



**Date:** 11 March 2021  
**Time:** 12.30pm or at the conclusion of the Parks Arts  
Community and Events Committee whichever is later  
**Meeting Room:** Reception Lounge  
**Venue:** Auckland Town Hall  
301-305 Queen Street  
Auckland

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## Kōmiti Whakarite Mahere / Planning Committee

### CONFIDENTIAL MINUTE ITEM ATTACHMENTS

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Item C1

Attachment A

# Auckland Transport Alignment Project 2021-31

Extraordinary Planning Committee  
11 March 2021



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## Outline

- i. Purpose
- ii. Context
- iii. ATAP 2021-31 indicative package
- iv. Proposed recommendations
- v. Next steps



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## i. Purpose

- To seek approval for the recommended Auckland Transport Alignment Project 2021-31 indicative package, along with the endorsement of supporting actions.

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## ii. Context – Update to ATAP

ATAP includes both Council's and Government's shared transport objectives



Mode shift, climate change, emerging brownfield & greenfield areas, impacts of Covid-19

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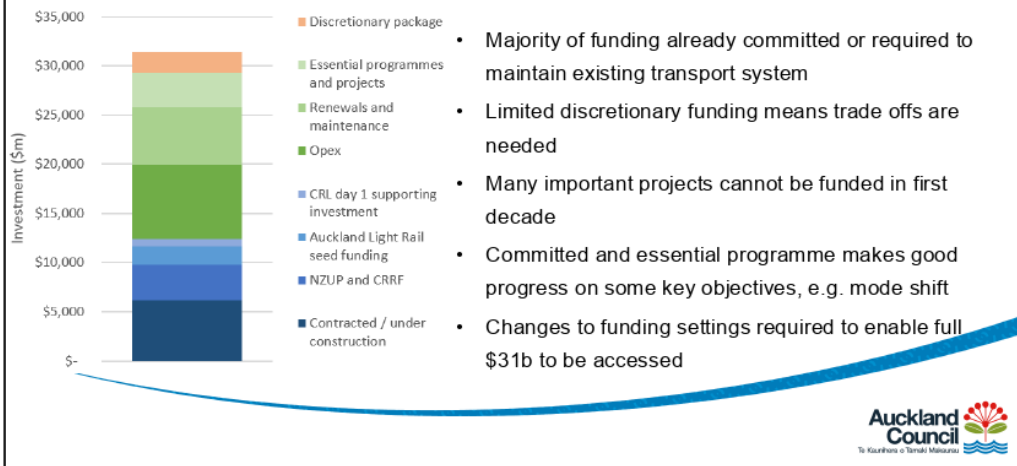
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## ii. Context – Key Points



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## iii. ATAP 2021-31 indicative package - Summary

Investment Area		ATAP 2020 (\$ millions)
Operational Cost (net of Revenue)		9,124
Asset Renewals		4,491
Projects and Programmes	Rapid Transit	7,568
	Strategic & Local Roads	4,167
	Walking, Cycling & Local Board Initiatives	1,466
	Safety	1,128
	Bus & Ferry	1,171
	Optimisation & Technology	748
	Spatial Priorities	1,273
	Planning for the future	276
TOTAL		31,412

In summary, the ATAP 2021-31 indicative package:

- maintains existing assets at appropriate levels
- improves accessibility and public transport uptake
- meets safety targets
- provides for investment in spatial priorities, with a particular focus on the Auckland Housing Programme areas
- contributes to climate change outcomes through mode shift, but more significant impact requires complementary policy change

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### iii. ATAP 2021-31 indicative package – Highlights

1. Public transport
  - City Rail Link, Eastern Busway, light rail seed funding
  - Bus prioritisation and new ferries
  - Green Card scheme
  - Significant opex allocation, the majority of which is for PT services
2. Walking and cycling
  - Completion of projects from the Urban Cycleways Programme
  - Starting next tranche of walking and cycling projects
  - Northern Pathway and Te Whau Pathway
3. Strategic and local roads
  - NZUP investments e.g. Mill Road, Penlink, SH1 improvements
  - Targeting projects that deliver critical safety and efficiency benefits



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### iii. ATAP 2021-31 indicative package – Highlights

4. Safety
  - Fully funds AT's safety programme business case
  - Delivers on safety targets, i.e. 65% reduction in DSI's by 2031
5. Spatial priorities
  - Auckland Housing Programme
    - Supports Council's quality compact urban approach, mode shift and emissions outcomes
    - Requires 'bring forward' arrangement if development is to be accelerated
  - Drury and Northwest
    - Enables route protection and initial project implementation



