



## Attachment 2: Councillor Sayers' survey

### RODNEY SPECIFIC SURVEY ON PUBLIC INPUT INTO THE RLTP



The Regional Land Transport Plan (RLTP) is the 10-year plan and budget for Auckland's future transport network. Auckland Transport would love your feedback on the draft plan and budgets.

To be helpful I have created this online survey as a way to feedback to Auckland Transport (part of the Auckland Council Group) about what you may wish to have your rates and fuel taxes spent on over the next 10 years, specifically within the Rodney Ward.

Completion time is about 10 minutes.

You don't have to complete every question. You can just answer questions relevant to your Area (that is, it is fine to skip questions related to other Rodney communities, or projects, you may not be familiar with), along with some General Questions about Rodney's transport needs.

Your opportunity to have your say on how Auckland Transport spends your money needs to be completed by the close off date of 2 May 2021.

Auckland Transport are also running their own generic official feedback form about the proposed RLTP. As the Councillor for the Rodney Ward I am conducting this additional survey with targeted questions which affect Rodney. Therefore, my survey questions do not match the Auckland Transport's generic ones.

Auckland Transport will prepare their official Public Feedback Report on the Draft RLTP summarising Aucklanders feedback from their generic questions. Kindly Auckland Transport has officially advised that the Rodney survey findings are able to be given to them and will be included as an additional paper and part of the official Public Feedback Report. That's so great, appreciated and

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

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important as a formal way for Rodney's residents and ratepayers feedback to be heard.

This key Report will be given to the Mayor and Councillors once the Regional Transport Committee have made any changes as a result of the public feedback/ submissions they receive. This will be very useful to all of these people.

For example: Information not explained in the official AT reports or AT feedback form:

Auckland Council has helped by increasing Auckland Transports budgets. Auckland Transports overall "Renewals Budget" (= Replenishing Assets that have deteriorated) is up from \$3.05 billion to \$3.93 billion (29% up), yet surprisingly the unsealed roading renewals budget (for replenishing gravel/metal) is proposed to be decreased by 20%.

Auckland Transport's overall "Opex Budget" (= Daily operational budget to maintain Assets & Services) is up from \$17.3 billion to \$19.2 billion (11% up), yet again surprisingly the unsealed roading opex budget (used for grading and cleaning out drains) is proposed to be decreased by 22%.

There are more Rodney specific examples explained throughout the survey below.

Important Information: If you want to use the official Auckland Transport generic feedback form, or to view Auckland Transport's full documentation about the Draft RLTP, please click this link: [at.govt.nz/rltp](https://at.govt.nz/rltp)

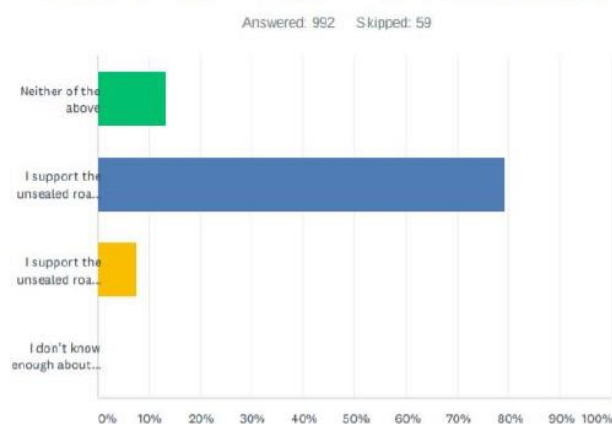
You are welcome to complete both the AT feedback form and this survey.



## Total number of submissions: 1053

### SURVEY QUESTIONS AND PUBLIC FEEDBACK RESULTS

Q1 Rural Rodney: You may wish to support the rural community to have a bigger budget to seal and improve unsealed roads. At the moment AT is suggesting a \$40 million budget for this spread over 10 years. The existing budget is \$121 million spread over 10 years. Do you support this \$81 million decrease, or do you want the level of funding for sealing and improving unsealed roads maintained at \$121 million, or to be even higher? (This is a "Capex" budget = Asset building budget).

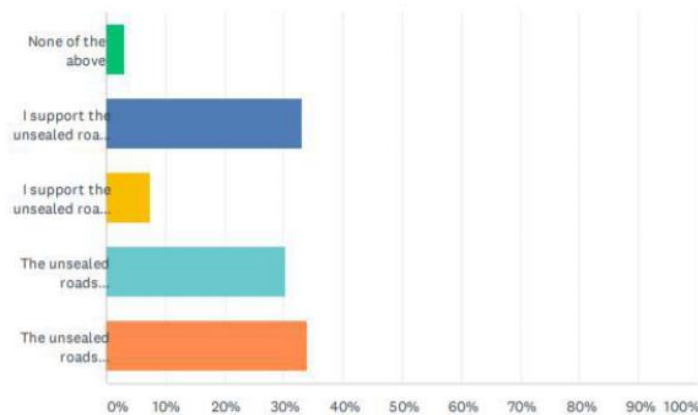


ANSWER CHOICES	RESPONSES
Neither of the above	13.31% 132
I support the unsealed road improvement budget, including sealing, to be kept at \$121 million	79.23% 786
I support the unsealed road improvement budget, including sealing, to be lowered as AT is proposing to \$40 million	7.56% 75
I don't know enough about this topic to answer it accurately	0.00% 0
Total Respondents: 992	



Q2 Auckland Transport is also proposing to reduce the maintenance budget for grading and clearing drains on unsealed roads from an average of \$4.4 million per year to \$3.6 million per year. Do you support this \$800,000 decrease, or do you want the level of funding for grading and maintaining unsealed roads to be retained at \$4.4 million per year, or to be even higher? (This is a "Opex" budget).

Answered: 996 Skipped: 55



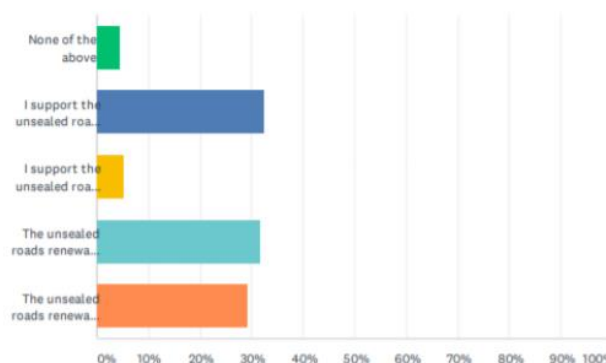
ANSWER CHOICES	RESPONSES	
None of the above	2.91%	29
I support the unsealed roads maintenance budget being retained at an average of \$4.4 million per year	33.13%	330
I support the unsealed roads maintenance budget being lowered, as AT is proposing, to an average of \$3.6 million per year	7.33%	73
The unsealed roads maintenance budget should be increased by the same amount that AT's overall opex budget, ie by 11% to a higher average spend of \$4.9 million per year	30.42%	303
The unsealed roads maintenance budget is already too low. They should significantly increase the budget by doubling it to \$8.8 million per year	33.84%	337
Total Respondents: 996		





Q3 Part of maintaining unsealed roads is adding gravel to them. This is funded from what is called a "Renewals" budget (renewing what gets lost) and is different from the above maintenance budget. Auckland Transport is also proposing to reduce the unsealed roads Renewals budget from an average of \$2.4 million per year to \$2.0 million per year. Do you support this \$400,000 decrease, or do you want the level of funding adding gravel/metal to unsealed roads to be retained at \$2.4 million, or to be even higher? (This is a "Renewals" budget ).

Answered: 970 Skipped: 82

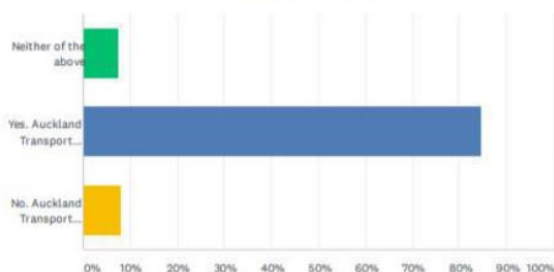


ANSWER CHOICES	RESPONSES	
None of the above	4.33%	42
I support the unsealed roads renewals budget being retained at an average of \$2.4 million per year	32.47%	315
I support the unsealed roads renewals budget being lowered, as AT is proposing, to an average of \$2.0 million per year	5.15%	50
The unsealed roads renewals budget should be increased by the same amount that AT's overall renewals budget, ie by 29% to a higher average spend of \$3.0 million per year	31.75%	308
The unsealed roads renewals budget is already too low. They should significantly increase the budget by doubling it to \$4.8 million per year	29.38%	285
Total Respondents: 970		



**Q4 Mahurangi Area & Warkworth Subdivision (Council):** You may wish to support the Warkworth and Eastern Bays areas of Rodney to have a bigger budget to fix the traffic congestion in those areas. At the moment AT is suggesting the Hill Street intersection needs fixing at a cost of \$19 million - but they want NZTA (Central government) to pay for the entire project, even though AT's roads also connect into SH1 at this intersection. The result is NZTA has not agreed and the Hill Street intersection project is unfunded for the next 10 years. That is, the timing of funding is uncertain for Hill Street because NZTA has yet to agree to it with AT during negotiations to date. Sources at NZTA say that once the Puhoi-Warkworth motorway opens they will be handing Hill Street over to Auckland Transport and are only prepared to complete a few minor upgrades before doing that. These organisations should have concluded any negotiations before now to ensure the funding of fixing Hill Street was able to be included in the RLTP transport budget that has gone out for public input. Should AT be contributing at least \$4.75 million (25%) towards the cost to be fair and to keep progressing the reconstruction of the intersection?

Answered: 874 Skipped: 178

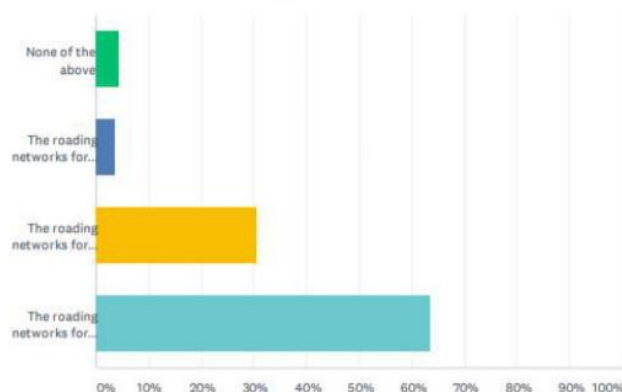


ANSWER CHOICES	RESPONSES
Neither of the above	7.44% 65
Yes. Auckland Transport should be contributing rates and fuel tax charges towards fixing the Hill Street intersection	84.55% 739
No. Auckland Transport should not be contributing rates and fuel tax charges towards fixing the Hill Street intersection	8.01% 70
Total Respondents: 874	



Q5 Auckland Council has designated Warkworth to grow from 4,000 people to 25,000 people which will force an additional 57,000 cars onto the local roads. Matakana too is now under increasing traffic congestion pressures. Do you think Auckland Transport needs to take a holistic approach and build the required roads (with cycleways/ walkways) before the houses are built? This would mean the need to budget for buying the necessary land now.

