

Purpose of briefing:

To brief the Governing Body on the Auckland Transport Alignment Programme Draft Proposal for a Regional Fuel Tax.

Apologies

Cr C Casey, Cr E Collins, Cr C Darby Cr A Filipaina, Cr D Newman and Cr G Sayers for absence and Cr L Cooper for absence on council business, were noted.

Declarations of Interest

No declarations of interest.

Briefing notes:**Auckland Transport Alignment Programme (ATAP)**

Josh Arbury, David Hawkey and Cynthia Gillespie

A PowerPoint presentation was given and is attached to the minutes.

Cr W Walker entered the meeting at 10.10am.

Draft Proposal for a Regional Fuel Tax

Theresa Stratton, Michael Burns, Cynthia Gillespie, Mark Fleming

A PowerPoint presentation was given and is attached to the minutes.

Communication and engagement campaign

Dan Lambert, Tim Aitken, Kenneth Aiolupotea

A PowerPoint presentation was given and is attached to the minutes.

The workshop closed at 11.56am.

Auckland Transport Alignment Project Update

Briefing for Governing Body

27 April 2018

What is ATAP?

- Non-statutory process to improve alignment between Council and Government about how Auckland's transport system should develop
- ATAP does not replace existing statutory processes but seeks to inform them
- ATAP takes a long-term policy approach and also provides guidance to 10 year investment priorities

What is the 2018 ATAP update?

Original ATAP

Year long project in 2015/16 to agree an aligned 30 year strategic approach to transport.

Also included an “indicative package” of key investments on a decade by decade basis.



2017 ATAP Update

Update to the 10 year indicative package to reflect faster than expected growth.

Faster growth means a greater need for investment, increasing the funding gap to \$5.9 billion (in 2015 dollars)



2018 ATAP Update

Further update to the 10 year package.

Within planned funding levels of \$28b

Focused on ensuring the package aligns with the priorities of the new government and Council’s refreshed Auckland Plan

Project governance

Political Oversight

- Ministers of Transport and Finance
- Mayor Goff, Deputy Mayor Cashmore & Planning Committee Chair Cr Darby

Governance Group

- Chief Executives of MOT, AC, AT, KiwiRail, NZTA
- Deputy Secretaries of Treasury and State Services Commission

Project Team

- Senior officials from participating organisations

Project purpose

The purpose of the 2018 ATAP update is to:

1. Ensure ATAP reflects council's and the new Government's transport priorities
2. Help inform upcoming statutory plans:
 - The revised 2018 Government Policy Statement on land transport and the National Land Transport Programme
 - The 2018 Regional Land Transport Plan, the 10 Year Budget and the Regional Fuel Tax proposal
 - The final Auckland Plan

ATAP does not replace any statutory processes or decision making but seeks to inform these processes

Project objectives

Updating the indicative package to place greater weight on the following priorities:

- *accelerating the development of Auckland's **rapid transit** network, particularly to **unlock housing** and **urban development** opportunities*
- *encouraging **walking and cycling** and making these active modes safer for Aucklanders*
- *delivering improvements in **health, safety**, the **environment** and access, including **disability** access*
- *ensuring the indicative package delivers the best possible **value for money**, including **broader non-monetary** costs and benefits.*