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#### iv. Proposed Recommendations - Overview

- Proposing a substantial and ongoing joint work programme to complement the delivery of the ATAP 2021-31 package
- ATAP is appropriate vehicle - established & permanent framework
- Strong commitment from Minister of Transport to strengthen ATAP framework especially in respect of emissions reduction and urban growth
- Recommendations for further work cover:
  - Funding
  - Emissions reduction
  - Safety
  - Transport equity
- Direction from relevant Governing Body committees key



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#### iv. Proposed Recommendations - Funding

- i) That the Auckland Council Group works with the government to:
  - A) ensure transport funding settings enable delivery of the Auckland Transport Alignment Project 2021-31 indicative package
  - B) confirm normal requirements around developer mitigation and development contributions apply to Kāinga Ora developments as they apply to all other developments



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#### iv. Proposed Recommendations – Emissions

- i) That the Auckland Council Group works with the government to:
  - A) investigate complementary levers to reduce transport-related emissions in areas such as:
    - 1) vehicle fleet and fuel decarbonisation
    - 2) land transport pricing reform
    - 3) urban growth
    - 4) behavioural change
    - 5) joint development of a transport emissions reduction plan for Auckland

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#### iv. Proposed Recommendations - Emissions

- ii. That the Auckland Council Group:
  - A) fully utilises the levers available to it to reduce transport emissions, including:
    - 1) assessing its growth management approach and programmes against the delivery of climate compatible outcomes and emissions reduction analysis
    - 2) increasing the focus on intensification within brownfield areas, in particular along the rapid transit corridors
    - 3) supporting and promoting urban development at a local level that encourages reduced car use and accelerates the uptake of public transport and active modes (including new forms of mobility)
    - 4) prioritising the delivery of walking, cycling and public transport
    - 5) showing leadership in encouraging communities and businesses to take practical steps in response to the climate emergency and Te-Tāruke-ā-Tāwhiri: Auckland's Climate Plan

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#### iv. Proposed Recommendations – Others

- i) That the Auckland Council Group works with the government to:
  - D. address inequity of access and transport choice, particularly for south and west Auckland and areas with high Māori population
  - E. support transport network safety in areas such as:
    - 1) enforcement and compliance mechanisms
    - 2) regulatory changes to improve safety for vulnerable road users
  - F. jointly develop appropriate targets to measure progress against key outcomes such as emissions reduction and mode shift

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#### v. Next Steps

- **Tomorrow:** Public release of ATAP
- **March 29:** Draft RLTP 2021-31 is out for consultation
- **Ongoing:** Joint policy work and development of the ATAP 2031-51 package

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### Meeting Purpose

- To seek Planning Committee's feedback and endorsement of the draft 2021-31 RLTP before it is approved for consultation by the Regional Transport Committee (RTC)
- Outline next steps beyond the RLTP

A photograph of a young child wearing a red Spider-Man helmet and a grey t-shirt, riding a wooden balance bike on a paved path. The image is part of a presentation slide for the 'DRAFT Auckland Regional Land Transport Plan 2021-2031'. The slide includes the 'AT' logo and the 'Auckland Transport' logo at the bottom.

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### Recap – what is the RLTP?

- A statutory document that sets out the Auckland region's 10-year investment programme, in particular land transport objectives, priorities and monitoring measures.
- It includes the land transport activities of Auckland Transport (AT), Waka Kotahi NZ Transport Agency (Waka Kotahi), KiwiRail and other agencies.
- Also prepared in accordance with guidance provided by Waka Kotahi
- The RLTP needs to be consistent with:
  - the funding made available in Council's LTP
  - the Regional Fuel Tax Scheme which will be consulted on at the same time as the RLTP
  - The ATAP transport programme (this is a political rather than statutory requirement)



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### Recap - RLTP governance

- **Statutory Responsibility:** The Regional Transport Committee (RTC) prepares the RLTP for final approval by the AT Board
- **CCO Review Recommendation #4:**  
*"Auckland Transport and Auckland Council to jointly prepare the Regional Land Transport Plan (RLTP), the draft of which Council **endorses** before going to the CCO's Board for final approval."*
- Consistent with the CCO Review, we are bringing the draft RLTP to the Planning Committee for endorsement before it goes to the RTC for approval



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### A working draft

- The version of the RLTP circulated to the Planning Committee is a confidential working draft
- We will continue to refine this document based on your feedback and guidance from the RTC



