Centre Link (AT)
45. Projects Supporting Auckland Housing Programme (Northcote) (AT)
46. Mill Road Safety Improvements and Local Infrastructure Investment in Drury Network (Waka Kotahi/NZUP)
47. Safety Programme - Manurewa (Coasheal Quadrant) (AT)
48. Safety Programme - Popes Ponchester Intersection (AT)
49. Papakura Rail Station Park and Ride (AT)
50. State Highway 1 Papakura to Drury South Stage One (Waka Kotahi/NZUP)
51. Drury Stations (KiwiRail/NZUP)
52. Drury Local Road Improvements (AT)
53. Papakura to Pukekohe Electrification (KiwiRail/NZUP)
54. Network Performance - Pukekohe Dual Signals (Cavendish/Massey/King/Studham and East/Studham) (AT)
55. Waiuku Road corridor (Colombo Road to Domain Road) (AT)
56. Downtown Crossover Bus Facilities (AT)
57. Wynyard Quarter Integrated Road Programme (AT)
58. Safety Programme - Fanshawe Street (AT)
59. Safety Programme - Hobson Street / Nelson Street (AT)
60. State Highway Optimisation Programme - The Strand Special Vehicle Lane (Waka Kotahi)
61. Midtown Bus Improvements (AT)
62. Albert and Vincent Street Bus Priority Improvements (AT)
63. City Rail Link (CRLL) and CRL Road Side Projects (AT)
64. Safety Programme - Glenfield Road (AT)
65. Safety Programme - Onewa Road (AT)
66. Carrington Road Improvements (AT)
67. Safety Programme - Ash Street and Rata Street (AT)
68. Safety Programme - Mt Albert Rd (AT)
69. Safety Programme - Atkinson Avenue (AT)
70. Safety Programme - Takanini School Road / Manurea Road Intersection (AT)
71. CRL Day One - Level Crossing Removal (AT)
72. Downtown Ferry Basin Redevelopment (AT)
73. Waiheke 10 Year Transport Plan (AT)
74. Tamaki Drive / Ngapipi Road safety improvements (AT)
75. Hill Street Intersection Improvement (AT)
76. Wolverton Culverts (AT)
77. Scott Point Repayment (AT)
78. Safety Programme - Residential Speed Management (AT)
79. Projects Supporting Auckland Housing Programme (Orange) (AT)

Item 8

Attachment A

08.
Measuring outcomes

This section outlines the expected results from implementing the RLTP, alongside what's considered needed but requires additional funding or policy tools. Results are reported using AT's Future Connect Indicators of Success.

These Indicators of Success will be used to show progress against the outcomes sought from this RLTP. Regular monitoring and reporting to the RTC will be undertaken to assess implementation of the RLTP, in accordance with section 16(6)(e) of the Land Transport Management Act.

The forecasts and targets outlined in the tables below have been developed using a range of modelled and real world data sources. Where modelling results have been used, these have come from Auckland Forecasting Centre's Macro Strategic Model (MSM).

Not all indicators presented here can be measured directly. For those that cannot be measured directly, we will look to develop suitable proxies to measure performance.

Travel choices

MEASURE	2031 INDICATORS OF SUCCESS	
	RESULTS FROM THIS RLTP	WHAT'S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING
Provide and accelerate better travel choices for Aucklanders		
Strategic Indicator: Share of Auckland growth in trips taken up by public and active modes (morning peak)	64%	100%
Total Auckland public transport boardings	154m	200m
Number of Auckland cycle movements past selected count sites	6.56m	8.11m
Overall Vehicle Kilometres Travelled (VKT) for Auckland	Increasing in line with population growth	Holding steady at 2018 baseline (15.4 annual billion-kilometre)

