
Planning Committee Workshop: Regional Public Transport Plan MINUTES

Minutes of a workshop held in Room 1, Level 26, 135 Albert St, on Thursday 31 January 2019 at 11.39am.

PRESENT

Chairperson Cr Chris Darby
Cr Josephine Bartley
Cr Cathy Casey
Deputy Mayor Bill Cashmore
Cr Linda Cooper Until 1.06pm
Cr Alf Filipaina
Cr Christine Fletcher
Mayor Phil Goff Until 12.43pm
IMSB Member Tau Henare Until 1.06pm
Cr Richard Hills
Cr Penny Hulse
Cr Daniel Newman
Cr Greg Sayers
Cr Sharon Stewart Until 1.08pm
Cr Wayne Walker Until 12.50pm
Cr John Watson
Cr Paul Young

APOLOGIES

Cr Ross Clow
Cr Efeso Collins on council business
Cr Mike Lee on council business
IMSB Member Liane Ngamane on council business
Cr Desley Simpson

ABSENT

Cr John Walker

ALSO PRESENT

Andrew McGill - Head of Integrated Network Planning, Auckland Transport
Pete Moth - Manager, Manager Network Development, Auckland Transport
Hamish Bunn - Group Manager, Integrated Network Planning, Policy & Sustainability, Auckland Transport
Phil Haizelden - Team Leader Transport Strategy

Note: No decisions or resolutions may be made by a workshop, unless the Governing Body or Committee resolution establishing it specifically instructs such action.

Purpose of workshop
<ul style="list-style-type: none">To update the Planning Committee about submitter feedback from the recent consultation on the draft RTP 2018-2028, outline proposed changes to the RTP and the next steps.
Declarations of Interest
<ul style="list-style-type: none">Cr Daniel Newman declared that he wrote a submission to the public consultation held in 2018.
Notes
<ul style="list-style-type: none">Andrew McGill, Head of Integrated Network Planning, and Pete Moth, Manager Network Development, Auckland Transport, gave a PowerPoint presentation.A summary of the public feedback received in the consultation was provided.A summary of the proposed changes as a result of the feedback was provided.AT staff also provided a summary of their response to Auckland Council's submission on the RTP, including: more focus on and links to the Auckland Plan; more long-term strategic planning; linking challenges with policies; Park and Rides; more ambitious targets; and coverage vs patronage.Discussions were held around fare increases; coverage in rural or isolated areas; central government funding; public transport marketing; and amenities around terminals and interchanges. <p>Next steps:</p> <ul style="list-style-type: none">Bus lanes on shoulders on the North West motorway – AT will discuss this with NZTA and provide feedback to the Committee after the workshop.AT will provide feedback to the Planning Committee on the following:<ul style="list-style-type: none">Changes to routes in the north-west regionHOP card plan for retailers/machinesPublic transport marketingFeedback regarding Manakau Harbour ferriesAT will provide briefings to Cr Cooper on an ongoing basis on the north-west light rail project.Staff will seek approval for the RTP at the Auckland Transport Board meeting on 12 February.A joint Planning Committee and Finance and Performance Committee workshop will be held on 19 February 2019, to discuss Auckland Transport Operational Expenditure.

The workshop closed at 1.13pm.

25 January 2019

Memorandum

To: Planning Committee
Subject: **Regional Public Transport Plan (RPTP) 2018-2028**
From: Andrew McGill, Integrated Network Planning Manager, Auckland Transport

Purpose

1. To update the Planning Committee about submitter feedback from the recent consultation on the draft RPTP 2018-2028, outline proposed changes to the RPTP and the next steps.

Summary

- The RPTP lays out a 10-year plan for public transport (PT) in Auckland. It identifies all PT services in the Auckland region that are integral to the PT network and that receive financial support from Auckland Transport (AT). It also describes some exempt services that are considered integral to the PT network. It contains the policies, projects and key focus areas that will guide the development of the PT network over the next 10 years.
- Public consultation on the draft RPTP was undertaken between 19 November and 14 December 2018. Submitters were able to provide feedback via an online feedback form, written submission or attend the four drop-in sessions held in different parts of Auckland. During the consultation period presentations to various groups occurred, including the Auckland Council Seniors Advisory Panel, Auckland Transport's Passenger Transport Advisory Group, and several well-attended Auckland Transport staff lunch time learning sessions.