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### Process and timelines

- 11<sup>th</sup> March – Planning Committee to agree ATAP and endorse the draft RLTP for consultation
- 18 March RLTP published on RTC agenda
- 23<sup>rd</sup> March RTC meeting – RTC formally considers the draft RLTP and approves for public consultation
- 29<sup>th</sup> March to 2<sup>nd</sup> May – Public Consultation
- 28<sup>th</sup> – 29<sup>th</sup> March Hearings
- 27<sup>th</sup> May RTC meeting – RTC considers proposed amendments to draft RLTP and recommends to the Council for endorsement and to the AT Board for approval
- 3<sup>rd</sup> June Planning Committee meeting – Council endorses the RLTP
- June AT Board meeting – Board to approve the final RLTP
- 1 July – RLTP becomes operational

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## ATAP Alignment

- The 2021 Auckland Transport Alignment Project (ATAP) agreement between Council and Government is the basis for development of the 2021 RLTP.
- The draft RLTP is aligned to ATAP objectives, funding assumptions and investment programme.
  - The one material exception is funding for public transport services and maintenance, which is lower than ATAP

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## RLTP Investment Package

Represents an \$31 billion investment and is the best possible transport package to meet ATAP/RLTP objectives within the funding available. It includes:

- **A step-change in the rapid transit network (RTN).** Projects such as Airport to Botany, City Centre to Māngere (CC2M), Eastern Busway, Northwest Busway and Northern Busway extension will significantly extend the coverage of the RTN.
- At the same time, **City Rail Link (CRL), rail network improvements and the Northern Busway capacity enhancements** will address capacity constraints into the future.
- **Up to two hundred kilometres of cycleways and shared path delivery**, with 100 to 125 coming from AT's programme (including pop-ups).
- An **increased investment in renewals** to keep up with cost increases and ensure Auckland's transport levels are maintained to an appropriate level.
- Continued support for a **major reduction in deaths and serious injuries** in line with the Vision Zero approach.
- Significant **investment to support spatial priority areas**, especially brownfields



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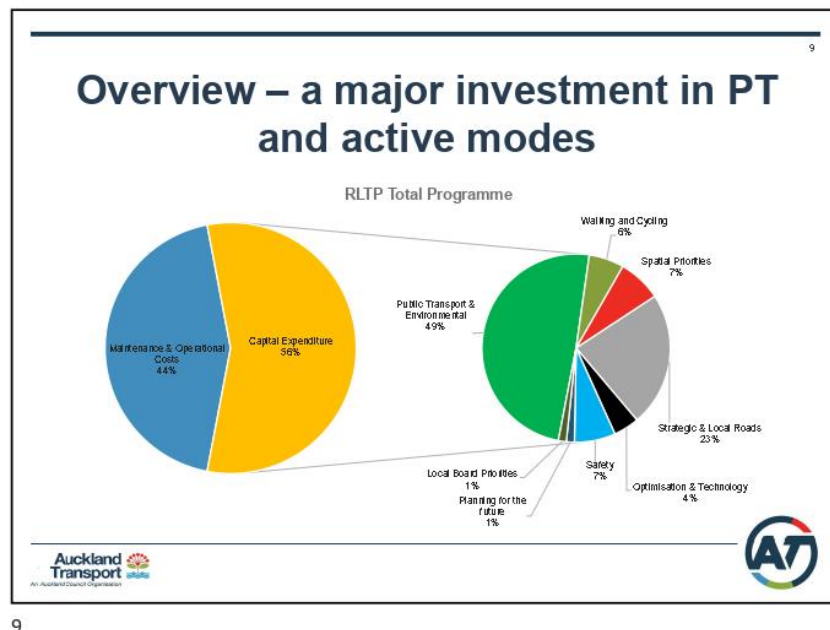
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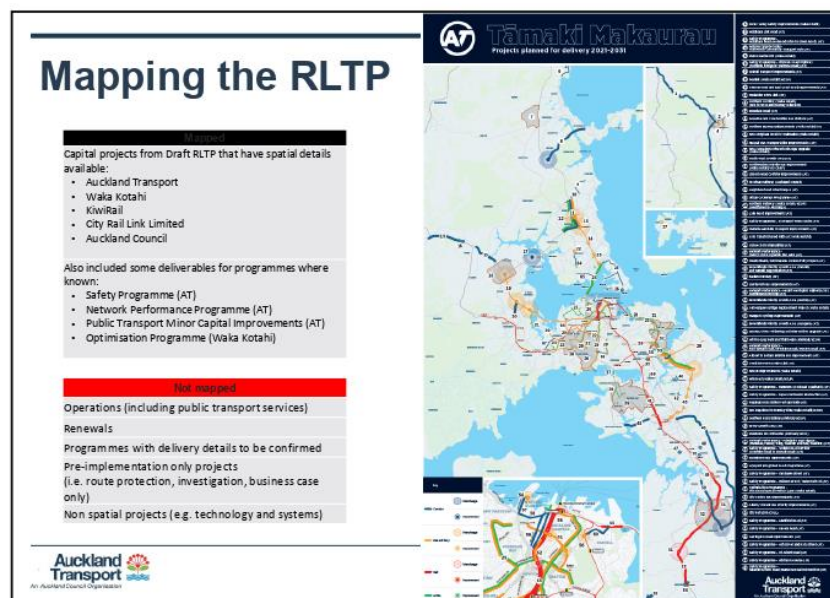
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## Prioritisation of projects in the RLTP