Glen Innes to Tāmaki Drive Shared Path

Public and active transport

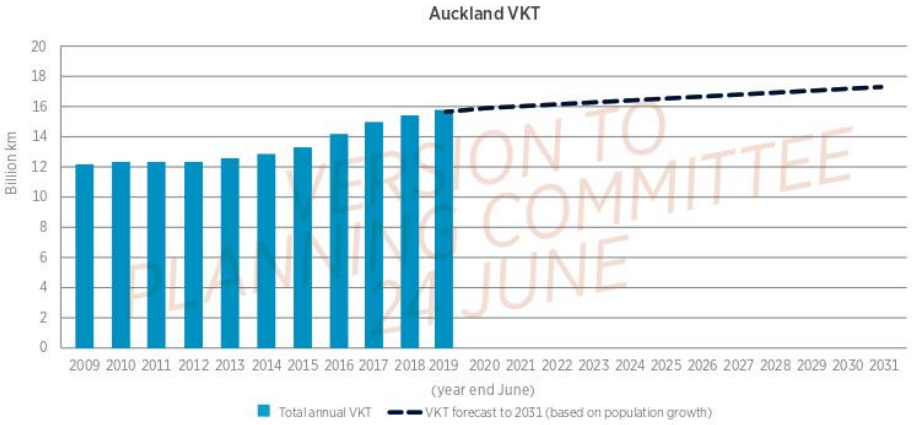
The significant investment in public transport and active modes outlined in the RLTP is forecast by our transport model to increase the combined AM peak mode share from 23 percent in 2016 to 29 percent in 2031. This change means that active and public transport will effectively absorb around 64 percent of the growth in morning peak trips between 2016 and 2031.

By 2031, public transport boardings are expected to reach 154 million per annum[16] which represents a 49 percent increase on the 103.6 million achieved in February 2020. Within this, rail patronage will double to around 40 million passengers per year as a result of the opening of the CRL, Papakura to Pukekohe electrification, new Drury stations, increased train frequencies and more passenger capacity. The more modest increase for the bus and ferry networks reflects the constrained operating funding environment which will limit the number of new services that AT can deliver over the next decade.

The take-up of cycling is expected to continue increasing as a result of the roll out of new and improved cycling infrastructure. Major new walking and cycling corridors planned in this RLTP include the Northern Pathway, Glen Innes to Tāmaki Drive Shared Path, completion of the Urban Cycleways Programme and new arterial cycleways delivered through the Connected Communities programme. By 2031, it is expected that 6.56 million cyclists will be passing AT's nominated cycle count sites each year. This represents growth of around 80 percent over the 3.7 million figure recorded during 2020.

Vehicle Kilometres Travelled (VKT)

The RLTP investment package is forecast to see public transport's share of motorised distance travelled increase from 12 percent to 20 percent in the morning peak, and from five percent to 10 percent in the inter-peak period. Nevertheless, private vehicle trips are still forecast to increase and, when combined with an increase in average vehicle trip distance, total VKT between 2016 and 2031 increases roughly in line with the expected 22 percent increase in population.



[16] This forecast is less than 2031 boardings result estimated by the MSM regional strategic model. The 154 million boardings forecast here has been developed using real world information and better reflects factors such as budget limitations, public transport network development, and the effect of unexpected events such as Covid-19.

Measuring outcomes cont.

Climate change and the environment

MEASURE	2031 INDICATORS OF SUCCESS	
	RESULTS FROM THIS RLTP	WHAT'S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING
Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates		
Strategic indicator: Auckland GHG emissions (for land transport purposes)	1% – 12% reduction in emissions compared to 2016 when additional policy initiatives are included	50% reduction in emissions compared to 2016 (requires very strong policy interventions)
GHG emissions from AT's corporate activities, facilities and trains	50% reduction from 2018 baseline	Above 50% reduction from 2018 baseline
Proportion of AT buses that are electric	50%	100%
Runoff from the busiest local roads impacting high quality receiving environments	Runoff from 30% of the busiest roads in Auckland is treated	Runoff from 50% of the busiest roads in Auckland is treated

GHG emissions

Our transport modelling forecasts that Auckland's per capita transport emissions will reduce by 13 percent between 2016 and 2031. However, the 22 percent increase in population over the same period means that the region's total emissions are expected to increase by six percent between 2016 and 2031.