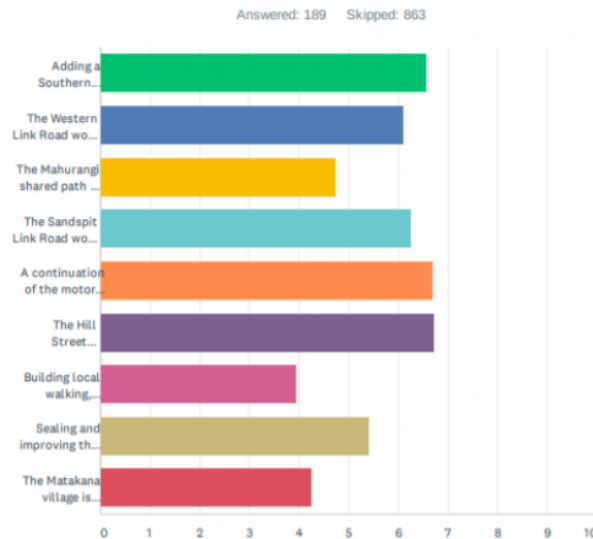
Answered: 908 Skipped: 144



ANSWER CHOICES	PERCENTAGE	COUNT
None of the above	4.41%	40
The roading networks for the greater Warkworth area should be built after the housing is in place so there are more rates and development contributions to help pay for them	3.52%	32
The roading networks for the greater Warkworth area should be built at the same time as new houses get built to minimize the cost pressures on Auckland Transport and ratepayers	30.51%	277
The roading networks for the greater Warkworth area should be built before the housing is in place to ensure traffic congestion is proactively managed in advance of population growth	63.44%	576
Total Respondents: 908		



Q6 Rank Mahurangi's priorities. (You can skip this question if you are unsure). There are unfunded, under funded projects and non-mentioned projects in the budget. If the following projects had full funding, how would you rank these from the most important to get done (#1) through to the least important project needing completing (#8) around the Mahurangi. Note: The RLTP budget includes funding for projects sourced from NZTA, Auckland Transport or both.



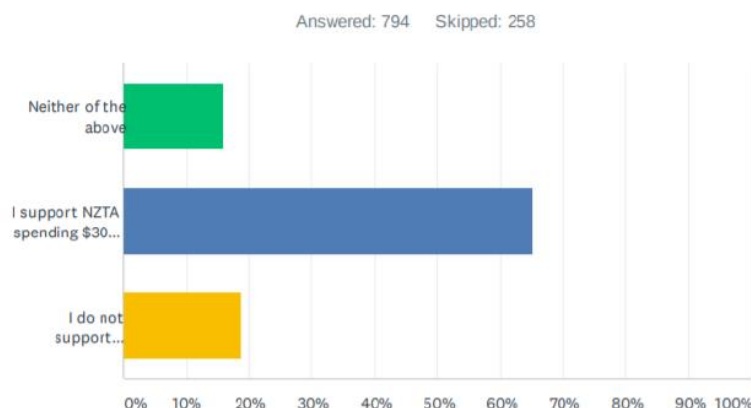
**The 9 questions were:**

1. Adding a Southern interchange onto the new Puhoi-Warkworth motorway with south-facing ramps located south of Woodcocks Road and in the vicinity of Wylie Road.
2. The Western Link Road would join the northern and southern sections of SH1, through Woodcocks Road. It includes Mansel Drive and Evelyn Close.
3. The Mahurangi shared path is a proposed walking and cycling route along the Mahurangi River which would connect future growth areas to the west of Warkworth with schools, sports fields, and the Warkworth Town Centre.
4. The Sandspit Link Road would connect the Matakana Link Road intersection at Matakana Road with Sandspit Road.
5. A continuation of the motorway being built from Puhoi all the way to Wellsford.
6. The Hill Street intersection improvements to be completed. Fix Hill Street.
7. Building local walking, cycling, mountain biking and/or horse riding paths for residents, visitors and/or tourists.
8. Sealing and improving the unsealed roading network.
9. The Matakana village is congested with traffic and a solution of some kind needs to be found (ie: upgrading the current road and round-about or a bypass road built).





**Q7 Wellsford Subdivision (Council):** You may wish to support the Wellsford community to have a bigger budget to get transport related infrastructure. At the moment NZTA is suggesting a \$30 million budget over 10 years for safety improvements on SH1 through the Dome Valley. Do you support this level of funding? What are your thoughts about this project?

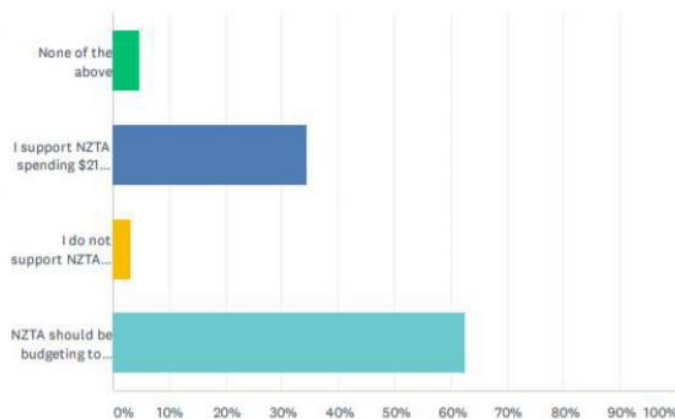


ANSWER CHOICES	RESPONSES	
Neither of the above	15.87%	126
I support NZTA spending \$30 million on road safety improvements through the Dome Valley	65.24%	518
I do not support spending \$30 million on road safety improvements through the Dome Valley	18.89%	150
Total Respondents: 794		



Q8 Wellsford has two State Highways (SH1 & SH16) running into the centre of its township. Traffic volumes through this town are enormous and delays for travellers driving on SH1 are frequent. At the moment NZTA is suggesting a \$21 million budget over 10 years for the designation (planning and some land purchases) of a motorway extension from Warkworth to Wellsford. Do you support this project and/or the level of funding?

Answered: 854 Skipped: 198

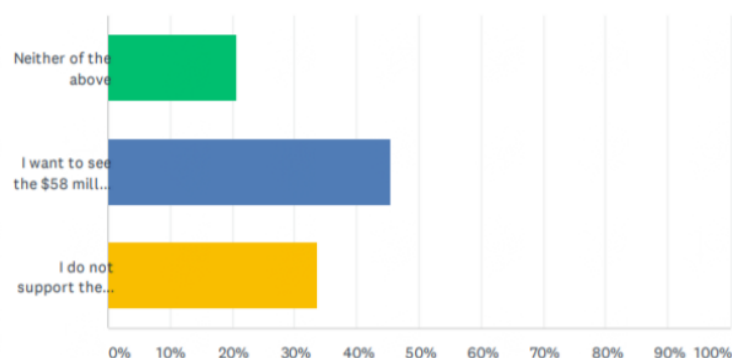


ANSWER CHOICES	RESPONSES	
None of the above	4.68%	40
I support NZTA spending \$21 million on advancing the Warkworth to Wellsford motorway extension	34.31%	293
I do not support NZTA spending \$21 million on advancing the Warkworth to Wellsford motorway extension	3.16%	27
NZTA should be budgeting to build the motorway within the next 10 years, not budgeting \$21 million for just the required planning	62.41%	533
Total Respondents: 854		



**Q9 Dairy Flat Subdivision (Council):** Auckland Transport would like to spend \$58 million along the Dairy Flat Highway to four lane this road near 'The Avenue, Albany' plus put in traffic lights there. However, this safety and capacity increasing project is unfunded in the proposed budget even though it was funded in the last budget. Do you support this project being added back into the budget as a funded project?

Answered: 721 Skipped: 331

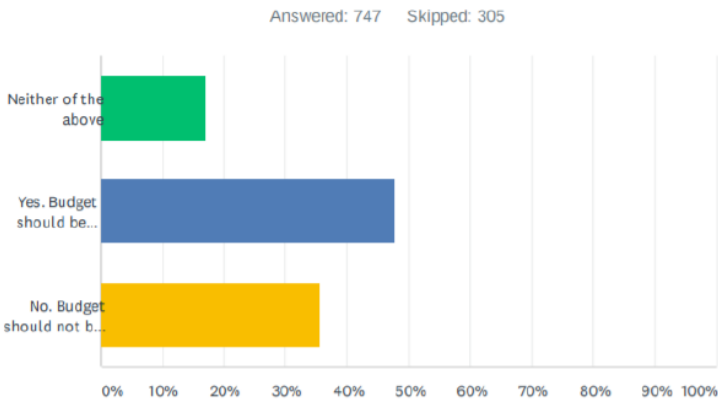


ANSWER CHOICES	RESPONSES	
Neither of the above	20.80%	150
I want to see the \$58 million for safety improvements along the Dairy Flat Highway to receive approval within AT's 10 year budget	45.49%	328
I do not support the proposal to fund safety improvements along the Dairy Flat Highway by \$58 million. This proposed project should remain unfunded.	33.70%	243
Total Respondents: 721		



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Q10 Auckland Transport does not plan to review the speed limit along the Coatesville-Riverhead Highway which has recently been dropped from 80kph to 60kph. Do you think they should put aside budget to review this?



Attachment B

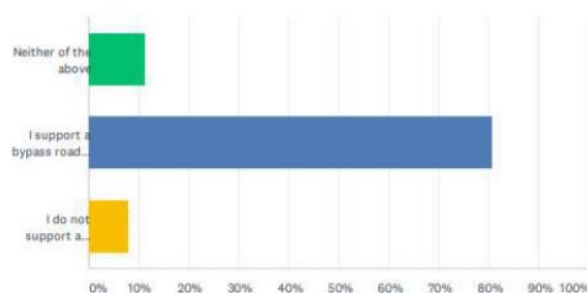
ANSWER CHOICES	RESPONSES	
Neither of the above	16.87%	126
Yes. Budget should be allocated to revisit the speed limit changes along the Coatesville-Riverhead Highway	47.66%	356
No. Budget should not be allocated to revisit the speed limit changes along the Coatesville-Riverhead Highway	35.61%	266
Total Respondents: 747		





**Q11 Kumeu Subdivision (Council):** There is no money allocated within the next 10 years to build a bypass around Kumeu/Huapai to relieve the traffic congestion. This has resulted from the Government forcing thousands of unplanned houses ("Special Housing Areas") to be built without building the required roading infrastructure. This is a Government created this problem. Should the Government be paying to fix it? Should the NZTA (Government) be allocating money now to build a bypass road within the next 10 years, or even sooner? Note: Auckland Council opposed the Government's plans to build the Special Housing Areas saying without new roads there would be congestion, but Council was overruled, and are also forced (by law) to keep issuing the consents so the planned number of houses get built.

Answered: 809 Skipped: 243



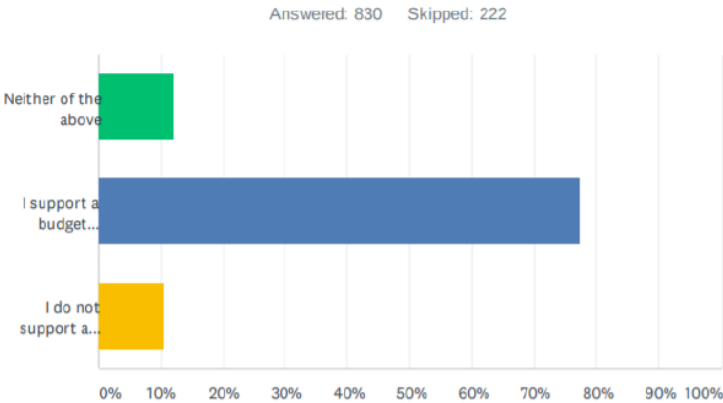
ANSWER CHOICES	RESPONSES
Neither of the above	11.25% 91
I support a bypass road being built around Kumeu/Huapai within the next 10 years. This needs to be in the 10 year budget	80.72% 653
I do not support a bypass road being built within the next 10 years. NZTA should continue to work to their current timelines of 15 years, or longer	8.03% 65
Total Respondents: 809	



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Attachment B

Q12 Trains to Huapai (then Helensville once established). There is no budget being allocated to get diesel trains running on the existing tracks to Huapai to help relieve the traffic congestion in the short term. Would you support Auckland Transport working with Kiwi Rail to allocate funding to get trains to Huapai within the next 10 years, or sooner?