Approach

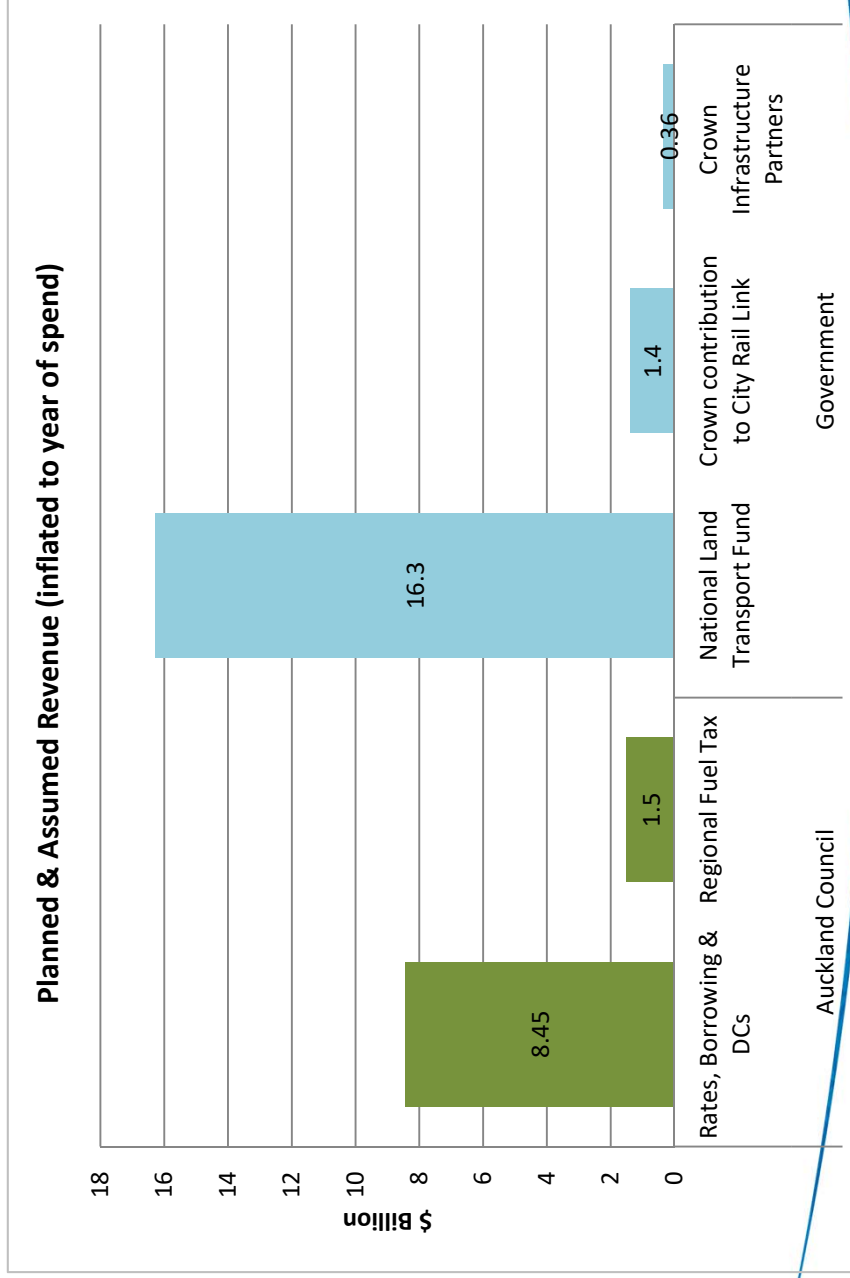
Revision, testing and reprioritisation of potential investments to understand what could be achieved at two funding levels:

- The best mix of investments within current funding levels (the ATAP Package)
- The highest priority further investments as transport funding and financing work progresses

The following information was used to updating the indicative package:

- Auckland Transport's project prioritisation tool (with updated weighting)
- Strategic transport modelling tools Project specific analysis and information, including from business cases
- Information on dependencies between different investments (e.g. aligning with timing of greenfield growth areas).

Assumed Revenue 2018-28



Funding totals (excluding fees & charges):

- Auckland Council: \$10 billion
- Government: \$18 billion

Funding increase from previous plans:

- \$1.5 billion from Regional Fuel Tax (slightly offset by lower Council borrowing)
- \$364m from Crown Infrastructure Partners
- \$2.8 billion more from National Land Transport Fund

Total: \$4.6 billion extra funding

ATAP package

Committed Projects
<ul style="list-style-type: none"> • City Rail Link • Puhoi-Warkworth motorway • Additional electric trains • Manukau-Papakura motorway widening • Northern corridor improvements and Northern busway extension to Albany
New Projects
<ul style="list-style-type: none"> • Light rail (City-Airport and Northwest corridor) • Eastern busway (Panmure-Botany) • Airport-Puhinui state highway upgrade, bus/rail interchange and bus priority improvements • Lower cost East West Link • Pukekohe electrification, third main Westfield-Wiri and further new electric trains • Papakura-Drury motorway widening • Mill Road (first phase) • Penlink toll road and Albany-Silverdale bus improvements • Significant safety programme • Enhanced walking and cycling, bus priority and network optimisation programmes • New infrastructure to enable greenfield growth