Discussion

2. Around 460 submissions were received on the RPTP, most via the online feedback form and 38 written submissions. The draft Plan was generally very well received by submitters, which provides confidence that the planned improvements to public transport are meeting customer expectations. In terms of requests for more public transport services by mode, ferry was the most requested area for additional services, followed by bus. Additional provision for bikes and pedestrians was the most requested item of infrastructure in relation to public transport. The key areas of feedback through the public consultation period and proposed changes to the draft RPT will be outlined in the slide pack.
3. One of the key issues confronting the achievement of future public transport service level aspirations outlined in the RPTP is the constrained operational funding environment, as well as the fact that not all desired public transport capital projects can receive funding within the next decade. The funding environment and supporting capital projects ultimately determine the rate at which service levels for ferries, buses and trains can be increased or expanded into new areas.
4. Auckland Transport will continue to work with Auckland Council and New Zealand Transport Agency over the next 10 years to achieve the level of funding to support service aspirations. Where the required funding levels cannot be achieved, funding for services will be prioritised. A new section on how services will be prioritised has been introduced into the final version of the Plan.

Local board / Manu whenua engagement

5. Two rounds of engagement were undertaken with local boards in the development of the RPTP. The first cluster workshops occurred in July 2018, followed up by another round in October 2018. Sessions with individual local boards were also held as requested. Sixteen out of 21 local boards provided submissions on the RPTP.
6. Two rounds of Mana Whenua hui on the RPTP have been undertaken, the first round in late 2017 and then the second round in August / September 2018. No submissions were received from Manu Whenua during the consultation period.

Financial implications & risks

7. The financial implications of the RPTP are based on the outcomes agreed through the Long Term Plan / Regional Land Transport Plan statutory processes.
8. The risks are assessed as moderate. The next three years will focus on the consolidation of the public transport network. Beyond 2021, the next in a series of 'step changes' will occur has major city-shaping projects begin to come online. Given this, there is a risk that public transport improvement is seen as slowing down. Instead the focus must be on addressing any issues associated with the New Bus Network, making some key improvements and preparing for the next series of major changes.

Next steps

8. Following approval by the AT Board on 12 February, the RPTP (2018 – 2028) will be desktop published and made available publicly on the Auckland Transport website and hard copies distributed to key stakeholders. A media release will be sent out at this time. In addition, a close-out letter will be sent to all submitters who have provided contact details.

Attachments

- RPTP 2018 – 2028 slide presentation will be available prior to the workshop.

Regional Public Transport Plan

2018 - 2028

Auckland Council Planning Committee
Workshop

31 January 2019



Purpose of paper

- Update the Auckland Council Planning Committee on Regional Public Transport Plan (RPTP) consultation
- Summarise submitter feedback
- Outline changes to the RPTP in response to feedback
- Note that the RPTP goes to AT Board for approval and release in February.