In addition to these two factors, the Government has committed to its Clean Car policy and a shift to biofuels. These are expected to yield a cumulative reduction of one to two megatonnes of CO_2, over the next decade. This is equivalent to around seven percent[17] of annual emissions in 2031.

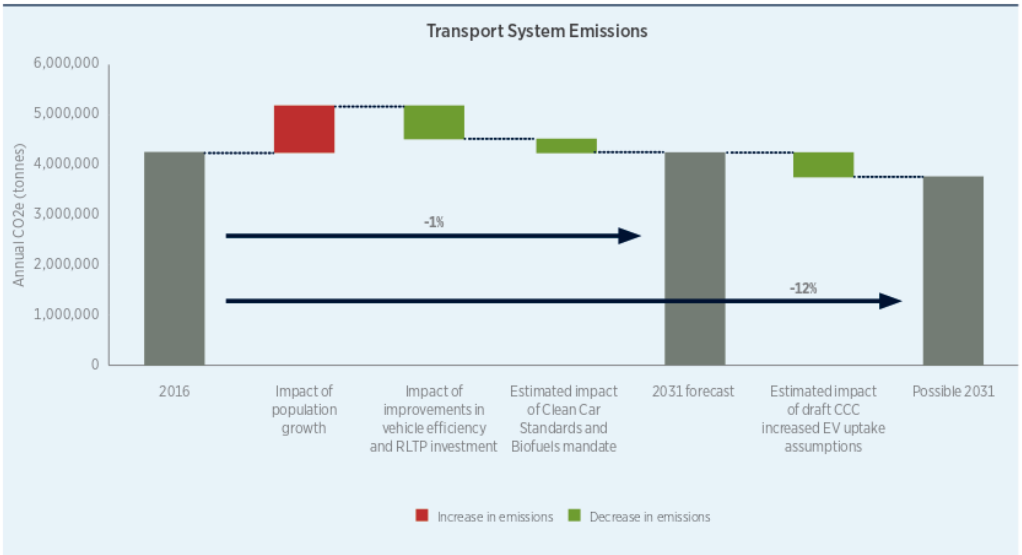
The overall impact of these three factors is forecast to be a reduction in transport GHG emissions of around one percent from 2016 to 2031.

The above figures are based on a comparison with the 2016 base year. The results therefore include the impact of projects, including the significant investment in the Western Ring Route, and population growth between 2016 and 2021 which are outside the scope of the 2021 GPS. Accounting for the impact of population growth, improvements in fleet efficiency, the impact of announced government interventions and the strong emphasis on public transport and active modes in the RLTP from 2021 onwards, we are confident of an absolute reduction in emissions between 2021 and 2031. This reduction is estimated to be in the order of five percent.

The impact of wider policy settings

The above projection does not take the following additional policy interventions into account, including the Climate Change Commission's proposed measures to accelerate the take-up of EVs which, if implemented and based on the Commission's figures, are estimated to result in a further annual transport emissions reduction of up to 12 percent in 2031. This occurs despite the significant increase in demand associated with population growth. However, it is critical to emphasise that the rate of reduction in emissions depends in particular on measures to accelerate the take-up of EVs within the fleet. In this respect, central government announced the Clean Car Package to incentivise the uptake of low emission vehicles, although the projections in this RLTP for GHG reductions do not include the impacts of this recently announced Package.

[17] This is based on the middle of the range of the 1-2 megatonne range



This does not meet Auckland Council's Climate Action Plan target for 2031, which requires a 50 percent reduction in regional emissions.

Beyond 2031, the reduction in emissions is expected to accelerate significantly as more of the vehicle fleet transitions to EVs.

