

Entered by Board Secretary

<b>AGENDA ITEM 6   COMMITTEE DECISION PAPER</b>	
<b>To:</b>	The Regional Transport Committee (RTC)
<b>From:</b>	Hamish Bunn, Group Manager Transport System Strategy & Policy
<b>Reviewed:</b>	Scott Campbell, Director Strategy & Governance
<b>Date:</b>	15 July 2024
<b>Title:</b>	<b>Endorsement of the final Regional Land Transport Plan 2024</b>

### Aronga / Purpose

1. To seek formal endorsement of the Regional Land Transport Plan 2024-2034 (RLTP).

### Tuku mana / Delegation

2. Regional Transport Committee (committee) endorsement is sought consistent with the provisions of the Land Transport Management Act (LMTA).

### Ngā tūtohunga / Recommendations

That the Regional Transport Committee (committee):

- a) Acknowledge and thank the submitters and local boards for their time in preparing submissions.
- b) Agree that it is satisfied that the Regional Land Transport Plan complies with the Land Transport Management Act, including that it contributes to the purpose of the Land Transport Management Act, and is consistent with the Government Policy Statement on Land Transport.
- c) Adopt the Significance Policy presented in Appendix 11 of the Regional Land Transport Plan (in accordance with section 106(2) of the and Transport Management Act).
- d) Approve the proposed changes to the Regional Land Transport Plan arising from feedback received.

- e) Recommend the attached Regional Land Transport Plan:

to Auckland Council's Transport and Infrastructure Committee for endorsement at its meeting of 25 July 2024, noting minor changes may be made to the document to improve quality; and,

to the Board of Auckland Transport for approval at its meeting of 30 July 2024, noting minor changes may be made for quality purposes.

### Te whakarāpopototanga matua / Executive summary

3. The RLTP 2024-2034 was released for public consultation between 17 May 2024 – 17 June 2024. During consultation we received over 13,000 responses to the public survey and over 120 written stakeholder submissions. Key themes of this feedback included:
  - a. general support for the challenges and priorities outlined in the RLTP, albeit with a higher emphasis on fast and reliable public transport and a lower emphasis on economic productivity and emission reductions than proposed in the draft RLTP.
  - b. a strong emphasis on public transport as the priority for investment, followed by local road improvements, State Highway improvements, walking and cycling and safety.
  - c. general support from stakeholders, although generally with a range of stakeholder specific issues or improvements proposed.
4. Key changes proposed in response to the public feedback are as follows:
  - a. change to the ranking scores to elevate State Highway improvements projects so that they sit as the overall third ranked group amongst the discretionary projects. This does not change the ranking within activity classes but does assist with alignment to the Government Policy Statement on Land Transport (GPS).
  - b. minor changes to project timings and additional allocation of \$92 million to the park and ride programme.

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- The committee must also be satisfied that the RLTP contributes to the objectives of the LTMA and is consistent with the GPS. The analysis at Attachment 1 shows that the RLTP supports these objectives by prioritising efficient and effective projects that will contribute to economic growth and productivity.

## Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
Regional Transport Committee (RTC) Workshops 4 and 9 July	RTC Deliberations: Public Feedback and Changes arising	RTC considered public and local board feedback, along with input from Auckland Council representatives, and provided guidance on changes in response to the feedback
RTC Meeting 10 May	Regional Land Transport Plan 2024-2034	The Committee approved the draft RLTP for consultation

## Te horopaki / Background

- The statutory purpose of the Auckland Regional Land Transport Plan is to set out the Auckland region’s land transport objectives, policies, and monitoring measures for the next 10 years. Most importantly, the RLTP sets out and prioritises the land transport activities for which Auckland Transport, the New Zealand Transport Agency Waka Kotahi (NZTA) and KiwiRail seek funding from the National Land Transport Fund (NLTF). As such, it is a ‘bid document’ to the NZTA, who administer the NLTF.
- The committee has the role of overseeing the development and prioritisation of the RLTP programme, before recommending it to the AT Board for approval.
- Although Auckland Council does not have any formal statutory role in the preparation of the RLTP, the 2020 Council Controlled Organisation Review recommended that the RLTP be jointly prepared by AT and Council and

endorsed by the relevant Council Committee. In August 2023, Council’s Transport and Infrastructure Committee also agreed to request that the RLTP be jointly developed with Council.

- In line with the Council request, the RLTP has been prepared jointly with Council officers through a multi-agency working group. In particular, the AT capital programme included in the RLTP has been developed in parallel with Auckland Council’s Mayoral Proposal and Long-Term Plan. This included an extensive process of workshops with the Transport and Infrastructure Committee, and the AT Capital programme is highly aligned to the LTP.
- The draft RLTP was out for public consultation between 17 May 2024 -17 June 2024 using the special consultative procedure. Proposed changes have been identified as a result of feedback and are noted in this paper. The final RLTP 2024-2034 is included as Attachments 1 and 2 of this paper.