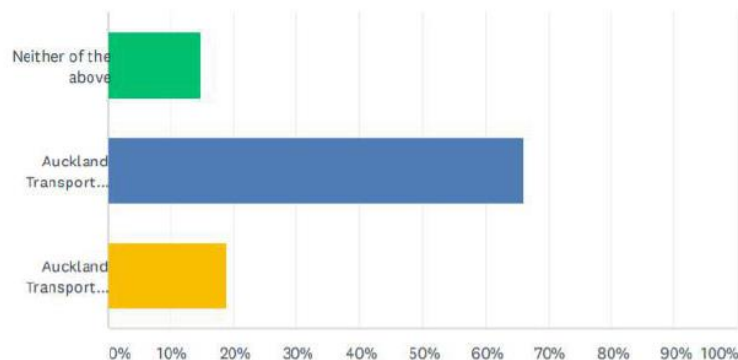


ANSWER CHOICES	RESPONSES	
Neither of the above	12.17%	101
I support a budget allocated to get diesel trains running to Huapai	77.35%	642
I do not support a budget allocated to get diesel trains running to Huapai	10.48%	87
Total Respondents: 830		



Q13 General Questions: Auckland Transport has budgeted for very few new footpaths to be built in Rodney. Do you think they should budget for more new footpaths throughout Rodney?

Answered: 914 Skipped: 138



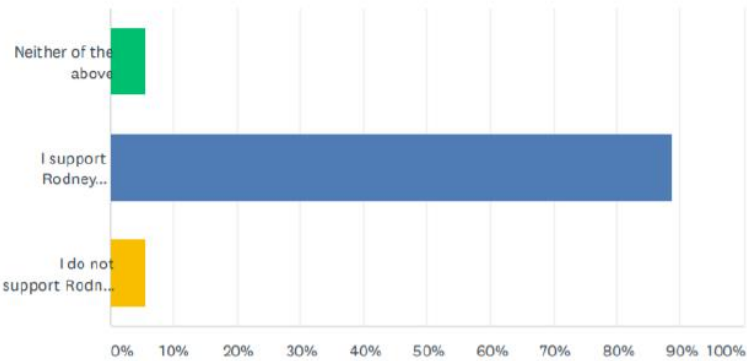
ANSWER CHOICES	RESPONSES	
Neither of the above	14.88%	136
Auckland Transport should budget to build new footpaths throughout Rodney	66.19%	605
Auckland Transport should not budget to build new footpaths throughout Rodney	18.93%	173
Total Respondents: 914		



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Q14 The renewals budget (fixing damaged roads) for the sealed roading network, across all of Auckland, is proposed to increase from an average of \$11.6 million per year to \$15.6 million per year (up by 35%). Do you support Rodney receiving a 35% increase in funding for its sealed roads?

Answered: 1,002 Skipped: 50



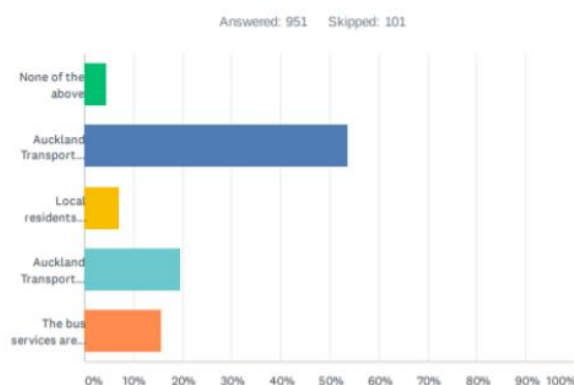
ANSWER CHOICES	RESPONSES	
Neither of the above	5.59%	56
I support Rodney receiving a 35% increase for its sealed roading budget to fix damaged roads	88.72%	889
I do not support Rodney receiving a 35% increase for its sealed roading budget to fix damaged roads	5.69%	57
TOTAL		1,002

Attachment B





Q15 Do you support the bus services around Rodney being funded from the general Auckland Transport budget (which is primarily funded from general rates, NZTA and Auckland's fuel tax), or should they continue to be funded from the additional targeted rate from your rates bill? Note: Only the bus service between Helensville-Silverdale (126), Wesgate-Dairy Flat (128) and Wellsford-Warkworth (998) operating within Rodney are being paid for by the additional \$150 per rateable property the Rodney Local Board voted to collect. Other bus services are being funded by Auckland Transport.



ANSWER CHOICES	RESPONSES	
None of the above	4.31%	41
Auckland Transport should be budgeting for, and already paying for, these bus services from rates and the fuel tax	53.73%	511
Local residents should continue to pay for the above bus service via the additional targeted rate, so at least there are these bus services	6.94%	66
Auckland Transport should be budgeting to pay for these bus services from rates and the fuel tax, once there are enough people using the services. Then stop using the targeted rate to fund buses	19.56%	186
The bus services are too under utilised and should be suspended until the population grows more. Auckland Transport should budget for these buses services but in future years when there will be more patronage demand	15.46%	147
<b>TOTAL</b>		<b>951</b>



Q16 How do you think Auckland Council could free up money to put into more transport projects? Or, are there any other comments you would like to make about transport priorities that are important to you?

Answered: 509 Skipped: 543

**A complete set of every comment was provided.**

***In summary, the core themes across the majority of messages were:***

- Stop the wastage and overspending.
- Auckland Council Group to get back to core business.
- Reduce the amount of regulations and compliance costs.
- The Rodney ward should not be receiving less in this RLTP as compared to the last RLTP.
- Staff costs are too high and more decision making should be delegated to frontline staff.
- Less costs spent on consultants.



- i 552 of the mentions recorded against “Heavy rail is important and/or should be the priority” said they support investment in public transport, rather than specifically mentioning they support investment in rail.
- ii 608 of the mentions recorded against “Bus network is important and/or should be the priority” said they support investment in public transport, rather than specifically mentioning they support investment in buses.
- iii 588 of the mentions recorded against “Ferry transport is important and/or should be the priority” said they support investment in public transport, rather than specifically mentioning they support investment in ferries.
- iv 594 of the mentions recorded against “Bus rapid transit is important and/or should be the priority” said they support investment in public transport, rather than specifically mentioning they support investment in bus rapid transit.
- v The 42 key interest groups that indicated that “public transport is important and/or should be the priority”, were also added to the counts for each of the following themes (as they are modes of public transport):
  - o Bus network is important and/or should be the priority
  - o Heavy rail is important and/or should be the priority
  - o Ferry transport is important and/or should be the priority
  - o Bus rapid transit is important and/or should be the priority

Please also note that key interest groups were not counted twice against any one of these themes i.e. when feedback was being themed if a submitter was counted against “public transport is important and/or should be the priority” they were not counted against any of the other themes in the bullet points immediately above.

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*Independently prepared by Viewpoints NZ*



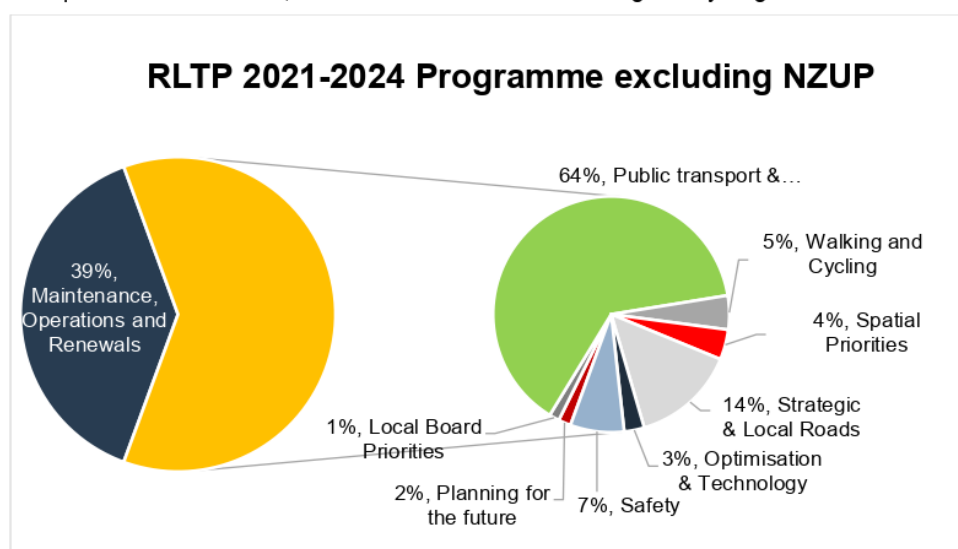


## Annex Four: Phasing of the RLTP Capital Programme

### Programme Investment over the next three years

Over the next three years, the RLTP will see \$9.6 billion invested by AT, Waka Kotahi, KiwiRail and City Rail Link Ltd. The NZUP funded projects, such as Papakura to Pukekohe Electrification, Drury train stations, the South Auckland package and Penlink are additional to these as we do not yet have detailed phasing.

Of this programme, excluding NZUP, 39% is allocated to Maintenance, Operations and Renewals. Of the 61% allocated to capital improvements, the priorities for investment are to complete the committed projects, support mode shift by investment in public transport and active modes, maintain the momentum in reducing Deaths and Serious Injuries on the network and meet local priorities. Almost two thirds of that expenditure is directed towards public transport and environment, and a further 5% towards walking and cycling.



Notable areas of investment in 2021-24 period (excluding NZUP) are:

- Investment in CRL and projects such as Electric Multiple Units, stabling and level crossings to support the CRL - \$2.8 billion
- Completion of the Northern Corridor Improvements, including the extension of the busway to Albany and the new Rosedale Station - \$211 million
- The next phase of the Eastern Busway, construction on the Connected Communities projects, and the North West Interim Bus Improvements - \$542 million
- Investment in Active Modes, including the Urban Cycleways Programme, Meadowbank to Kohimarama project, the next phase of the cycling and minor cycling and micromobility programmes - \$274 million.
- Investment in safety on local roads, state highways and around schools - \$432 million
- The Local Board Transport Capital Fund, Glenvar Road/East Coast Road, Lake Road business casing, and Papakura Rail Station Park and Ride.

Table One: Summary of RLTP investment over first three years (excludes NZUP)

RLTP Projects and Expenditure (excluding NZUP)	2021-24 (\$m)
<b>Maintenance, Operations &amp; Renewals</b>	<b>3,725</b>
<b>Public Transport and Sustainability</b>	<b>3,745</b>
City Rail Link	2,417
CRL Related Infrastructure	378
Eastern Busway	361
Connected Communities	96
CC2M & Northwest Rapid Transit	90
Northwest Bus Improvements	85
Midtown Bus Improvements	59
Rosedale and Constellation Bus Stations	59
Decarbonisation of the Ferry Fleet Stage 1	30
Airport to Botany Rapid Transit Route Protection	23
Supporting Electric Vehicles	12
Committed and Other Projects	136
<b>Active Modes</b>	<b>274</b>
Urban Cycleways Programme	139
Meadowbank Kohimarama Connectivity Project	22
Glen Innes to Tāmaki cycleway	19
On-going Cycling Programme	18
Minor Cycling and Micromobility (Pop-Up Cycleways)	17
Old Mangere Bridge Pedestrian & Cycling Link	17
New Footpaths Regional Programme	12
Mangere Cycleways (Airport Access)	12
Tāmaki Drive/ Ngapipi Road safety improvements	7
Access for Everyone Introductory Works	5
Committed and Other Projects	6
<b>Safety</b>	<b>432</b>
<b>Strategic and Local Road Improvements</b>	<b>839</b>
Puhoi-Warkworth	240
Southern Corridor Improvements (Manukau-Papakura) (Debt Repayment)	164
Northern Corridor (includes busway extension)	152
Planning for the Future	48
Network Performance & ITS	45
Glenvar Road/East Coast Road intersection and corridor improvements	38
Lincoln Road Corridor Improvements	20
Unsealed Road Improvements	18
Hill Street Intersection Improvement	17
Lake Road/Esmonde Road Improvements	9
Committed and Other Projects	87
<b>Optimisation and Technology</b>	<b>162</b>
<b>Supporting Growth</b>	<b>243</b>
SH18 Squadron Drive interchange upgrade	42
Supporting Growth - Post Lodgement and Property	28
Matakana Link Road	26
Wainui Improvements	23
Huapai Improvements	18
Tāmaki Regeneration	12
Greenfield transport infrastructure - Northwest	11
Strategic Business Cases	10
Committed and Other Projects	73
<b>Local Board Priorities</b>	<b>82</b>
<b>Other Projects</b>	<b>101</b>
<b>Grand Total</b>	<b>9,602</b>

### Rephrasing of AT's ten-year capital programme

AT has made changes to the phasing of its ten-year capital programme between the draft and the proposed final RLTP. This reflects changes in Council's capital funding as part of final LTP decisions, as well as a reassessment of AT's capacity to increase capital programme delivery from \$720 million this year to \$940 million next year. Adjustments were also required as AT's draft programme exceeded funding in 2024/25 and 2025/26.