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

- **Category One** – which is the committed and essential projects that are expected to be fundable under a business as usual scenario
- **Category Two** – the highest priority discretionary projects:
  - generally active modes, public transport and corridor projects or programmes.
  - funding for these projects depends on all of AT's eligible projects receiving the full 51% financial assistance rate from Waka Kotahi
  - also requires shifting of GPS activity classes by Govt
- **Category Three** – the lower priority, but still important, discretionary projects
  - new allocations for supporting growth in the brownfields, northwest and Drury/Paerata spatial priority areas.
  - depends on Waka Kotahi providing higher financial assistance rates for key projects across AT's programme – for example a 75% Financial Assistance Rate for the Eastern Busway

***The Govt has indicated the ATAP / RLTP programme will be funded, but WK funding availability remains a key risk to delivery of the full RLTP package***






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## Timing of projects in the RLTP

- The RLTP determines the timing of the projects included in the ATAP package.
- Projects prioritised within the first three years generally reflects
  - committed projects with construction currently underway or in contract
  - completion of existing programmes
  - projects that get best value out of current/planned infrastructure
  - Eastern Busway and new trains for CRL are key features, along with completion of UCP
- AT has also been able to bring forward some small new elements including:
  - the minor cycling and micro mobility programme – which will allow early progress on the previously unfunded 'pop-up protection' proposal
  - funding to support EV take-up
  - small scale early components of the Access for Everyone project
- Funding for new growth projects, including brownfields, is generally at the end of the programme

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## This RLTP highlights the need for further policy change

- Investment alone will not achieve Council and Govt policy objectives – especially around climate change
- This draft RLTP highlights that additional policy responses are needed including:
  - Climate Change (reducing GHG emissions from the vehicle fleet by incentivising electric vehicle purchases, setting vehicle fuel efficiency standards, and setting a biofuel requirement in fuels)
  - Access equity (implementing a pilot of a 50% discount on public transport fares for Community Services Card holders)
  - Safety (penalties, enforcement, speed limit reviews)
  - Congestion pricing (through The Congestion Question)



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## Key RLTP Outcomes

### Travel Choices



- Significant investment in public transport and active modes increasing their combined mode share from 23 percent in 2016, to 29 percent in 2031.
- By 2031, public transport boardings are expected to reach 143 million per annum, which represents an almost 40 percent increase.
- Public transport boardings could increase to 173 million per annum if the revised opex funding proposal is approved by Council.
- Cycling growth of over 100 percent expected.

### Environment

- In combination, the RLTP package and government's announced climate policy changes are estimated to yield a slight reduction in emissions by 2031 despite a 22 percent increase in Auckland's population over the same period.

### Safety

- Expected to prevent over 1,760 DSI during the next 10 years and deliver a 67 per cent reduction in annual DSI by 2031. This result is in line with the Vision Zero for Tāmaki Makaurau transport safety strategy.



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## Key RLTP Outcomes

## Connectivity

- 14% increase in average access to employment by car by 2031
- 60% increase in access to employment by PT by 2031
- 10% increase in time spent in congestion by car during the peak, but 32% reduction in congestion for PT users

## Growth

- The RLTP includes major investment to support growth in the spatial priority areas and help ensure sustainable transport outcomes and reduced congestion.
- The priorities are the Auckland Hosing Programme areas of Mt Roskill, Māngere, Oranga and Tamaki followed by the greenfields areas in the northwest then Drury and Paeraeta.