Investment Area	2018-28 Investment (inflated to year of spend)
Rapid Transit (rail, light rail, busway)	\$8.4 billion
Strategic & local roads	\$3.8 billion
Supporting greenfield growth	\$1.3 billion
Safety programmes	\$0.9 billion
Walking, cycling and local board priorities	\$0.9 billion
Bus & ferry	\$0.7 billion
Optimisation & technology	\$0.7 billion
Asset renewals	\$3.3 billion
Operations (net of revenue)	\$8.1 billion
Total	\$28.0 billion

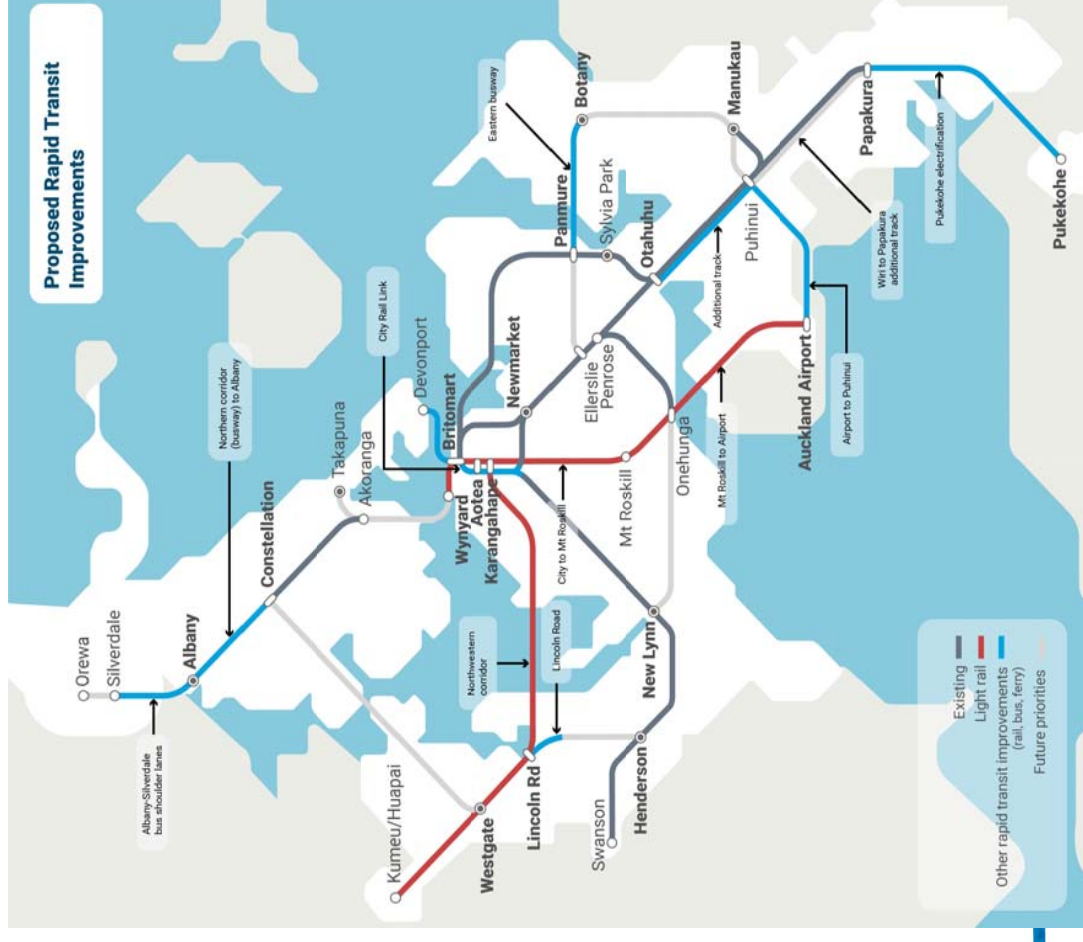
Rapid Transit

Committed Projects

- City Rail Link
- Northern Busway extension to Albany
- Additional Electric Trains