Additional investment and measures to achieve the Climate Change Commission and Auckland Council's emission reduction targets

The Climate Change Commission's 2021 Draft Advice for Consultation has set out the mode shift changes needed as part of its proposed route to transport emissions reduction. These are:

- A 25 percent increase in the share of distance travelled by walking
- A 95 percent increase in the share of distance travelled by cycling
- A 120 percent increase in the share of distance travelled by public transport.

Our modelling and estimates indicate the RLTP package is likely to broadly achieve the level of change the Climate Change Commission proposes for walking and cycling. However, the 80 percent increase in the share of distance travelled by public transport is less than the 120 percent increase proposed by the Climate Change Commission. Achieving this level of impact would require a substantial acceleration of investment in rapid transit projects across Auckland, including bringing forward completion of the CC2M project, the full A2B project and the final Northwest Rapid Transit project. A significant increase in public transport services would also be required.

Meanwhile, meeting Auckland Council's target of a 50 percent reduction in transport emissions by 2031 is much more challenging than the Climate Change Commission's mode shift changes. Because the adoption of EVs cannot happen quickly enough to deliver the required reductions by 2031, meeting the Council's target would require very strong interventions to reduce demand for private vehicle travel. Potential examples include road pricing schemes that would dramatically increase the cost of driving. While such an approach would achieve climate outcomes, perverse social, cultural and economic outcomes would also be expected under settings this strong.

Stormwater runoff

In addition to GHG emissions, the transport system also produces harmful pollutants that collect on road surfaces and are washed away in stormwater. AT has a goal of treating run off on 30 percent of Auckland's busiest roads by 2031.

Measuring outcomes cont.

Safety

MEASURE	2031 INDICATORS OF SUCCESS	
	RESULTS FROM THIS RLTP	WHAT'S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING
Make Auckland's transport system safe by eliminating harm to people		
Strategic indicator: Deaths and serious injuries (DSI) on the Auckland transport network	67% reduction (baseline 2016-18 average annual DSI)	80% reduction (baseline 2016-18 average annual DSI)
DSI of people walking, riding a bike or motorcycle on the Auckland transport network	67% reduction or no more than 106 vulnerable road user DSI (baseline 2016-18 annual average)	80% reduction or no more than 64 vulnerable road user DSI (baseline 2016-2018 annual average)

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

The safety programme will upgrade large parts of the network, including high-risk corridors and intersections. There will be a focus on vulnerable road users, including pedestrians, cyclists and motorcyclists, to ensure their safety is equally improved as part of the programme.

Access and connectivity

MEASURE	2031 INDICATORS OF SUCCESS	
	RESULTS FROM THIS RLTP	WHAT'S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING
Better connect people, places, goods and services		
Strategic indicator: Number of jobs Aucklanders can connect to within an acceptable time (30 min by car, 45 min by public transport)* *Proxy for connections to other activities	**Car:** Connections to jobs increase by 14% **PT:** Connections to jobs increase by 60% **S/W/Rural:** Connections increase at roughly the same rate as the rest of the region	**Car:** Connections to jobs increase in line with growth in labour force (18%) **PT:** Double the number of jobs available (100%) **S/W/Rural:** Connections from these areas increase at a faster rate than average
Proportion of the Auckland freight network operating at LOS C or better (inter-peak)	90%	100%
Proportion of time spent in congested conditions (Level of Service F) (morning/inter-peak)	36% morning 10% inter-peak	Hold to 2016 levels: 32% morning 6% inter-peak
Average travel speeds on Auckland Frequent Transit Network (FTN) (morning peak)	39 km/h	45 km/h

Access to jobs

One of the benefits of living in a large and growing city is having access to an increasing number of jobs within a reasonable commuting distance from home. Similarly, for businesses there are benefits from having ready access to an increasing number of potential employees close to their place of business.