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

- The RLTP supports the principles included in the Statement of Intent 2023 - 2026 by supporting a programme that will enhance travel outcomes for Aucklanders while supporting climate resiliency and helping to reduce carbon emissions.

## Me mōhio koe / What you need to know

### The Consultation Process

- Early engagement on RLTP took place with Local Boards, Regional Iwi Hui and stakeholder groups. Formal public consultation ran between 17 May 2024 – 17 June 2024 and included Hearings on 26 and 27 June 2024.
- The consultation process was supported by a substantial awareness campaign, including 20 drop invents, a flyer drop to over 550,000 households and media and social media advertising. This focused on seeking input via a short survey with four main questions. We received over 13,000 responses to

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the survey, more than twice the number received in 2021, plus over 120 written submissions.

14. Most survey feedback came from middle aged and older Europeans along with residents of the isthmus, north shore, and rural areas. South Auckland areas were under-represented, but further analysis indicates that responses from South Auckland local board areas were broadly aligned to overall survey results.

**A summary of feedback**

15. We received general support for the direction of the draft RLTP from most respondents. In particular, there was a strong support for investment in public transport as a key priority.
16. Survey results saw strong support for the Challenges, Priorities and programmes outlined in the RLTP:
- a. **Challenges:** 79 per cent of respondents thought the draft RLTP correctly identified the most important transport challenges in Auckland.
  - b. **Priorities:** 70 per cent of respondents thought the draft RLTP identified the right priorities.
  - c. **Projects and programmes:** 72 per cent of respondents thought that the draft RLTP correctly proposed the right projects and programmes.
17. Respondents were also asked about their priorities for additional discretionary projects and investment. Investing in public transport was seen as the highest overall priority by respondents, based on average ranking, followed by local road improvements. State highway improvements received strong support from many, but also opposition, with an overall average rank of third. Walking and cycling improvements also received mixed support but received a lower average rank, equal to safety improvements.

**Written and local board feedback**

18. Written feedback was generally supportive of the overall direction of the RLTP but noted particular issues. For example, the Automobile Association provided support for priority non-discretionary projects and emphasis on public transport

but noted that public transport and time of use charging are not enough to resolve congestion on their own and more emphasis on other areas, such as optimisation, is required. A significant number of submitters noted support for increased funding for public transport and walking and cycling.

19. Other specific examples included: the National Road Carriers Association wanting to see a stronger emphasis on freight; Federated Farmers seeking more investment in rural areas; a submission organised by Councillor Sayers seeking bringing forward investment in the Unsealed Roads Improvement programme; Bike Auckland seeking stronger investment in Walking and Cycling; The Campaign for Better Transport seeking more funding allocated towards public transport, with less emphasis on State Highways.
20. The strongest criticism of the RLTP was offered by All Aboard Auckland who argued that the plan does not go far enough to address greenhouse gas reductions and align with Council's wider obligations and the Transport Emissions Reduction Plan.
21. Overall, local boards told us they supported the prioritisation of public transport improvements in the Draft RLTP. Local road improvements and walking and cycling improvements were mentioned by around 75% of the local boards. These suggestions were typically specific to their local area, for example, a particular intersection or a pathway requested by the community. About half of local boards highlighted their support for additional funding for the Local Board Capital Transport Fund. Smaller numbers also indicated support for the Northwest Rapid Transit project, State Highway investment (some also opposed); local walking and cycling; further removal of rail levels crossings; and increased provision of park and ride.

**Key changes following consultation**

22. Following workshop discussions with the committee, a number of amendments are proposed to the final RLTP to reflect public feedback.
- A small increase in the weighting given, within the ranking system, to the 'Faster, more reliable public transport' Regional Objective offset by a small reduction in the weighting given to the continued 'Decarbonisation of the transport system towards the 2050 Target' Regional Objective.