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## Improvements beyond the RLTP

Within available funding, Auckland Transport will

- work with Auckland Council and central government to investigate complementary levers to reduce transport-related emissions in areas such as:
  - vehicle fleet and fuel decarbonisation
  - land transport pricing reform
  - urban growth
  - behavioural change
  - joint development of a transport emissions reduction plan for Auckland
- ensures more rapid, and flexible delivery of cycle infrastructure
- seek representation on n NZUP governance and advocate for focus on reducing GHG emissions
- work with Council and central government to progress the next stage of The Congestion Question



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## Next Steps

- 23<sup>rd</sup> March RTC meeting – RTC formally considers the draft RLTP and is expected to approve it for public consultation
- 29<sup>th</sup> March to 2<sup>nd</sup> May – Public Consultation
- 28<sup>th</sup> – 29<sup>th</sup> March Hearings
- 27<sup>th</sup> May RTC meeting – RTC considers proposed amendments to draft RLTP and is expected to recommend it to the Council for endorsement and AT Board for approval
- 3<sup>rd</sup> June Planning Committee meeting – Council is expected to endorse the RLTP
- June AT Board meeting – Board is expected to approve the RLTP
- 1 July – RLTP becomes operational

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## Committee Feedback



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# Regional Fuel Tax

## Consultation on variation to scheme

Planning Committee

11 March 2021



Item C3

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### Context

- Regional Fuel Tax scheme for Auckland established in 2018
- 10 cents per litre (plus GST)
- Expected to raise \$1.5 billion over 10 years
- Supported \$4.3 billion of additional investment



## Drivers of proposed variation

Government funding  
decisions

2021 ATAP update



## Government funding decisions

- Two major Government announcements in 2020 reduced the need for RFT funding for some projects in the scheme
- New Zealand Upgrade Programme (NZUP)
  - Mill Road
  - Penlink
- Shovel-ready
  - Downtown ferry terminal
  - Puhinui bus/rail interchange



## 2021 ATAP Update

- Updates to costings and scope of existing projects
- Some additional initiatives within RFT project groups



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## The proposal

- A variation to the programme of projects
- RFT continues to be a key funding source for the ATAP programme
- No change to the rate or the overall revenue projection



## What is proposed to change

No changes	Proposed changes
• RFT rate (10 cents a litre +GST)	• Project descriptions, initiatives and benefits
• RFT scheme period (2018-2028)	• Total spend and RFT contribution per project
• Area subject to scheme (exclusion of Aotea Great Barrier)	• Project timings
• Key objectives and key elements	
• Strategic alignment with other policy documents	
• Expected positive and negative effects	
• Number of funded projects (14)	



## Proposed programme

Project \$ million	RFT contribution	Change	
1. Bus priority improvements	216	+81	• Includes Connected Communities programme, including cycling and safety components
2. City Centre bus infrastructure	73	+11	• Stage two of downtown bus added
3. Improving Airport Access	39	+14	• Reduced contribution to Puhinui (Shovel-ready) • Added Mangere cycleways & Airport to Botany
4. Eastern Busway	280	+79	• Increased cost estimate
5. Park and Rides	25	+1	• Minor increase in cost of Matiatia
6. Electric trains and stabling	202	-12	• Increased projected DC contribution
7. Ferry network improvements (was Downtown ferry redevelopment)	42	+14	• Crown contribution to ferry terminal (Shovel-ready) • Infrastructure to support electric ferries





## Proposed programme

Project \$ million	RFT contribution	Change	
8. Road Safety	251	+26	• Increased investment to support the Vision Zero for Tāmaki Makaurau Transport Safety Strategy
9. Active transport	73	-39	• Cycling components now included as part of Connected Communities, offset by additional projects such as Minor Cycling & Micromobility, A4E
10. Penlink	1	-65	• To be funded by the Crown under NZUP
11. Mill Road corridor	8	-94	• To be funded by the Crown under NZUP
12. Road corridor improvements	106	+20	• Updated cost estimates, project timing and DC assumptions
13. Network Capacity and Performance improvements	65	-34	• Reduced spend on Intelligent Transport Systems and delay to programme out of 2018-2028 period
14. Growth related transport infrastructure	118	-8	• Refocused to include more brownfields opportunities



## Consultation

- Consultation alongside Regional Land Transport Plan (RLTP) with combined feedback form
- 29 March to 2 May 2021
- Includes
  - 11 drop-in community events
  - Website content
  - Online webinars



## Next steps

- Consultation feedback reported back alongside RLTP feedback
- Views of Regional Transport Committee will be provided
- Council decision on final proposal
- Submit to Government for Cabinet decision
- Variation effected by Order in Council