This is measured by estimating the average number of jobs accessible to Aucklanders in the morning peak within a 30 minute car trip, or 45 minute public transport trip.

- Accessibility by car: In 2016 the average Aucklander had access to 234,000 jobs within a 30 minute car trip. This is forecast to increase by 14 percent to 266,000 by 2031.
- Accessibility by public transport: In 2016 the average Aucklander had access to 68,000 jobs within a 45 minute public transport trip. This is forecast to increase by 60 percent to 108,000 by 2031.

Levels of service and congestion

A key challenge for Auckland is holding congestion steady while the city grows, enabling freight and business travel to continue without facing additional delay and disruption. Transport modelling indicates that witin the timeframes of this RLTP, we would expect to see the time spent in congestion during the morning peak increase by around 10 percent between 2016 and 2031; from 32.5 percent to 35.7 percent. During the interpeak, the increase is from six percent to 10 percent. Within this, congestion is projected to increase more rapidly on the motorway network while staying relatively constant on the arterial network.

Policy initiatives – The Congestion Question

Further improvements in congestion, accessibility and travel speeds could be delivered via the introduction of a congestion pricing scheme in Auckland. The Congestion Question project (TCQ) has found that the opportunity exists for Auckland to benefit from a sustainable eight percent to 12 percent improvement in network performance once a full congestion pricing scheme becomes operational.

Measuring outcomes cont.

Growth

MEASURE	2031 INDICATORS OF SUCCESS	
	RESULTS FROM THIS RLTP	WHAT'S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING
Enable and support Auckland's growth through a focus on intensification in brownfield areas, with some managed expansion into emerging greenfield areas		
Strategic indicator: Proportion of Auckland population serviced by public transport within 500m of rapid and/ or frequent network stops	42%	55%
Auckland Spatial Priority Areas (greenfield and brownfield) are provided with adequate infrastructure* to support the development of the land *To support form and function whilst encouraging sustainable travel behaviour and minimising potential negative impacts on wider transport system	9 priority areas supported	All priority areas supported

Rapid and frequent network coverage

Thirty nine percent of Aucklanders who are currently served by the public transport system live within 500m of a stop on the rapid or frequent public transport networks. This is expected to grow to 42 percent by 2031.

Further increases depend on the provision of additional operating funding so that frequencies can be improved and additional services can be added to the network, or the delivery of additional infrastructure (such as CC2M light rail).

Spatial Priority Areas

Transport also has a critical role in supporting and enabling regional growth. Growth is occurring across the region, and there is pressure to invest simultaneously in a number of different locations.

Auckland's highest spatial priorities for transport growth investment have been identified through the cross-agency ATAP process. The RLTP supports development in the following nine priority areas:

- Northwest
- Northcote
- City centre
- CRL Stations
- Mount Roskill
- Oranga
- Tāmaki
- Mangere
- Drury.

Asset management

MEASURE	2031 INDICATORS OF SUCCESS	
	RESULTS FROM THIS RLTP	WHAT'S NEEDED BUT REQUIRES ADDITIONAL POLICY AND / OR FUNDING
Sound asset management		
Proportion of overall road assets in acceptable condition	95%	97%
Road maintenance standards (ride quality) as measured by smooth travel exposure for urban and rural roads	• 92% rural • 81% urban • NB. At 2018 RLTP funding	• 96% rural • 90% urban • NB. At higher funding
Average age of road pavement base rehabilitated	• <60 yr arterials • <90 yr collectors • >200 yr locals*	• 40 yr (expected useful life) arterials/Strategic Networks • <90 yr collectors • >200 yr locals*
	*Aim to preserve base as long as possible by keeping surface in good condition	
Average age of road pavement surface resealed	• 15 yr arterials • 19 yr collectors • 22 yr locals	• 15 yr arterials/Strategic Networks • 18 yr collectors • 18 yr locals
	*Aim to preserve base as long as possible by keeping surface in good condition	
Proportion of footpaths in acceptable condition	95% very good* to moderate	98% very good* to moderate
	*Very good condition: As new condition or sound physical condition. Asset likely to perform adequately without major work for 10-15 years or more. No physical maintenance required. Visually excellent.	