Options to defer expenditure were very limited, given the priorities to complete projects already underway, increase investment in renewals, deliver the CRL related projects, maintain adequate funding for safety, and meet local priorities. The biggest changes in the first three years of the RLTP to meet the revised funding levels are:

- (i) Eastern Busway Stages 2-4 – lower phasing over the next three years (down from an average over 2021-24 of \$155 million each year to \$120 million each year), which will mean the project is completed two years later than anticipated in the draft RLTP.
- (ii) Deferring the Airport to Botany Interim Bus Improvements by one year to better align with the revised Eastern Busway delivery
- (iii) Connected Communities - will be delivered more slowly than in the draft RLTP, with about \$66 million of the \$593 million programme deferred from the first to the second half of the RLTP period
- (iv) On-going Cycleway programme – bringing forward \$6.8 million of expenditure into 2021-24, to allow investigation and some implementation to provide a pipeline of work for when the Urban Cycleway programme winds down in 2024.



**Date:** 24 Jun 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

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## Kōmiti Whakarite Mahere / Planning Committee

### OPEN MINUTE ITEM ATTACHMENTS

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# Endorsement of Final RLTP

Planning Committee  
24 June 2021



Attachment A

Item 8

2

# Purpose

To seek Planning Committee's endorsement of the final RLTP before it is submitted to the AT Board for approval.



## Outline

1. Background and previous consideration by the Planning Committee
2. Summary results from RLTP engagement
3. What the RLTP delivers
4. Changes to the Draft RLTP
  - a. Response to consultation outcomes
  - b. Changes to funding levels
  - c. Updates
5. Emissions reduction pathway and ATAP next steps

Item 8

Attachment A

# Background and previous consideration of RLTP by the Planning Committee



# Recap on ATAP and RLTP

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ATAP	<ul style="list-style-type: none"> <li>• Agreement between Council and Government</li> <li>• 12 March - ATAP 2021-31 programme released by Minister of Transport and Auckland Mayor</li> </ul>
Draft RLTP	<ul style="list-style-type: none"> <li>• General direction endorsed by Planning Committee</li> <li>• 23 March - RTC approved Draft RLTP for public consultation</li> </ul>
Public Consultation	<ul style="list-style-type: none"> <li>• 29 March to 2 May</li> </ul>
Consultation results and changes to the Draft RLTP	<ul style="list-style-type: none"> <li>• 25 May - Council makes final LTP decisions</li> <li>• 26 May - Planning Committee workshop</li> </ul>
Revised Draft RLTP	<ul style="list-style-type: none"> <li>• 18 June - RTC approves RLTP</li> <li>• <b>24 June - Planning Committee considers Revised RLTP</b></li> <li>• 28 June - AT Board considers Revised RLTP</li> </ul>





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# RTC endorsement of the 2021-31 RLTP

Under the Land Transport Management Act, the Regional Transport Committee (RTC) is responsible for preparing the RLTP

The AT Board has final approval of the RLTP

**The RTC endorsed the final RLTP on 18 June for submission to the Planning Committee and AT Board**

The RTC confirmed that it is satisfied that the RLTP contributes to the purpose of the LTMA and is consistent with the GPS (key statutory tests)

# Planning Committee endorsement of the RLTP

The Planning Committee has a non-statutory role arising from 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.”*

We are seeking the Planning Committee’s endorsement of the RLTP before it goes to the AT Board for formal approval

Item 8

Attachment A

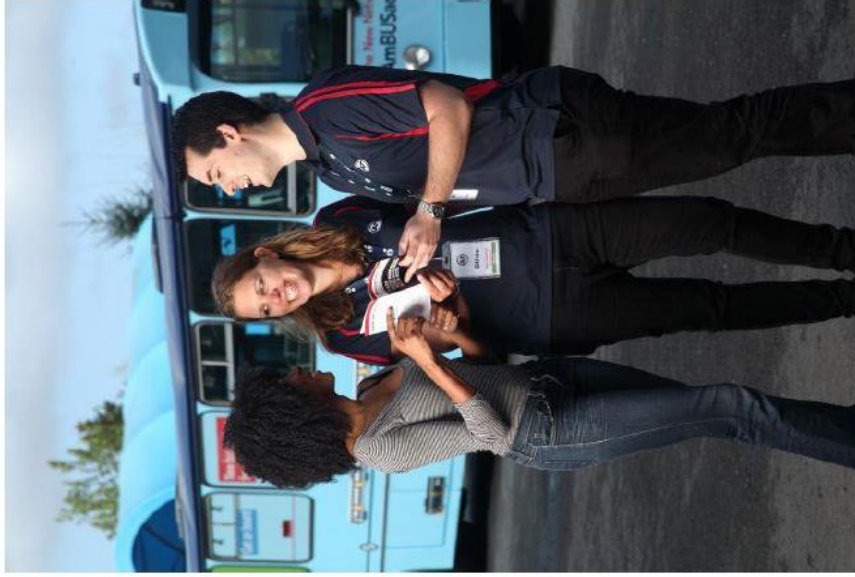


# Summary of Engagement



## Summary of consultation

- 5,818 general submissions
  - Including around 550 pro-forma submissions from Gen Zero
- 21 local boards
- 3 Mana Whenua submissions
- A survey organised by Councillor Sayers



## Summary of feedback

- Strong public support for investment in:
  - better transport choices
  - managing transport assets
  - growth (brownfields rather than greenfields)
- Desire to see more investment, especially in PT, walking and cycling and addressing climate change
- General support for the policy changes proposed.
- More respondents thought roads were not important than those who thought roads were important



## Summary of feedback

- Two key areas of criticism of the draft RLTP:
  - It does not do enough to address climate change and should be substantially reprioritised to increase investment in sustainable modes; and
  - key road user groups noted, that it does not do enough to address congestion and needs reprioritisation to address freight connectivity issues.
- Local Boards broadly supportive, but wanted to see more investment to address climate change, walking, and local projects and asset management in particular



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## Feedback from Mana Whenua

3 Iwi and Hapu provided feedback

Themes were

- Protecting the environment
- Provision of travel options, but limited travel options for those in outer areas
- Equity including impact of EV incentives and RFT on lower income households, and on Maori
- Enforcement of clearways and transit lanes
- Congestion, with mixed comments on congestion charging (need for public transport, equity impacts)





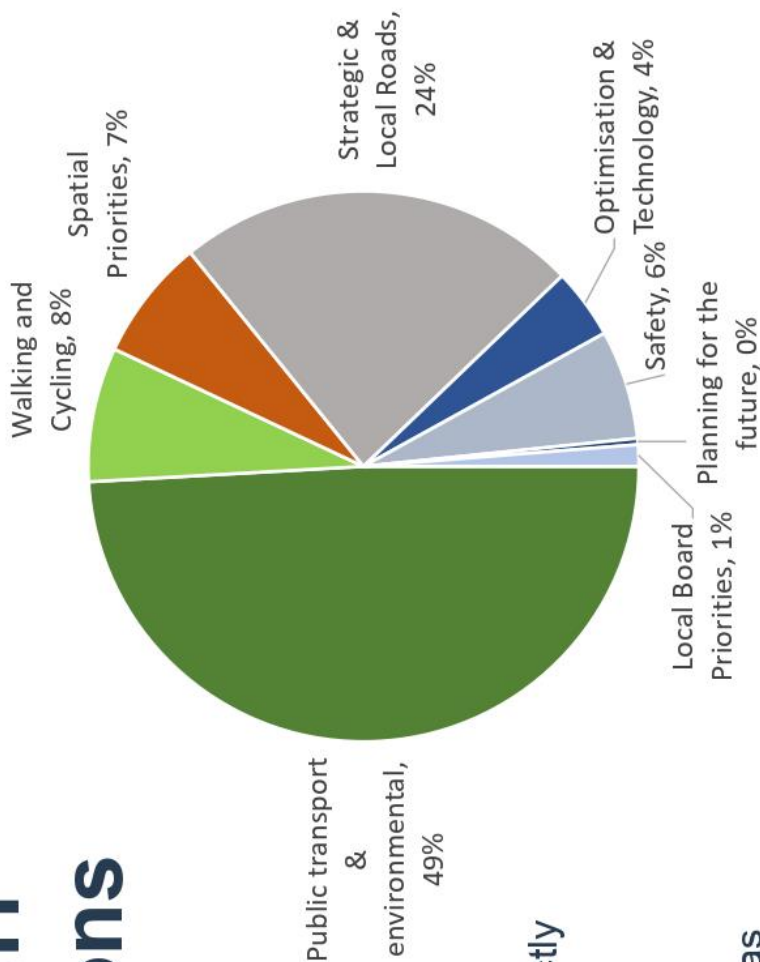
# Recap: What will we see in the next ten years

- **A step-change in the rapid transit network.** 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, 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 125km 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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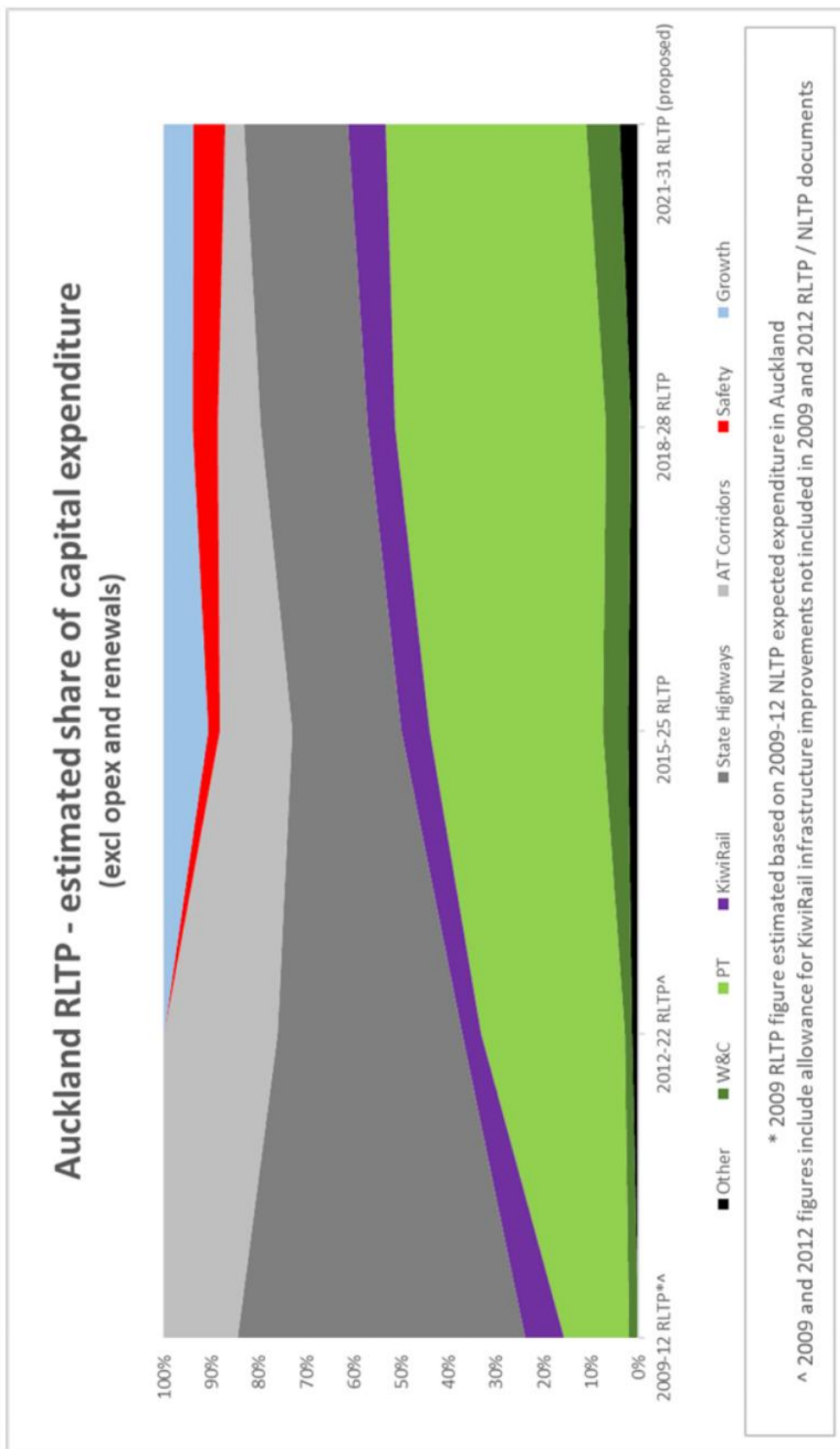
## 2021 RLTP allocations