New Projects

- Light rail (City-Airport and Northwest corridors)
- Eastern Busway (Panmure-Botany)
- Airport-Puhinui bus improvements
- Pukekohe electrification, third main, other rail network upgrades
- Further new electric trains
- Albany-Silverdale bus shoulder lanes



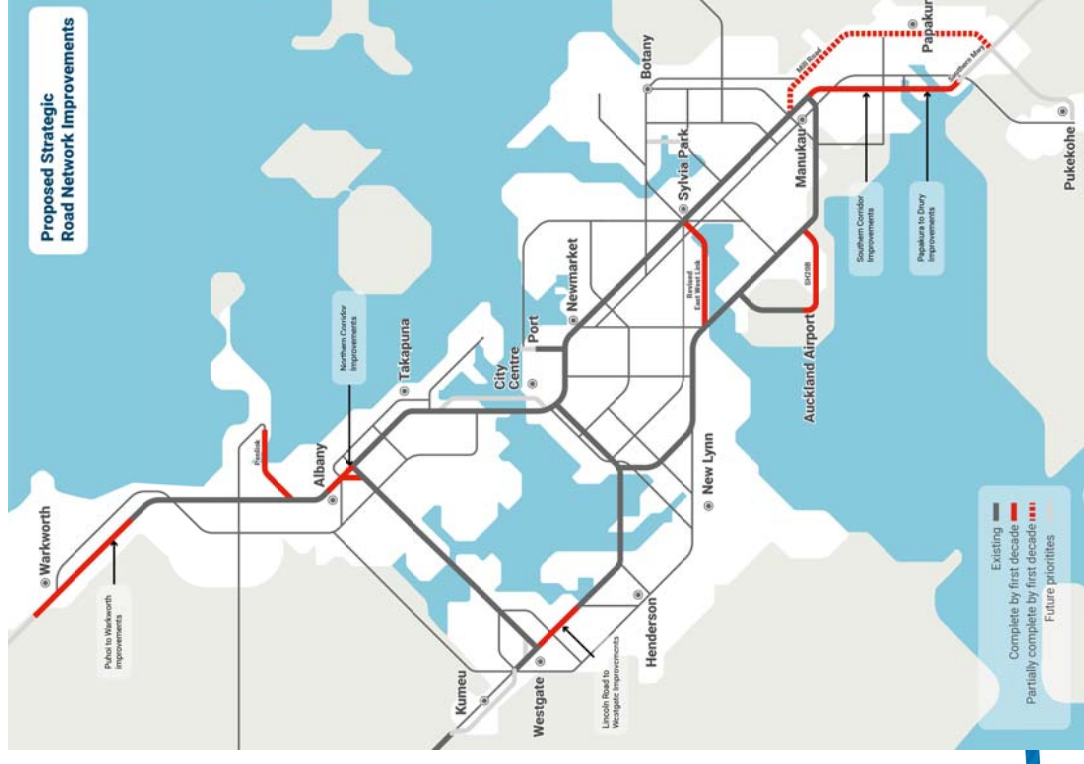
Strategic Road Projects

Committed Projects

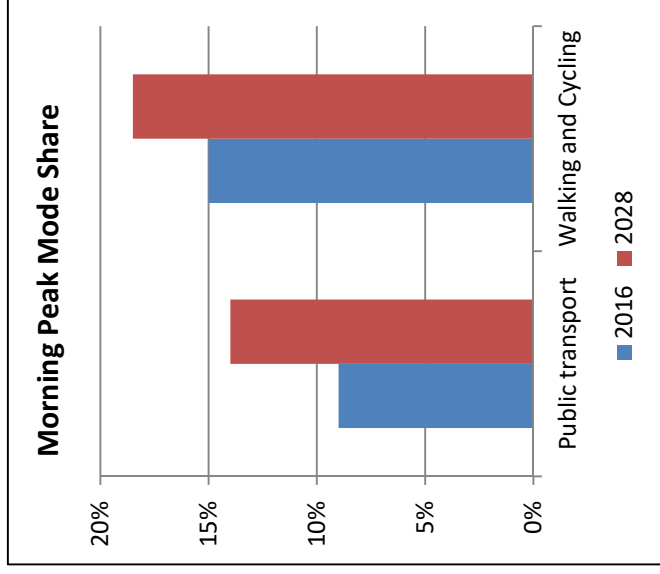
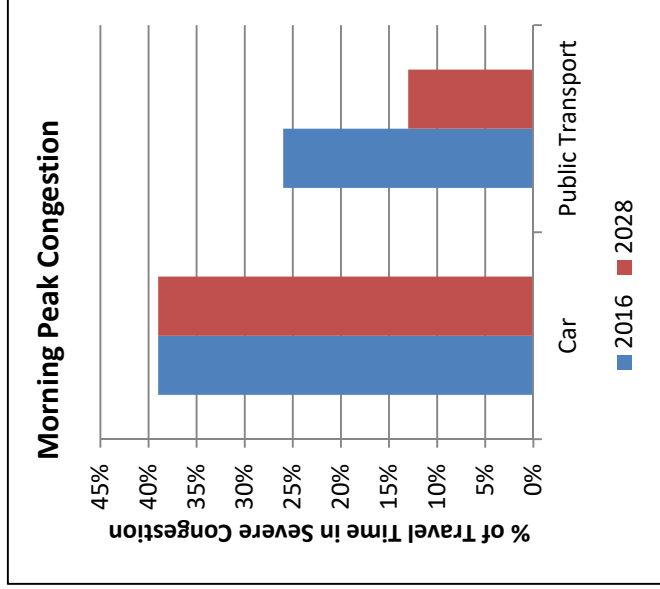
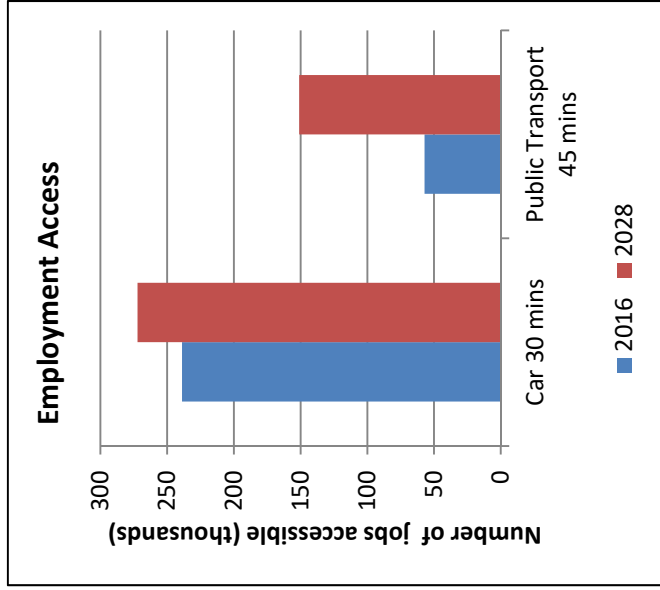
- Puhoi-Warkworth motorway
- Northern Corridor (SH1/SH18)
- Southern motorway widening (Manukau-Papakura)
- Northwest motorway widening (Lincoln Rd-Westgate)

New Projects

- Eastern Airport Access (State Highway 20B upgrade)
- Revised East West Link
- Southern Motorway widening (Papakura to Drury)
- Mill Road (phase one)
- Penlink Toll Road



Outcomes



Note: modelling outputs relate to slightly larger investment programme than ATAP Package and are based on a “fixed land use”. Taken together, the modelling outputs are not expected to be substantially different. Further modelling will be undertaken in the near future.

Outcomes (cont.)