This RLTP includes a significantly enhanced renewal programme compared to 2018. The programme ensures that network condition remains stable over the next 10 years, with the vast majority of assets remaining in very good, good and moderate condition.

A minimal amount of assets will be allowed to fall into poor or very poor condition before being renewed or replaced. Reductions in maintenance and renewal spend result in lower levels of service (e.g. more potholes and cracked footpaths), longer timeframes before assets are renewed and ultimately increase the risk of assets failing. The recommended investment programme is designed to ensure that assets are managed in a way that promote public safety, reduce the risk of asset failure, and maintain adequate levels of service.

09.
Inter-regional priorities

Providing a strong inter-modal network that supports economic growth and investor confidence is critical for New Zealand. Auckland's inter-regional transport connections to Northland, Waikato and Bay of Plenty are particularly important to the national economy, with the Upper North Island accomodating more than 50 percent of New Zealand's population.

The Upper North Island Strategic Alliance (UNISA) brings together the Auckland Council, Bay of Plenty Regional Council, Northland Regional Council, Waikato Regional Council, Hamilton City Council, Tauranga City Council and Whangārei District Council to collaborate on a range of inter-regional and inter-metropolitan issues. The following statement prepared for UNISA outlines the issues and priorities for transport for the Upper North Island.

Why the Upper North Island is important

The Upper North Island (UNI) is critical to the social and economic success of New Zealand.

The Auckland, Northland, Waikato and Bay of Plenty regions are responsible for generating more than half of New Zealand's GDP, housing more than half of New Zealand's population and providing for the movement of more than half of New Zealand's freight.

Growth in the UNI has increased more rapidly than for the rest of the country and that is predicted to continue. This growth has many benefits for the country, but it brings with it a range of challenges that local and central government agencies need to work on together to resolve.

The role of transport

Transport is an important enabler of social, economic and environmental outcomes. The UNI contains vital transport networks and acts as New Zealand's gateway to the world, with the Ports of Auckland, Tauranga and Northport exporting and importing the majority of New Zealand's goods. These ports are served by a developing network of inter-modal inland ports and freight hubs, which support the efficient transfer of goods between producers and consumers.

Source: Waka Kotahi Arataki version

Wider road and rail infrastructure networks connect key growth areas, ports and freight hubs, and support the majority of national economic activity. These networks not only provide for the movement of people, and exchange of goods and services, they also facilitate improvements in accessibility, both inter-regionally, regionally and sub-regionally.

Ensuring a safe, efficient and sustainable transport network is critical for the Upper North Island to achieve the desired social and economic outcomes, and for New Zealand to continue to compete internationally.

Why collaboration is important

The inter-dependencies between regions, most evident in shared transport networks, means that the ongoing success of the UNI requires key decision-makers to work together, sharing and coordinating information and understanding wider strategic priorities in planning and investment processes. A collaborative, forward-thinking approach to infrastructure planning and investment across the UNI is required to ensure freight supply chains, and strategic road and rail corridors continue to perform well into the future.

Inter-regional priorities cont.

Shared priorities

In developing the respective UNI Regional Land Transport Plans, the regions have collaborated to better understand the UNI strategic context, issues and opportunities relevant to the transport network, and identified the following shared priority areas of focus:

- Managing the transport implications of population growth and land use change
- Improving the efficiency and reliability of freight movements
- Improving the safety of road users across the network, particularly in high-risk areas.

These areas benefit the most from an aligned UNI approach as they require multi-agency attention, have a prevalence of cross-boundary journeys, and are key contributors to the significance of the UNI to New Zealand. While the shared priorities are developed at a UNI scale, sub-regional and regional priorities continue to provide specific areas of focus for regions within the UNI, for example the importance of ensuring a resilient transport network within areas prone to disruption.