- 57% of RLTP improvements are directly invested in sustainable modes
- Large proportion of investment in other areas will support sustainable modes

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# Major shift in investment

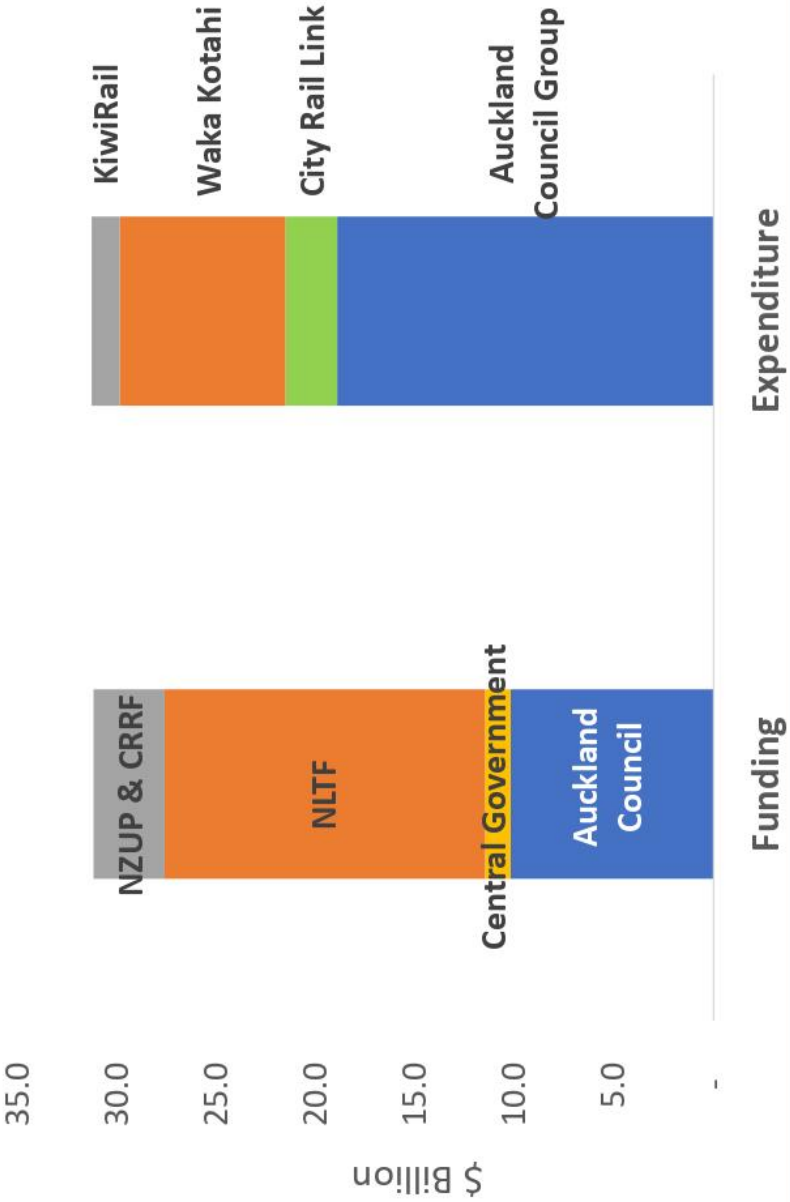




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# Share of investment

The share of expenditure in the RLTP strongly favours the Auckland Council Group and AT





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# Increase Public Transport

- Strong consultation support for PT in general as a high priority, with rail, bus and ferry all supported.
- RLTP already reflects strong public transport investment, especially rapid transit:
  - City Rail Link and rail network upgrades
  - Eastern Busway
  - Seed funding for light rail
  - Connected communities
- Additional \$200m funding towards increased ferry and bus services



## Asset management

- Generally received support as a higher priority
- Already a key areas for investment in draft RLTP
- AT will work to improve coordinated delivery of renewals programme with improvements

## Safety

- More limited support for safety investment
- Investment targets 67% reduction in DSI
- Will continue to pursue policy initiatives

# Walking and Cycling

## Walking

- Area of strong support from consultation and local boards
- Limited direct investment in walking in draft RLTP
- Area for modest increase

## Cycling

- Strong support for cycling
- Significant cycling investment already included in RLTP delivering 200km+ of safe cycling facilities
- With changes to NZUP, cycling investment now around \$1.5bn
- Focus on faster delivery and more efficient use of current infrastructure





## Growth

- Feedback strongly supportive of growth investment – particularly sustainable modes in brownfield areas
- Growth programme already heavily weighted to sustainable modes and brownfields areas – particularly AHP areas
- Limited greenfield investment targeted at improving PT infrastructure and route protection
- Limited scope to increase investment here – will depend on new funding tools



## Roads

- Limited support for & strong opposition to roading investment from the public (Freight groups and AA had a different view)
- Opposition to Mill Road and Penlink in particular
- Mill Road now significantly descope, with investment focused on local improvements
- Very limited new roading capacity included in the programme apart from NZUP



## Climate change

- Strong support for addressing climate change,
- Majority of RLTP investment supports reducing greenhouse gas emissions through mode shift
- Total programme contains few roading capacity projects, these are largely either committed, included in NZUP and/or need to be balanced against other objectives
- Tactical urbanism and neighbourhood traffic calming will be considered further in other programmes
- Plan achieves a net reduction in emissions, when combined with govt. clean car and biofuels
- Further action to resolve climate change challenges and support Te Tāruke-ā-Tāwhiri targets through the forthcoming emissions reduction pathway work
- Further action needed to reduce VKT by fossil fuel vehicles



Item 8

Attachment A

# Changes to Draft RLTP



## RTC's scope to amend Draft RLTP

The RTC's ability to amend the investment programme in the draft RLTP is limited to activities that falls under section 16(3)(b) of the LTMA. i.e. have been proposed for inclusion by Auckland Transport (AT), Auckland Council or Waka Kotahi and funding must be being sought from the NLTF.

The RTC cannot remove or amend any 'regionally significant' expenditure on activities that are funded from sources other than the NLTF; or remove or amend a significant rail activity proposed by KiwiRail.

## Constraints

- Ability to make changes heavily constrained
- We have already been through two rounds of ‘reprioritisation’:
  - To include the ‘omitted projects’
  - To include additional funding for AHP
- Constraints include: Renewals, RFT-enabled projects, committed projects, projects supporting CRL, projects that support the Mayor’s 5% rates rise, projects that support govt objectives
- Very little remaining discretion

# Where we had discretion

- ATAP Discretionary investment virtually all on mode change or growth projects
- For AT projects, many are now embedded in the RFT

## ATAP Discretionary Projects

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Project Name	10-year total (\$m)	RFT
Downtown Crossover Bus Facilities	220.0	Yes
Carrington Road Improvements	54.6	Yes
Airport to Botany Rapid Transit Route Protection	49.5	Yes
Airport to Botany Stage 2 Bus Improvements	30.1	Yes
Sylvia Park Bus Improvements	19.9	Yes
Albert and Vincent Street Bus Priority Improvements	8.1	Yes
Rosedale Road Corridor	8.0	Yes
Neighbourhood Interchanges	6.1	Yes
Park and Ride Programme	51.0	Yes
Accessibility Improvement Project	40.0	Yes
Decarbonisation of the Ferry Fleet Stage 1	30.0	Yes
Access for Everyone Introductory Works	30.0	Yes
Minor Cycling and Micromobility (Pop-Up Cycleways)	30.0	Yes
Lincoln Road Corridor Improvements	106.2	Yes
Glenvar Road/East Coast Road intersection and corridor improvements	57.3	Yes
Smales Allens Road Widening and Intersection Upgrade	23.4	Yes
Freight Network Improvements	30.0	Yes
Progressive Fencing and Security	20.0	KiwiRail
SH18 Squadron Drive interchange upgrade	68.0	Waka Kotahi
Northern Busway Enhancements	62.0	No
Supporting Electric Vehicles	34.0	No
Core Operational Capital Programme	14.0	No
Projects Supporting Auckland Housing Programme	401.0	Yes
Drury Local Road Improvements	242.8	Yes
Northwest Growth Improvements	185.5	Yes
Western Link Road Route Protection	6.0	Yes
Cycling Programme Phase 2	80.0	Yes
Level Crossings Removal - Group 2	100.0	NLTF
Waiheke Ten-Year Transport Plan	10.0	No
Hill Street Intersection Improvement	18.8	No

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# Proposed changes to the draft RLTP based on feedback

Given the nature of the overall programme and the constraints, we only propose small refinements targeted at the following projects:

- Include Dairy Flat Highway/The Avenue Intersection\*
- Footpaths – increase programme\*
- Hill Street - include funding for local share
- Lake Road Business Case – \$2m now spread over 2021/22 and 2022/23, with corresponding adjustment to Supporting Growth
- Increasing Local Board participation in allocation of minor programmes
- Reference to investigatory work on an Auckland—Wellington rail passenger rail service

*\*Total cost of the proposed increase is \$40 million. AT's capital programme is managed as a portfolio. These projects will be delivered if funding is available through a change in timing to elements in the programme*



## Operating Funding Increase

- \$200m increase in bus and ferry services funding over ten-years
  - From increased \$5 million p.a. from Council, with \$5 million p.a. of AT efficiency savings along with NLTF co-funding
- Specific services still being worked through and will be advised once agreed with Waka Kotahi