Outcome Area	Performance
Supporting growth	<ul style="list-style-type: none">• Enhance the potential for growth around rapid transit by accelerating key corridors• Enabling greenfield growth for 32,000 more homes over next 10 years
Cycling mode share	<ul style="list-style-type: none">• Increases from 1.2% to around 4% over next ten years
Safety	<ul style="list-style-type: none">• 60% reduction in deaths & serious injuries from around 800 to no more than 325 by 2027
Environmental	<ul style="list-style-type: none">• Reduced pollutants compared to current levels• Reduced carbon emissions compared to previous ATAP
Value for money	<ul style="list-style-type: none">• Weighted cost-benefit ratio of 2.6

Recommendations & Next Steps

1. Align statutory documents with the direction of ATAP
2. Continue to work with government on key implementation actions:
 - Establish a joint Government-Council workstream to consider transport funding and financing options.
 - Consider what changes may be required to transport planning and funding processes and project evaluation tools to achieve the Government and Council's direction for transport in Auckland
 - Develop plans to communicate key goals and targets
 - Streamline business case processes to better recognise the strategic direction provided through ATAP
 - Investigate opportunities to maximise the growth and city-shaping benefits of investment in rapid transit.

Questions



Regional Fuel Tax Proposal

Governing Body Workshop

27 April 2018

Timeline

Date	Action
Today	ATAP briefing and RFT proposal discussion
30 April	GB meeting to endorse ATAP report and adopt draft RFT proposal for consultation
1-14 May	Public consultation of RFT proposal
29 May	Workshop on feedback and changes to RFT proposal
31 May	GB decision-making on final RFT proposal to go to Ministers
Late June	Government passes legislation and approve Auckland scheme
1 July	Regional Fuel Tax introduced

RFT Proposal - Changes since last workshop

- Updates to first 4 pages
 - Draft GPS language
 - ATAP language
 - Intro makes clear what the RFT proposal is
- Projects added following ATAP discussions (pages 6 -20)
- Wish to exclude Great Barrier Island noted (page 21)

Projects

- 14 projects now included (refer hand out)

Project	Indicative RFT Funding	When Improvement will happen			Description
		Start	Finish	Complete	
1. New Safety Improvements	\$120 million			●	The project is to improve the safety of the road network and reduce the number of road deaths and injuries. This includes measures such as road narrowing, speed limits, and improved signage and road markings.
2. Cycleway Improvements	\$120 million	●	●	●	There are a number of projects to improve the safety and convenience of cycling. This includes measures such as improved signage, road markings, and dedicated cycle lanes. The project also includes measures to improve the safety of cyclists on roads.
3. Pedestrian Safety Improvements	\$120 million	●	●	●	There are a number of projects to improve the safety of pedestrians. This includes measures such as improved signage, road markings, and dedicated pedestrian crossings. The project also includes measures to improve the safety of pedestrians on roads.
4. Public Transport Improvements	\$120 million	●	●	●	There are a number of projects to improve the safety and convenience of public transport. This includes measures such as improved signage, road markings, and dedicated bus lanes. The project also includes measures to improve the safety of public transport users on roads.
5. Road Safety Improvements	\$120 million	●	●	●	There are a number of projects to improve the safety of roads. This includes measures such as improved signage, road markings, and dedicated bus lanes. The project also includes measures to improve the safety of roads.
6. Road Safety Improvements	\$120 million	●	●	●	There are a number of projects to improve the safety of roads. This includes measures such as improved signage, road markings, and dedicated bus lanes. The project also includes measures to improve the safety of roads.
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14. Road Safety Improvements	\$120 million	●	●	●	There are a number of projects to improve the safety of roads. This includes measures such as improved signage, road markings, and dedicated bus lanes. The project also includes measures to improve the safety of roads.
Total	\$1,300 million				

- Within the proposal each has a description, a costs and benefits table, and a value for money statement
- Continued work over next couple of weeks on consistency of tables and value for money

Public consultation overview

- Short four page overview
- Demonstrates where benefits lie
- Available electronically and hard copy
(along with full proposal)

INTRODUCTION OF A REGIONAL FUEL TAX FOR AUCKLAND-OVERVIEW

Background

We are proposing a Regional Fuel Tax (RFT) of 20 cents per litre (cpl) for petrol and 10 cents cpl for diesel. The RFT will be levied on all petrol and diesel sold in Auckland. The RFT will be levied on all petrol and diesel sold in Auckland. The RFT will be levied on all petrol and diesel sold in Auckland.