A shared priority work programme is helping to improve and better coordinate the regional delivery and response to UNI significant issues, determined through RLTPs. It is essential that this commitment to collaboration continues and develops even further to maximise UNI social and economic outcomes.

Strategic areas of focus for the Upper North Island 2021-2031

Whangārei to Auckland (SH1 and Rail)	Strategic road and rail corridors to deliver safe and reliable journeys between Auckland and Whangārei. This includes delivering SH1 Whangārei to Port Marsden project through the NZUP and to consider further options to increase transport choice between Whangārei and Northport and investigate opportunities for additional improvements between Port Marsden Highway and Te Hana.
Auckland Urban Road	Support inter-regional movement of people and goods to key hubs, through improved journey time reliability into and through urban Auckland, supported by mode shift and delivery of the ATAP and the NZUP.
Auckland Urban Rail	Enable an increased role for rail in and through Auckland to support the movement of freight across the UNI, and personal travel between Waikato and Auckland. This includes delivering the Rail Network Investment Programme (RNIP), NZUP (e.g. the third main and the extension of the Auckland Metro electrified rail network from Papakura to Pukekohe) and considering further potential investments subject to revised growth triggers.
Auckland to Tauranga (SH2)	The focus is on improving safety and maximising use of existing infrastructure, including travel demand management and transport choice initiatives to help manage peak demand. Improvements include delivering the Takatimu North Link and Te Puna to Omokoroa projects through the NZUP.
Hamilton to Tauranga (SH1/29 and Rail)	Provide safe and reliable journeys for people and freight on this nationally strategic corridor, including SH1/29 improvements through NZUP and strategic rail network improvements.
Hamilton to Auckland (SH1 and Rail)	Support delivery of growth initiatives through the Hamilton-Auckland Corridor project for both people and freight with multi-modal transport choices along the corridor and within communities and businesses. The initiatives include the Auckland to Hamilton Rapid Rail business case and Hamilton-Waikato Metro Spatial Plan Transport PBC. Improvements to road and rail corridors include completion of the Waikato Expressway and Auckland Southern Corridor improvements.

Inter-regional priorities cont.

Activities of inter-regional significance

The activities within the Auckland region that contribute to the strategic areas of inter-regional significance and focus are listed below.

PROJECT NAME	RESPONSIBLE AGENCY
Ensuring a safe and reliable corridor on SH1 between Auckland and Whangārei • Puhoi – Warkworth • Dome Valley Safety Improvements	Waka Kotahi
Support inter-regional movement of people and goods to key hubs into and through urban Auckland • Southern Corridor Improvements (Manukau to Papakura)[Debt Repayment] • South Auckland Package, including State Highway 1 Papakura to Drury South Stage One • SH1 Drury South to Bombay (Route Protection)	Waka Kotahi
Enable an increased role for rail in and through Auckland to support the movement of freight across the Upper North Island, and personal travel between Waikato and Auckland • Wiri to Quay Park Third Main • Papakura to Pukekohe electrification • Drury Stations	KiwiRail