## NZ Upgrade Programme

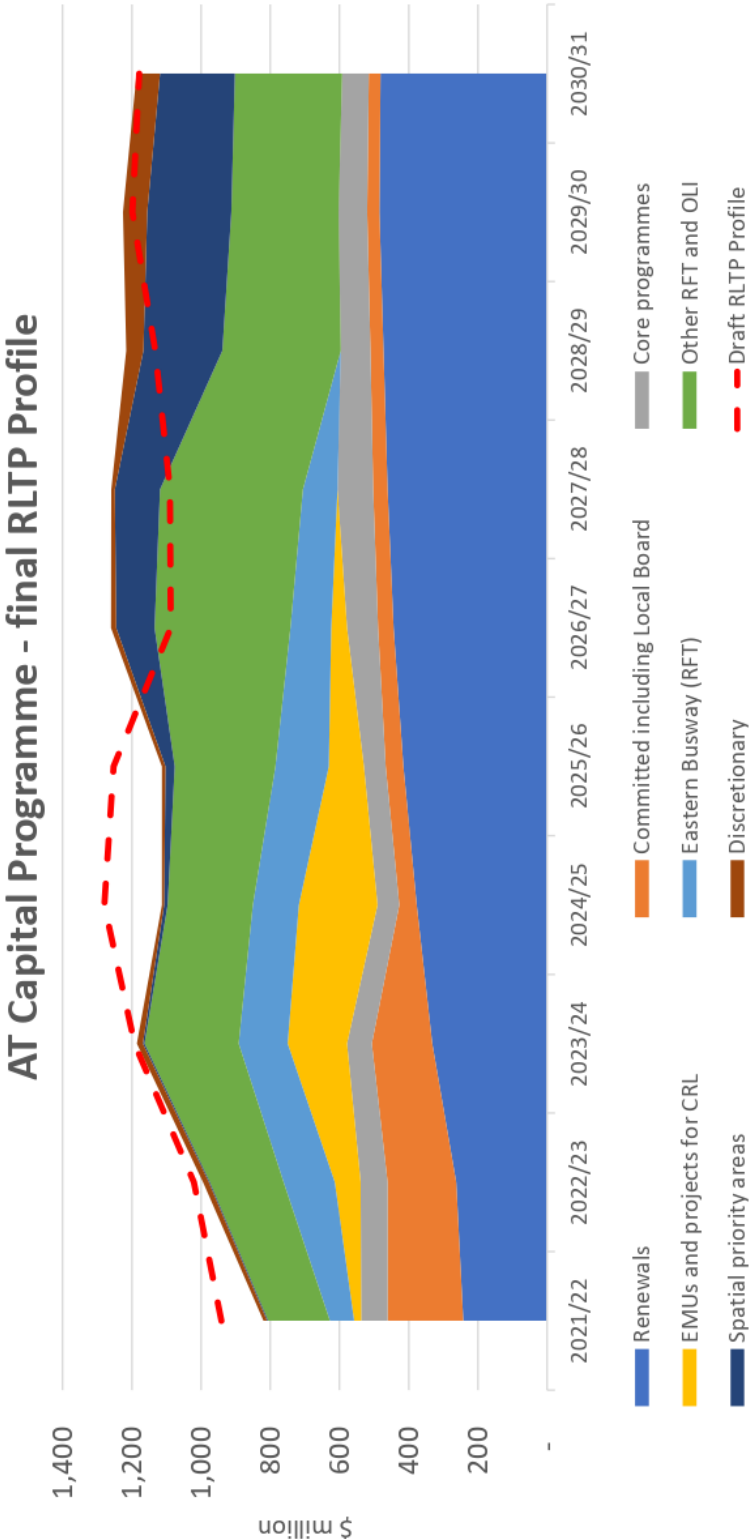
30

- Revised scope of Northern Pathway
- Three stations at Drury/Paerata
- Mill Road now focussed on upgrades at northern end, local improvements in Drury (with cycleways, walking, bus access to station being considered).
- No new SH1 interchange at Drury
- Support for PT services as part of Penlink project

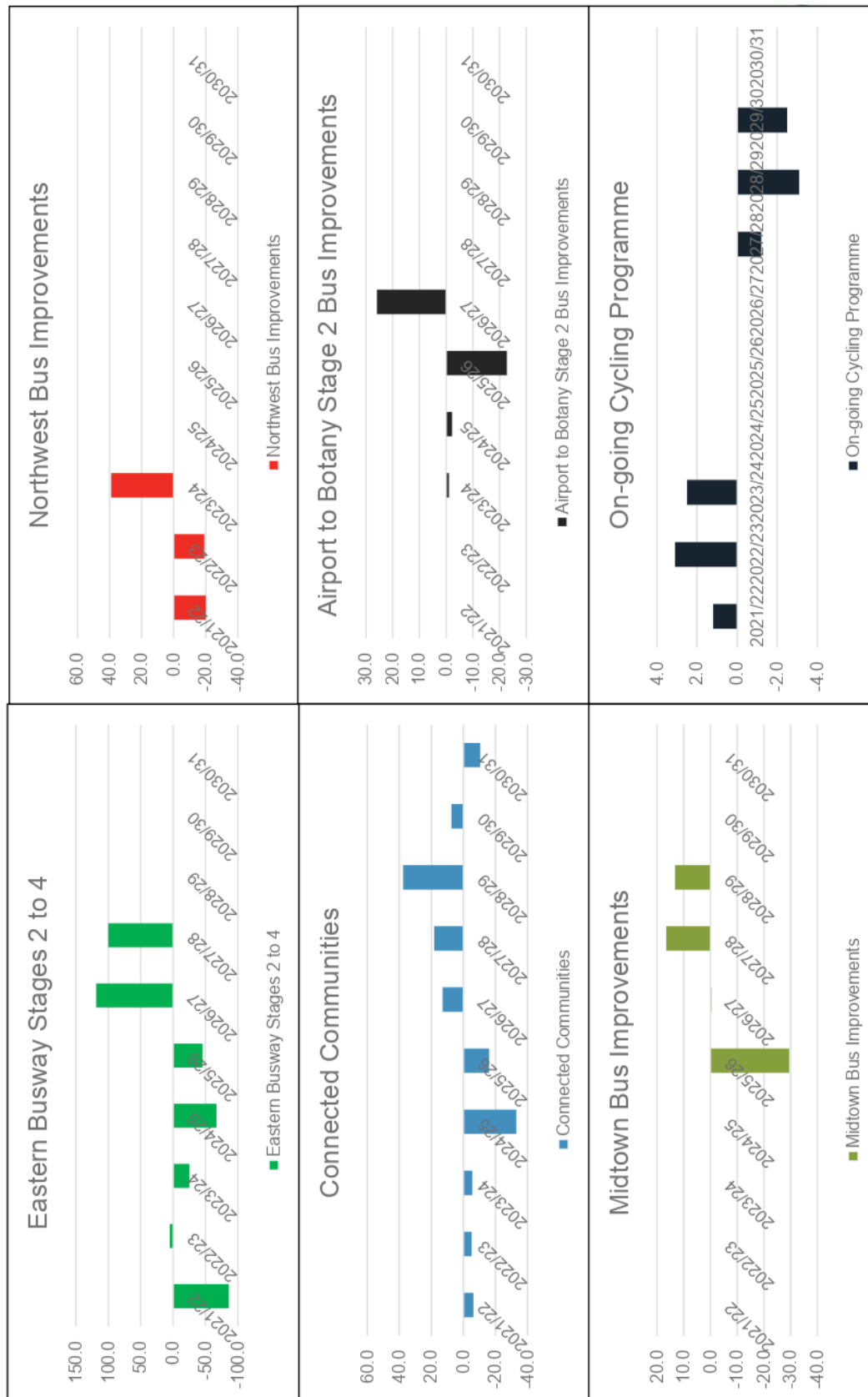


# AT Capital Programme re-phasing

Final RLTP rephased to match to available LTP capital funding and align to deliverability in the first year



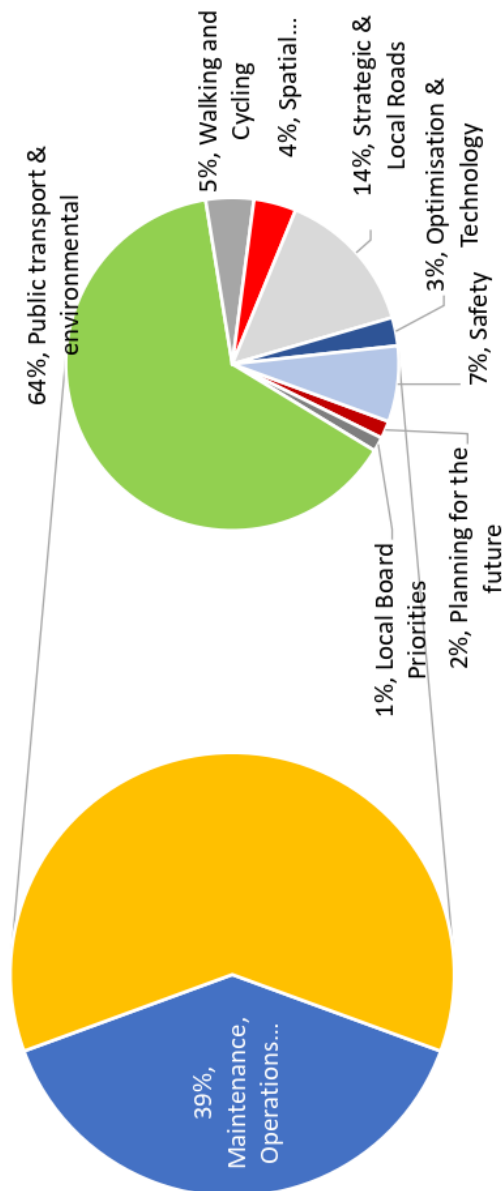
# Main project timing changes



# Share of investment over first three years

## RLTP 2021-2024 Programme excluding NZUP

- Two thirds of improvements investment in first three years will go to PT
  - Mainly CRL
- Profile of investment in NZUP projects not yet known



Item 8

Attachment A

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# A pathway on climate change and other work



## Emissions Reduction Pathway work

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,

Will include investigating:

- the mix of future complementary transport investments that support emissions reduction
- vehicle fleet and fuel decarbonisation;
- land transport pricing reform;
- urban growth management;
- road space reallocation;
- behaviour change, including VKT reduction from fossil fuel vehicles; and
- addressing inequalities inequities arising from the impacts of decarbonisation

Next step is to come back to AT Board and Environment Committee with a proposed methodology and scope, before an update in December 2021



## Other ATAP work

Next phase of ATAP work includes:

- Planning for decades 2 & 3
- Addressing issues around equity and Maori outcomes
- Addressing strategic funding issues

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**Thank you.**



**Item 8**

**Attachment A**



## Memorandum



To: Cr Darby, Chair, Planning Committee  
Kalinda Iswar, Senior Governance Advisor, Democracy and Engagement

From: Hamish Bunn, GM Investment, Planning and Policy

Date: 22 June 2021

Subject: **Responses to questions raised in relation to RLTP at Planning Committee**

Please find below answers to the questions raised by Councillors at the Planning Committee Workshop of 26 May 2021. There are a few questions remaining. We will respond with answers on these when the information becomes available.

**1. How is AT going to progress the advocacy items put forward by local boards and advisory panels in their submissions to the RLTP?**

We have carefully considered the local board advocacy items and, although constrained by funding, we have responded by proposing, where possible within available funding, to:

- Increasing spending on new footpaths
- Addressing the deficiencies at the Dairy Flat Highway/The Avenue intersection
- Providing 'local share' for the Hill Street (Warkworth) improvements.

We also intend to build on our current, more successful, approach of involving local boards more fully in the programme development for the various minor works programmes Auckland Transport (AT) delivers, such as the Minor Improvements programme.

However, there are advocacy items that we have not been able to address within the available funding, or that are at an operational level and are therefore not addressed in the RLTP. We would expect local boards to advance their advocacy on these outcomes or projects from the Regional Land Transport Plan (RLTP) through their usual process of engagement with AT. AT has an ongoing process of engaging with the local boards, which is expressed through their Local Board Plan and through consultation on programmes and projects that impacts their local board area.