Why a Regional Fuel Tax

The RFT will be levied on all petrol and diesel sold in Auckland. The RFT will be levied on all petrol and diesel sold in Auckland. The RFT will be levied on all petrol and diesel sold in Auckland.

Summary of RFT Projects

Project	10cpl	15cpl	20cpl	25cpl	30cpl	35cpl	40cpl	45cpl	50cpl
10cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green
15cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green
20cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green
25cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green
30cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green
35cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green
40cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green
45cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green
50cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green

Summary of Proposal

The RFT will be levied on all petrol and diesel sold in Auckland. The RFT will be levied on all petrol and diesel sold in Auckland. The RFT will be levied on all petrol and diesel sold in Auckland.

Key points:

- The RFT will be levied on all petrol and diesel sold in Auckland.
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Summary of RFT Projects

Project	10cpl	15cpl	20cpl	25cpl	30cpl	35cpl	40cpl	45cpl	50cpl
10cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green
15cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green
20cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green
25cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green
30cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green
35cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green
40cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green
45cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green
50cpl	Green	Green	Green	Green	Green	Green	Green	Green	Green

Have Your Say on Transport

Comms and engagement overview

27 May, 2018

Leverage what we already have



We need

- ❖ Awareness
- ❖ Call-to-action
- ❖ Campaign collateral
- ❖ Feedback
- ❖ An online destination
- ❖ Budget efficiencies

We have ...

- Build on awareness of *Have Your Say*
- Repurpose *Have Your Say*
- Evolve creative approach for *Have Your Say*
- Leverage those who have given feedback to *Have Your Say*
- redirect 'AK *Have Your Say*'
- Leverage March close-the loop communications and budget

Creative look and feel

Phase 1.



Phase 2.



Website; update content, same experience

- Positioned (and featured) within Have Your Say section of website
- Landing page customised to show all consultations
- Dedicated page for each consultation + additional page for documents
- All documents available to download or print
- Combined feedback form
- Related links from Auckland Council website pages

Building an audience

Closing the loop communication

- Email approx. 30,000 submitters.

Direct communication with Auckland Council and Auckland transport stakeholder groups

News and op-ed coverage

- print, online and radio media coverage across Auckland Council, Auckland Transport, local board and elected member channels.

Print Advertising

- 15 local newspapers

Auckland Transport screens and other activity across the public transport network

Radio ads in the peak morning and evening travel periods

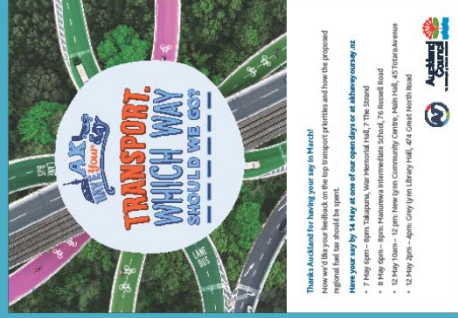


Building an audience - cont.

Online video

Auckland Council channels

- Our Auckland online, Council screens, posters and flyers (libraries, service centres and local board officers),
- Social media across Auckland Council, Auckland Transport, Auckland Council, local board and elected member channels.



Engagement approach

Collaborate with AT on all aspects of engagement to deliver an effective engagement approach within constraints

- ❖ Directly contact all those who have already had their say by providing feedback and their contact details (c.15,000), plus those who started but didn't finish online feedback (3000k).
- ❖ Encourage Aucklanders to have their say online with minimal hard copies available due to timeframes for production and distribution.
- ❖ Organise drop-in sessions for general public (x4) across the region (EM attendance optional).
- ❖ Hold one regional stakeholder event (councilors to attend) - hearing style event.
- ❖ Work with community partners to encourage feedback from their communities by leveraging their own networks and events. Including social media campaign with Maori communities/mataawaka.

Engagement approach - cont.

Collaborate with AT on all aspects of engagement to deliver an effective engagement approach within constraints

- ❖ Supporting individual mana whenua entities and the Kaitiaki Forum to prepare feedback.
- ❖ Dependent on availability of final material, translation of summaries and feedback forms into key languages (starting with Chinese, Korean and Te Reo).
- ❖ Liaise with Advisory Panels on best way for them to provide their feedback on the topics.