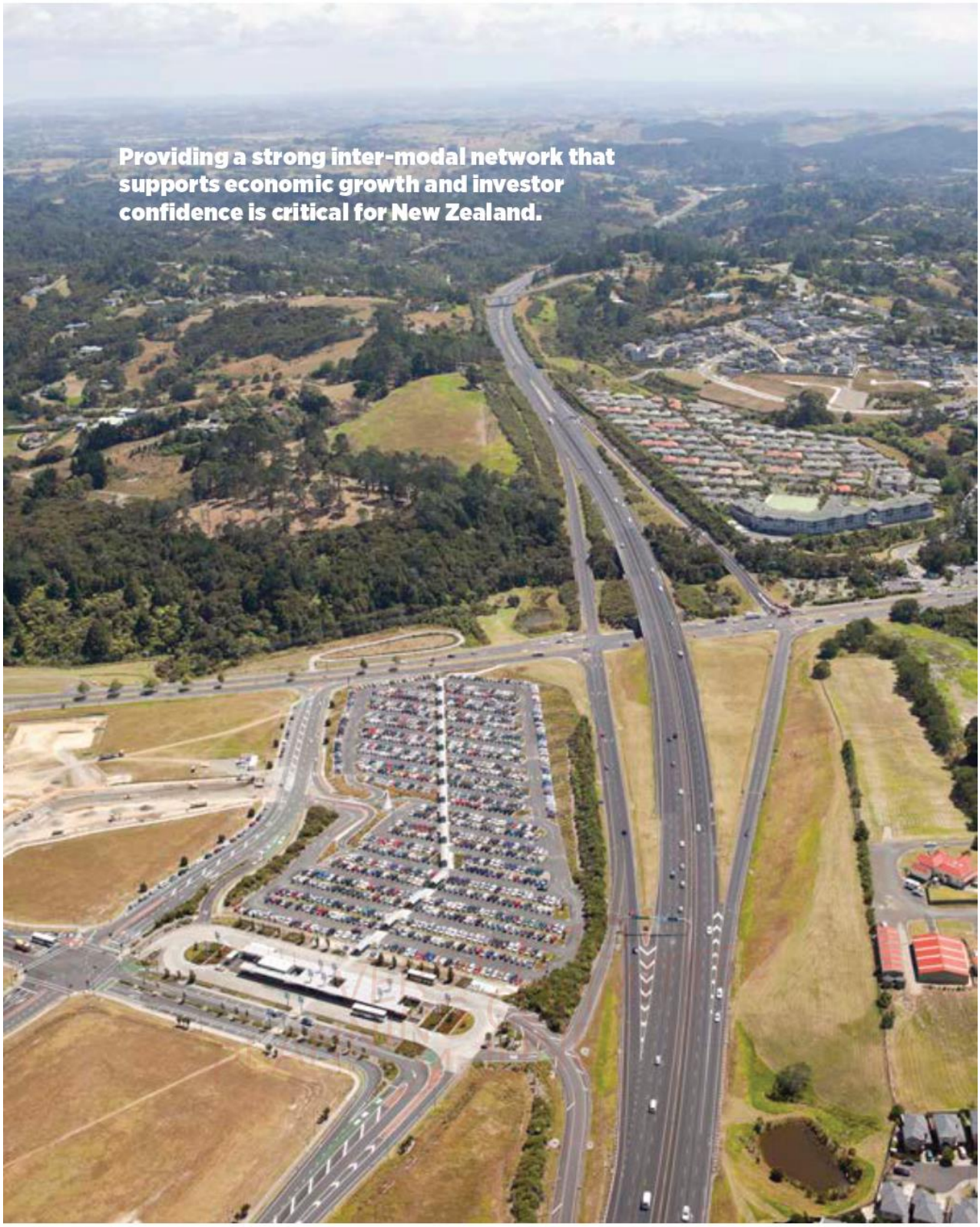
AT currently runs two bus services that cross the Auckland boundary:

- 398 – Pukekohe to Tuakau
- 399 – Pukekohe to Port Waikato

In July 2021, the 398-bus service will be removed as it is now duplicated by a new one provided entirely by the Waikato Regional Council (route 44 – Pokeno to Pukekohe).

AT and the Waikato Regional Council have agreed to a five-year trial service for the Te Huia passenger rail service between Hamilton and Papakura Station. This service will be funded by the Waikato Regional Council.

Work is also underway to investigate the feasibility of a North Island inter-regional passenger rail service operating on the North Island Main Trunk to facilitate economic growth of regional New Zealand, with a low carbon footprint.


Providing a strong inter-modal network that supports economic growth and investor confidence is critical for New Zealand.