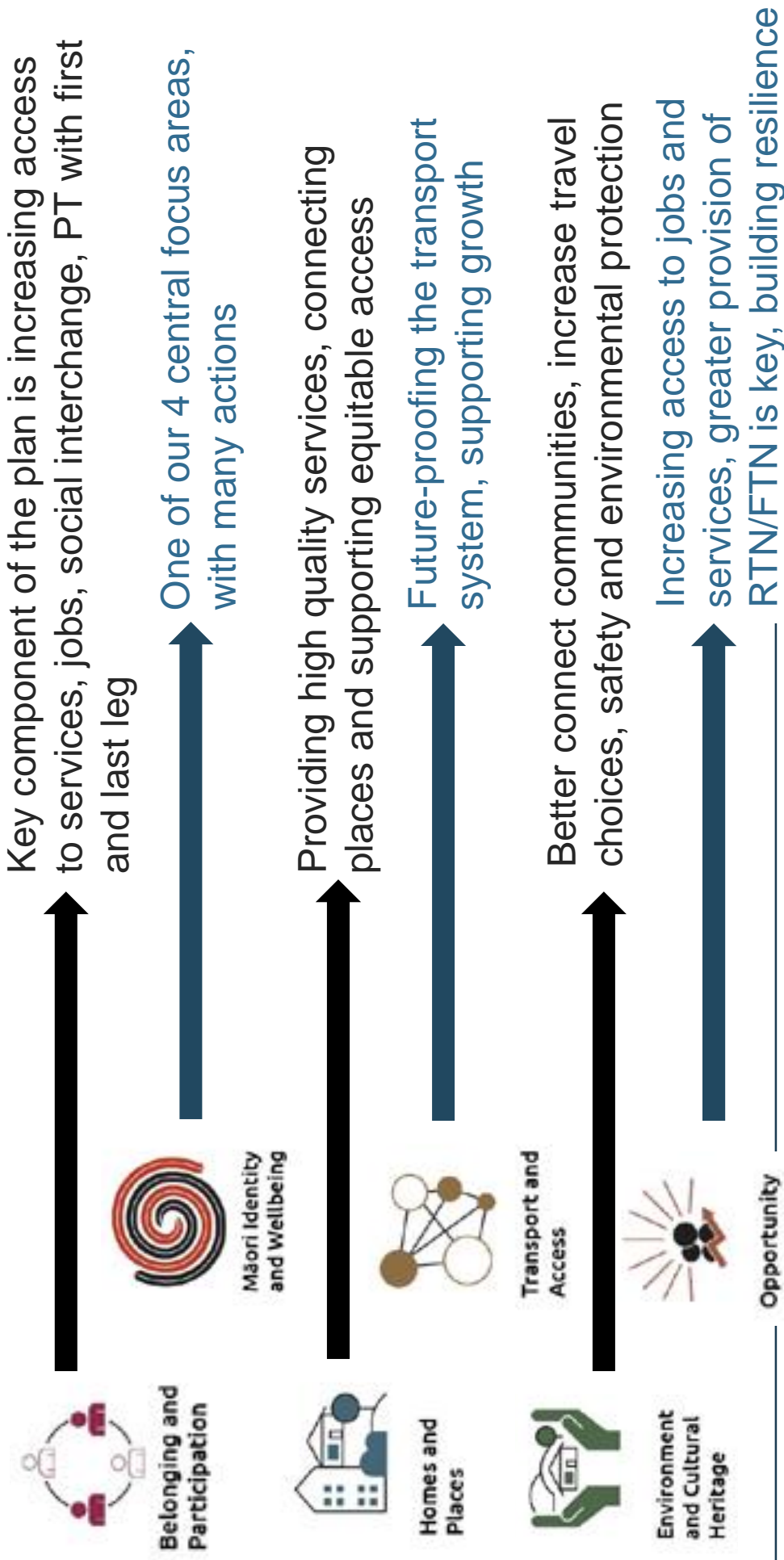
RPTP: Background & context

- Statutory document
- Reviewed every 3 years
- Key purpose:
 1. Outline vision for public transport and 4 focus areas for this RPTP:
 - expand & enhance rapid & frequent networks
 - improve customer access to PT
 - improve Maori responsiveness
 - harness emerging technologies
 2. Outline policies and key actions
 3. Outline all proposed public transport services by route for 2021 and 2028
- Essentially sets out our plan for the development of the PT network, with particular emphasis on the next three years