For those advocacy items that sit outside of the local board's role in the governance structure of Auckland Council, we would expect the local boards to channel that advocacy to the Governing Body, which would then determine if that is to be reflected in the strategic guidance given to AT. If members of the Governing Body would like a briefing on how we engage with local boards, we can arrange this in liaison with Local Board Services.

**2. Puketāpapa Local Board would like AT to investigate bikes on buses (and light rail) to encourage active transport and the integration of networks. Please provide your response to the Chair and Deputy Chair of the Puketāpapa Local Board.**

We will respond to all the questions and comments that the local boards have submitted as their feedback on the RLTP.



## Memorandum



3. **Could AT provide individual responses point by point to local boards and advisory panels as to whether you support their views and if you do, what action you are taking? It could be a staggered response i.e. the more general points first and then more detail later on the specific local issues, so that members don't have to wait a long time for a response.**

We will respond to all the questions and comments that the local boards have submitted as their feedback on the RLTP.

Given the scale of feedback from the local boards, we had planned to do this in a staggered process with the simple responses first, followed by the more complex or those requiring investigation.

If Councillors, as part of their decision-making process, would like an urgent answer to any point raised by the local board please let us know and we will prioritise a response. Likewise, if the local boards have any urgent need for a response, they have existing channels to raise that with us.

4. **It has been three years since Auckland Council passed its unanimous resolution asking AT to investigate access for pets on all modes of public transport. Please advise what action you are taking to make that happen. I urge a trial of dogs being allowed on busses within this calendar year.**

AT is investigating access for pets on all modes of public transport. However, this is something that has to be progressed in collaboration with the private companies that supply public transport services.

Pets on buses had been consulted on with the private bus operators and bus driver unions prior to the previous trial of pets on trains being developed. The bus operators and the bus driver's unions have raised a number of safety and hygiene concerns.

Pets on buses is now part of a wider industry consultation, with Bus and Coach Association representing a majority of bus operators in Auckland and New Zealand, and this issue will be discussed through an Interest Based Problem Solving (IBPS) workshops facilitated by an external moderator. Issues such as pets on buses, bus drivers' duties and their role in supporting growth in public transport and a better customer experience, as well as driver's safety and other terms and conditions, will be subject of this industry working group.

5. **What investment is going into the transformation space to encourage innovation and improve customer experience and set a pathway for a lower carbon future that will engage the public and reduce the sense of trade-offs:**

- a. **For example, bus management systems to ensure they run on time, including leaving bus stops on time,**

AT has been developing a number of innovations to improve customer experience and encourage the uptake of public transport and active modes.

### **AT Mobile & Journey Planning:**

In the digital space, there has been a significant amount of work to encourage our "active modes", both as a standalone option and as part of our integrated network journey planning. This has included significant improvements to "first and last leg"



## Memorandum

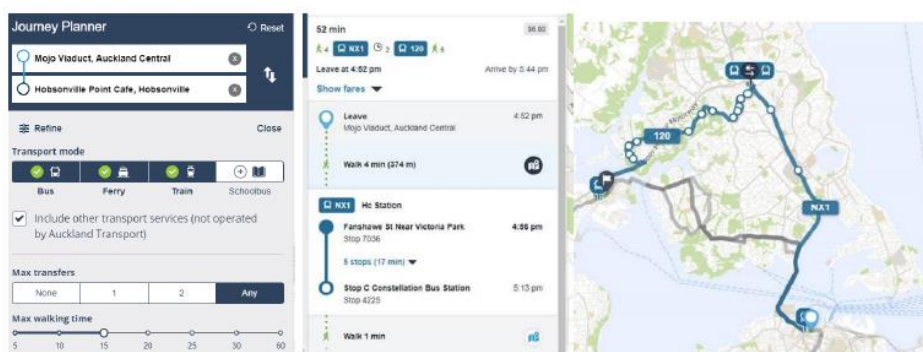


elements of the journey – enabling customers to select how long they wish to walk for as part of a journey and highlighting not only where there is a transfer but how long that transfer would take alongside detailed directions for that walking journey.

*Journey Planned (Web or Mobile) with walking distance options*

*Route is shown with walking details*

*Transfer is shown to customers*



The customer can also click on the map icon to get detailed details of the walking journey.



There is currently work underway to include elevation information as part of journey planning – to allow customers to see how hilly a certain route is as part of their journey planning. This will further improve our information for customers with accessibility needs who may have difficulty with certain first and last leg elements of a journey.

An option for “Walking Speed” is also being developed to allow customers to personalise the speed at which they walk, in order to give them a more accurate journey time.

While static maps of our cycling network have long been available from our AT Website, our Journey Planning tool is soon to see the first elements of integration with these cycling routes to allow customers to include cycling as all or part of





## Memorandum

their journey. Preference will automatically be given to dedicated cycling routes in order to encourage more use of active modes. We have good relationships with a number of active modes advocacy groups and are always looking to add additional features in our applications to give customers more choice. This may include secure storage, cycling capacity on ferries, end of journey facilities etc.

Our first integration with one of the e-scooter providers is underway to allow customers to see where these are, relative to their journey. This will trial the concept in July 2021 with a view to rolling out to other providers of alternate mobility - which may include car share, bike share and other providers. This will be part of our Mobility as a Service strategy.

### ***Walking and Cycling apps and challenges:***

We are in the process of working with the global market to secure a new digital platform for our Walking and Cycling challenges. The aim is to improve our engagement with these active mode groups and encourage take up and participation in key annual events.

### ***Customer Information Via QR Code:***

We are currently trialing allowing customers to access a "Virtual PID (Passenger Information Displays)" via scanning a QR code at a number of Bus Stops which will direct them to our AT Mobile App and Journey Planner. This then gives them access to the real time information that would normally be shown at a physical PID. This reduces our need to install PIDs at every bus stop, thus saving not only money but also energy to build and run these devices.

### ***Commuter Calculator***

AT has a Commuter Calculator that enables customers to calculate the cost of car ownership and travel vs public transport options. The next generation of this is planning to integrate surface environmental impacts, such as carbon usage, as part of this equation.

The screenshot shows the 'Your journey' tab of the Commuter Calculator. It includes a welcome message, a 'Your journey' section with 'Starting Point' (Home or Station) and 'Destination' (Work, University or Station) dropdowns, a 'Parking information' section with a 'Parking Cost' dropdown (None, Daily, Weekly, Monthly) and a '\$ 100.00' input field, and a 'Days a week' section with a 'Days a week' dropdown (1, 2, 3, 4, 5, 6, 7). There are 'Reset' and 'Calculate' buttons at the bottom.



## Memorandum



### **Real Time Digital Public Transport Solutions**

Over the last 3 years AT has replaced its entire Real-Time System for the digital operation of public transport services covering Bus, Train and Ferry services. These new Real Time systems support all AT's contracted operators, AT operational staff including contact centres and provide real-time tracking of services that are communicated through to customers. Users can identify where their service is at (current location, expected arrival time and occupancy) using AT's digital channels, including the AT Mobile application, PIDs and AT's website. This information is also passed onto third parties to enable them, for example Google, to consume and display the same information. Customers may also choose to call AT's Contact Centre or use text messaging services for next bus information. AT has invested in these technologies and continues to do so. AT has also started rolling next generation ePaper (Kindle-like) devices to selected Bus Stops. These are passenger information displays that are solar powered.

AT provides the Real-Time systems to all our operators to enable efficient operations and the on-time running of services. Any cancellation of services, bus stop closures, and disruptions are also communicated through these Real-Time tools to ensure Customers are kept up-to-date on the network running, and any impact to their specific services. These tools also extend to KPI measurement of services to incentivise the Operators to maintain on-time running of services.

**b. Transport technologies to ensure that commercial areas in pedestrian-focused areas, (as an example, this might include work on loading and unloading in council carparks and using electric bikes for the last km).**

AT is working with a number of corporate companies to help them to reduce their dependency on single occupancy vehicles. We have piloted two initiatives to help them subsidise public transport costs for their staff while reducing their corporate car parking. We are in the process of scaling this initiative currently and automating much of the back end to ensure a seamless corporate and end employee experience.

**c. Where is the work on freight to go by sea or rail?**

We have been working with KiwiRail for some time on potential improvements to the rail network to enable greater rail freight movement without impacting on metro services. The RLTP includes the addition of the 'Wiri to Quay Park' project, which is intended to improve rail freight operations.

Beyond this, the Auckland Freight Plan outlines the benefits and limitations of increasing freight travel by rail. The Ministry of Transport is responsible for, and is leading a piece of work on a national freight investigation to examine what can be changed about freight operations, including mode. AT and Council will be involved as stakeholders.



## Memorandum

- d. It would be great to improve car-free mobility. We will know we are on the right track for safety and mode shift when 8-year-olds can walk to school with or without adult supervision. Do you have any targets in rising the proportion of kids who do walk to schools?

We have a programme of work aimed at getting more school children to walk, cycle and use active modes to get to and from school. Our Travelwise schools programme aims to increase road safety awareness, active travel and public transport use by school students to encourage healthier living, reduced congestion and improved safety outcomes.

AT works with over 400 schools across Auckland, from Pukekohe to Wellsford, delivering events and activations. As part of our Travelwise programme we have approx. 300 walking buses in place with schools, which see approx. 3,700 children walk to school (supported by approx. 1,000 volunteers, typically parents). We are actively seeking to grow walking bus numbers with schools.

Advertising campaigns are also run, targeted at lower speed around schools and improve safety for walking/cycling to school. We are awaiting legislation changes to reduce speed limits to 30km around schools.

We don't have any specific targets for all kids walking to school. However, our SOI target for the Travelwise program is:

Active and sustainable mode share at schools where Travelwise programme is implemented	FY21 Target	FY22 Target
	45%	47%

- e. Could there be work to increase the proportion of people living in 10 minute neighborhoods?

Work on 10-minute neighborhoods would be led by Auckland Council's Plans and Places team, and would be part of the long term strategy for Auckland's urban design and land use. We are, however, currently developing a walking Programme Business Case, which will look at options to improve neighborhood walkability.

- f. Should we have targets to reduce the car fleet in half?

The RLTP investment programme has a substantial focus on improving public transport and active modes to enable better travel choices that are more competitive with car travel. Over the longer-term, the improved attractiveness of sustainable modes is expected to reduce Auckland's dependency on cars and therefore car ownership. A more rapid reduction in car ownership would rely on legislative and regulatory tools that are not currently available to Auckland Council and AT. As most Aucklanders depend on private vehicles to get to work and other opportunities in a timely manner, the impacts (both positive and negative) of a rapid reduction in car ownership on economic, social, cultural and environmental wellbeing would also need to be carefully considered.

- g. Should there be a petrol ration to incentivise car sharing, mode-shift etc? (would need a conversation with government)

There is a wide range of tools to incentivise car-sharing and mode-shift. When developing a particular tool, factors to consider include how well it achieves its objectives, how well it is targeted, whether it has adverse impacts, and the costs



## Memorandum



Item 8

and feasibility to implement. Petrol rationing can be a very blunt tool to encourage mode shift, requiring regulation to implement that sits squarely with the Government.

AT's focus on ways to facilitate car-sharing and mode shift have been in providing genuine travel choices. Initiatives include: improving the reliability, affordability and coverage of public transport; safer, better-connected cycling infrastructure; introducing T2/T3 lanes to improve corridor efficiency; parking strategy; and on-road pricing ('The Congestion Question').

### 6. Footpaths

#### a. Where can we view the Prioritising Process for Footpaths?

The list of footpaths under review is available on the AT website: <https://at.govt.nz/projects-roadworks/new-footpath-programme/#investigation>. However, each request is scored and prioritised so that we have a live list for the whole region.