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- Applying an additional score, within the ranking system, to discretionary State Highway Capacity Improvements projects to elevate their median ranking to third place overall. This aligns with ranking in the public survey. The impact of this is to lift the ranking of State Highway capacity projects by 12-29 points, including lifting the Waitemata Harbour Crossing project from rank 62 to rank 27. This produces some risk in prioritising projects that will consume significant funding. However, the ranking still emphasises public transport and local mode investment – for example 88 percent of proposed investment in public transport infrastructure and 48 percent of proposed investment in local roads, by value, is a higher priority than the Waitemata Harbour Crossing. The proposed change in the ranking will not impact changes in ranking within individual activity classes. The change in ranking will also assist with alignment to the GPS.
- Bringing forward small amounts of funding in years one and two for the Unsealed Roads Improvement Project, Bus Access and Optimisation programme and Bus and Transit Lanes programme. This is offset by a deferral of \$26 million from years one and two of the Ferry Decarbonisation Stage One project, which reflects a revised delivery approach to the project.
- Application of an additional \$92 million the Park and Ride programme to increase provision on the outskirts of the urban area. Other alternatives were considered based on local board priorities, including spreading the funding across cycling, grade separation of level crossing and park and ride. However, this approach reflects the committee’s preference to direct the funding where it could have a meaningful impact on a specific project or programme.
- Additional text within the RLTP to reflect how the proposed programme addresses freight, rural issues, growth, and emissions reduction.

### Satisfying the key statutory requirements of the RLTP

23. In reaching a decision to recommend the RLTP for approval by the Board, the committee must be satisfied that the RLTP meets the requirements of the Land Transport Management Act 2003, including being satisfied that the RLTP: contributes to the purpose of the LTMA; is consistent with the GPS; and

addresses other matters in section 14 around consistency with planning documents.

24. Attachment 3 sets out how the key section 14 legislative requirements have been satisfied during development of the RLTP.
25. In particular, the committee must be satisfied that the RLTP contributes to an effective, efficient, and safe land transport system in the public interest. The analysis at Attachment 3 shows that is has been achieved through the overall ranking process, which prioritised projects for their effectiveness in supporting Regional Objectives and efficiency through testing against a range of Investment Policies. Safety is a key prioritisation criteria. Meanwhile, the public interest is also achieved through the delivery of a system that will provide improved access to social, economic, and cultural opportunities while supporting emission reduction.
26. The committee must also be satisfied that the RLTP is consistent with the GPS. The analysis at Attachment 3 shows that the RLTP supports the GPS as a whole, and, in particular, the overarching Economic Growth and Productivity Strategic Priority through: a focus on public transport investment to support efficient use of the transport system as Auckland grows; inclusion of key GPS projects; and including related outcomes within the prioritisation criteria.

### Implications of deciding not to adopt the RLTP

27. In the event that the committee does not recommend the RLTP to the Board for approval, the 2021 RLTP will remain in effect. AT, and other agencies, would only be able to access funds from the National Land Transport Fund to the extent that is provided for in the National Land Transport Plan at any time. The key implication that any new projects, not included in the 2021 NLTP, would be unlikely to be able to receive funding.

### Significance Policy

28. Section 106(2) of the LTMA requires the committee to adopt a policy that determines significance in respect of activities included in the RLTP and variations to the RLTP and requires a separate resolution to RLTP approvals. The significance policy is included at Appendix 11 of the RLTP.

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

29. There are no immediate financial implications arising from the RLTP. AT's programme elements align to funding provided in the Long-Term Plan.

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

30. The RLTP has included climate change and resilience considerations within its overall prioritisation framework, with a specific Regional Objective for "Continued Decarbonisation of the transport system towards the 2050 target". The RLTP proposes significant investment in areas that will support mode shift and a reduction in tailpipe emissions and emphasises public transport infrastructure as the highest general priority for discretionary investment. Continued decarbonisation of the public transport network is also proposed.

## Ngā whakaaweawe atu anō / Other impacts

Relationship	Consulted Y/N	Views and Perspectives Received
Māori	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Engaged during development of the RLTP and provided with opportunity to submit as part of formal consultation process.
Elected members	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Engaged during development of the RLTP, and submissions received as part of formal consultation.
Council Controlled Organisations	Yes: <input type="checkbox"/> No: <input type="checkbox"/>	Opportunity for feedback during formal consultation process.

## Ā muri ake nei / Next steps

31. Following endorsement by the committee, the RLTP will be submitted to Auckland Council's Transport and Infrastructure Committee for endorsement

on 25 July. It will then be put to the Auckland Transport Board for approval on 30 July before being submitted to the NZTA on 31 July.

32. Given the constrained timelines for producing the document, minor improvements for quality will be made until final approval on the 30 July. The document will undergo design improvements before being finally publicly released in early August.

## Ngā whakapiringa / Attachments

Attachment #	Description
1.	Regional Land Transport Plan 2024-2034
2.	Regional Land Transport Plan 2024-2034 Annexes 1-7 and Map
3.	How the RLTP 2024-2034 meets the requirements of Section 14 of the LTMA and aligns to Council emissions reduction direction.

## Te pou whenua tuinga / Document ownership

Submitted by	Recommended and Approved for submission
<b>Hamish Bunn</b> Group Manager: Systems Strategy and Policy	<b>Scott Campbell</b> Director, Strategy & Governance
	