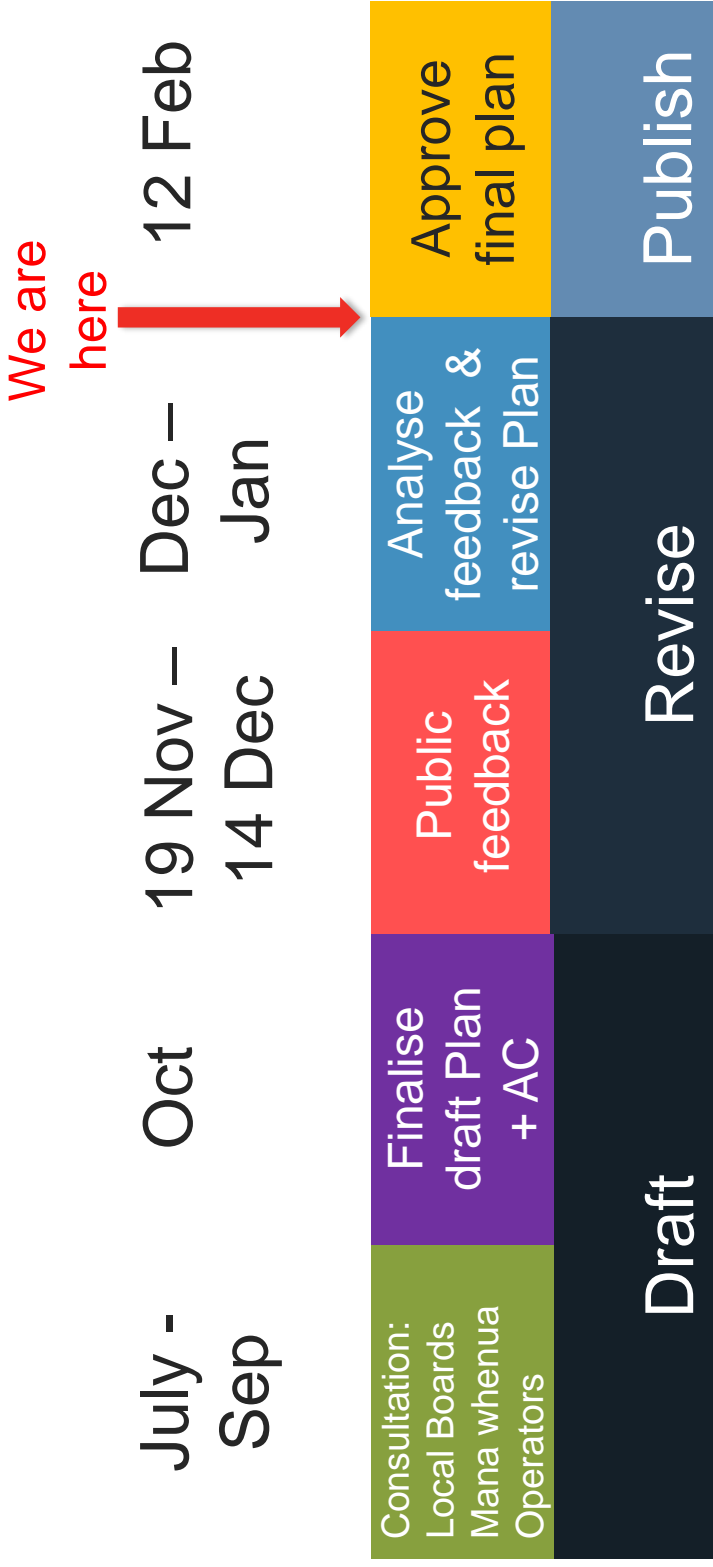
Alignment with Council policy

Auckland plan

Regional Public Transport Plan



Timeline



Public consultation overview

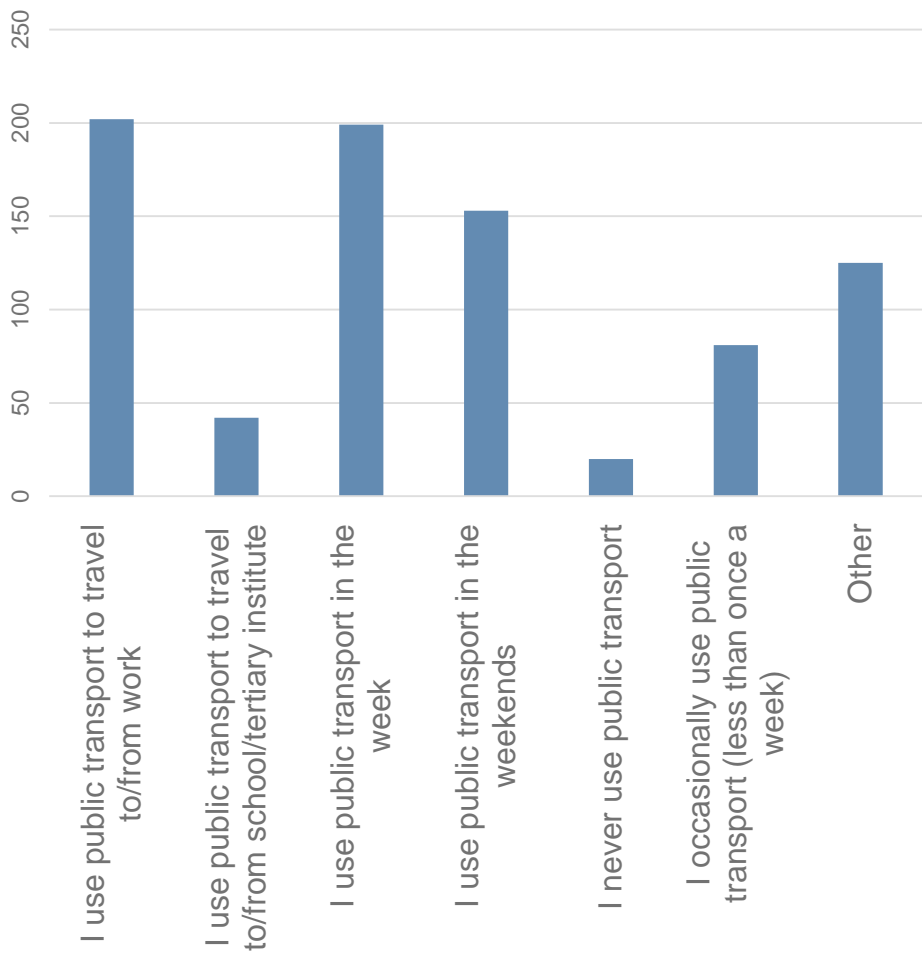
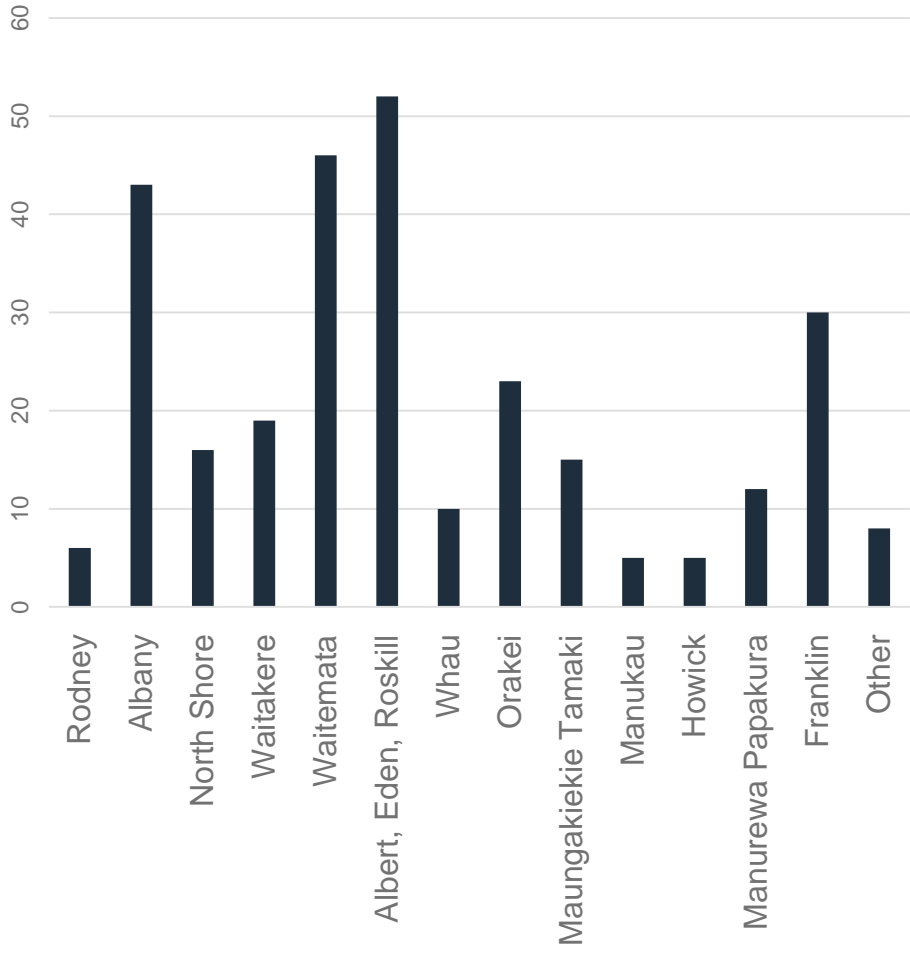
- Held over 4 weeks, mid Nov to mid Dec 2018
- Received feedback from 424 respondents on the website
- Also received 38 submissions from individuals, groups and organisations, including from 16 local boards, as well as a submission from Auckland Council and the NZ Transport Agency