At a high level the selection criteria includes:

- Land use - proximity to schools, public transport, town centres, employment areas and community facilities
- Traffic speeds, and the number of vehicles that use the road
- Continuity - whether there are already footpaths nearby, on the other side of the road or connecting paths
- Cost - Maximum cost of \$1,000,000 (one million)

A weighting is also applied for requests from elected members (as they are representatives of the community), and also if there are multiple requests from the public for a connection. Those prioritised in the 30 top scoring projects are then taken forward for investigation and design.

We are currently revising our prioritisation criteria and scoring. We anticipate presenting this to elected members early in the new financial year.

#### b. We have a lot of footpaths that were laid by Mt Roskill Borough and are very narrow. When they are replaced due to breaking down (so renewal) they are usually widened significantly. Which footpath budget line would that work then fall into?

This is funded from the footpath renewal budget.

#### c. Does the footpath work include spending and kms where developers are having to re-do footpaths due to their developments eg KO in Roskill South are re-doing a lot as they find they are crumbling when they do their construction work. Are those footpaths in addition to the AT budget allocations?

The reported spend on renewals and length completed does not include work undertaken by external parties or as part of AT capital projects. Developers such as Kāinga Ora are required to replace any footpaths affected by their work (e.g. utility upgrades along street frontages) or where this fulfills a condition of consent.



Attachment B

## Memorandum

This is in addition to AT's footpath programme and is funded directly by Kāinga Ora rather than from AT's footpath budget.

AT is working with Kāinga Ora to coordinate work programmes in order to achieve the best outcomes for affected areas.

7. **RFT comment - we need better comms about what the projects are and how they are progressing please. Especially the projects that are actually a catch-all for lots of little projects.**

AT reports quarterly to Council on performance, including Regional Fuel Tax (RFT), using a template developed and agreed by Council. We are able to provide information on RFT projects but are constrained by this report template.

### 8. Footpath Renewals

- a. **What was spent on footpath renewals across the region last year and where it was spent by ward?**

The following table shows the footpath renewals budget for 2019/20 financial year, by area. Budgets are not set by Ward.

Activity Type		Area	FY20
RENEWALS	Footpath Renewal	Central	8,653,725
		North	2,614,238
		South	2,910,150
		West	4,623,569
Grand Total			18,801,683

- b. **How much was spent last year in the Puketāpapa Local Board area on (1) new footpaths and (2) footpath renewals?**

We do not hold this information on footpath renewals by Local Board Area. In order to obtain such information, a detailed analysis of the RAMM data would be required.

The new footpath programme prioritises requests across the region based on the criteria highlighted in question 1.

In 2019/20, the new footpath programme delivered 12 projects totalling 2.49kms of new footpaths. This included Ormiston Road, Western Springs shared path, Metcalf Road (Ranui), Airfield Road, Marmion Street. Construction was also started on Spencer Road, Ararimu Road, Manuel and Bankside Roads, with delivery finished in early FY 20/21. None of these are in Puketāpapa Local Board.

We currently have seven requests in the Puketāpapa Local Board area (only one of which is a local board request). All of these requests rank below our top 200 requests, so are unlikely to be constructed in the short term.

However, as noted earlier, we will be refreshing the prioritisation with the new criteria in the coming year.





## Memorandum



- c. **How much is allocated in the RLTP specifically for footpath renewal? Has this been increased? How is that allocated across the region?**

The funding for footpath renewals in 2020/21 is \$19M and was relatively unchanged from the previous year.

Funding for footpath renewals in 2021/22 is \$20 million, from a total renewals budget of \$234 million.

Budget allocation is based on a number of factors, such as local priorities, integration with other roading projects, network length and condition as well as budget availability.

- d. **How many kilometers of renewal do we get for that budget allocation?**

The target for the 2020/21 year was to deliver 60 km of footpath renewals. 57.7 km of this has been completed by the end of April.

9. **Please provide more detail on the new funding for accessibility and what improvements are proposed.**

The Accessibility Improvement Project was developed following from the Accessibility Action Plan. It will audit and deliver improvements to bus stops/stations, train stations and ferry terminals to make these pieces of transport infrastructure truly accessible for all users.

10. **Much of the active transport programme is in later years. What consideration has been given to bringing part of the allocation forward, i.e. resequencing?**

The allocation to cycling at the start of the program is already higher than average, with around 39% of the active mode investment occurring within the first three years of the draft RLTP. This includes funding for the new Minor Cycling and Micromobility programme and Access for Everyone Introductory Works.

We have tested the ability to bring forward more of the active modes programme into the first three years of the RLTP. However, there is limited ability to bring forward further expenditure, given the lower transport capital funding in the first three years of the LTP (compared to the draft LTP) and the need to fund other priorities in the first three year (such as Renewals, the Eastern Busway, the purchase of more EMUs and other projects supporting the CRL and the Safety programme). We also note that we will be delivering the Urban Cycleway Programme, Meadowbank Kohimarama Connectivity Project and Tāmaki Drive/ Ngapipi Road safety improvements, Mangere Cycleway and Minor Cycling and Micromobility over the next three years, as well as developing the On-going Cycling programme.

11. **Provide a breakdown of the \$200m additional opex, as well as source of AT savings to enable this allocation, i.e. what falls away with the \$5m savings?**

We are working through the services that can be provided with the additional opex funding. The opex funding depends upon Waka Kotahi's co-funding from the National Land Transport Fund (NLTF), which will require an approved business case for those services. Waka Kotahi co-funding won't be known until around August.





## Memorandum



**12. Can you please let me know when elected members will be able to see the finer details regarding PT projects within LB areas.**

See Q.11 on timing. Once the additional services are confirmed, AT will give presentations to local boards that detail the improvements by local board areas.

**13. How is the North Island Main Trunk Line Forum's request for narrative on the Aki-Wellington passenger rail service being addressed?**

Narrative on the investigation of a North Island Inter-regional Passenger Rail Service will be included in our change schedule for the Regional Transport Committee (RTC) and Auckland Council to consider when they make their decisions on the final RLTP in late June.

**14. Has consideration been given to providing early allocations to climate positive mode shift projects / programmes for DBCs / consenting, enabling quick release for construction?**

Around 60% of AT's Improvements programme in the first three years is focussed on climate change and mode shift initiatives, including RTN projects such as the Eastern Busway and rail infrastructure supporting the CRL. We will also be developing the pipeline for future investment through our planning, investigation and business case work. Areas of focus include the Rapid Transit Network, Light Rail, the Connected Communities programme and the cycling programme. In parallel, ATAP will be developing up its view of the transport requirements of the second and third decades, which will provide a longer horizon to aid planning.

**15. Recommend bringing \$2m of the Lake Rd project to 2021/2022 to enable DBC development and detailed design.**

The option to bring forward some funding for the Lake Road Business Case will be proposed to the RTC. Our expectation is that two years will be required to develop up and get agreement on the Lake Road design, and the \$1m in 2021/22 and \$1m in 2022/23 is appropriate.

**16. The draft RFT allocations showed \$52m for Lake Rd. Ensure this shows the same in the RLTP.**

The difference in cost for Lake Road between the \$48.4 million in the draft RLTP and the \$52 million in ATAP relates to the amount of cost escalation (inflation) added to the base cost (\$45.4 million). The cost in ATAP was calculated on an assumption, made last year prior to the Council funding levels being known, that Lake Road would be delivered later in the 2021-31 period. Lake Road has been brought forward to the 2022-26 period, as a result of information on Council funding levels and the phasing of the capital programme. Hence, there is less cost escalation built into the forecast.

The cost of \$48.4 million from 2021 is reflected in the draft RFT allocations.



## Memorandum



**17. How aligned is Auckland Housing Programme delivery by Kāinga Ora with the draft / revised RLTP?**

Funding of \$401 million for the Auckland Housing Programme was agreed to through the ATAP process. This investment includes the \$220 million of additional funding agreed with Government late in the ATAP process, with an additional \$100 million to be provided by Government.

We are working with Kāinga Ora on the investment programme, but note that the timing of the funding in the RLTP does not match the requirements for joint delivery of the programme. This timing difference was signalled as part of the decision to provide this extra \$220 million investment, along with the need for a financing arrangement if the additional funding is to be brought forward into the early part of the RLTP.

**18. Noting the NZUP is out of scope, what is the quantum of local share induced by NZUP that is within scope?**

The RLTP includes the Drury Local Road Improvements Programme of \$243 million. Although these are improvements to local roads, they are targeted at providing good access to the three new railway stations in the Drury area. This programme includes Waihoehoe Road improvements to connect to the proposed Drury Central Station, and intersection improvements at Waihoehoe Road and SH22.

**19. What is the status of Better Travel Choices 2019? Has AT addressed the actions attributed to it as identified in the appendix? How has AT reflected Better Travel Choices 2019 in the RLTP?**

The ATAP work drew upon the Auckland 'Better Travel Choices' plan when developing the investment programme. The 'Better Travel Choices' plan contains a number of initiatives for AT, of which many are complex, multi-faceted and /or are achieved over a period of time. However, the plan did not include new sources of funding. AT continues to work on initiatives related to the Better Travel Choices programme within available resources.

**20. Can AT confidently say it has jointly developed the RLTP with Auckland Council, and in particular embraced the Transport Strategy unit in the pathway to endorsement?**

AT has worked jointly with Auckland Council, particularly the Transport Strategy team, to develop the RLTP investment programme as part of the year-long ATAP process. This has involved investigating and prioritising the full transport programme for delivery by AT, Waka Kotahi and KiwiRail.

We have also collaborated with all relevant areas of Auckland Council (Finance, the Mayor's Office, Transport Strategy team) on the development of the draft RLTP. We embraced the Transport Strategy Unit in the pathway to endorsement of the draft RLTP. However, the tight timeframes and complexity of governance arrangements for finalising the RLTP after consultation meant that, although the Council Finance team was appropriately involved, our engagement with the Transport Strategy team was not as strong as we would have hoped.



## Memorandum

### 21. Can you tell me what the \$30 million in the RLTP for pop-up cycleways will actually translate to?

The \$30m for minor cycling and micromobility (pop-up cycleways) will be prioritised for up to 45km of existing painted cycle lanes on the Cycle & Micromobility Strategic Network. The Strategic Network outlines the most important cycling routes and where the most people are expected to cycle in Auckland (developed as part of the Future Connect network plan). For this five-year project, AT is planning to improve perceived safety for people on bikes through traffic separators (e.g. rubber or concrete separators), additional line markings, pavement colour and signs.

The following is an emerging list of prioritised sites for pop-up protection over the next two years

#### Emerging list of prioritised sites for Design

\*subject to change through feasibility and design assessments

Year	Area	Road	From	To	Length (m)
2021/22	west	Te Atatu Rd	Yeovil	478 Te Atatu	390
2021/22	West	Te Atatu Rd	NW motorway	Edmonton	850
2021/22	West	Clark Street	Rankin Ave	Olympic Pl	650
2021/22	central	Carrington Rd	Great North Road	New North Road	1,600
2021/22	central	Ian McKinnon Dr	Devon St	Flyover	390
2021/22	south	Manukau Station Rd	Lambie Drive	Barrowcliffe	430
2021/22	south	Lambie	Cavendish Dr	Manukau Station Road	700
2021/22	South	Cavendish	Great South Rd	Lambie Drive	750
2022/23	central	Grafton Road	Park Road	SH1 SB on ramp	450
2022/23	central	Vincent St	Mayoral Dr	Pitt St	350
2022/23	south	Great South Road	Te Irirangi Dr	Manukau Station Rd	700
2022/23	south	Great South Road	Central Ave	Te Irirangi Dr	2000
2022/23	south	Station and Portage	Bucklands Rd	Shirley	1400
2022/23	south	Friesian Drive	Mascot Ave	Massey Rd	875
2022/23	south	Wiri Station Rd	Manukau Station Rd	Lambie Drive	370
2022/23	south	Buckland	Robertson	Portage	2650
2022/23	south	Alfriston	Great South Rd	Stratford Rd	1800