The document was generally very well received, including by local boards, with a strong theme of ‘go faster’

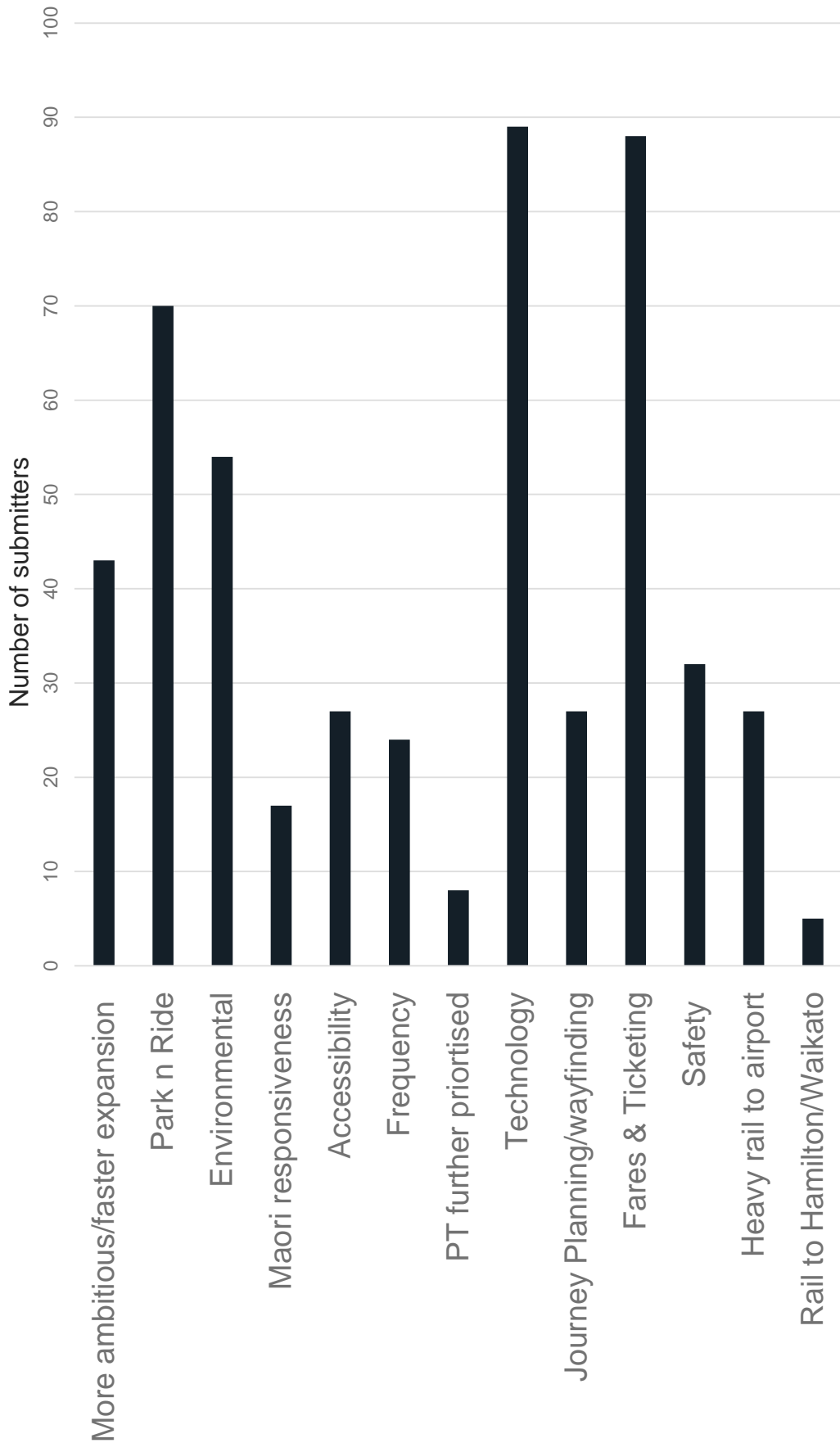
The following slides outline key results.

Who submitted

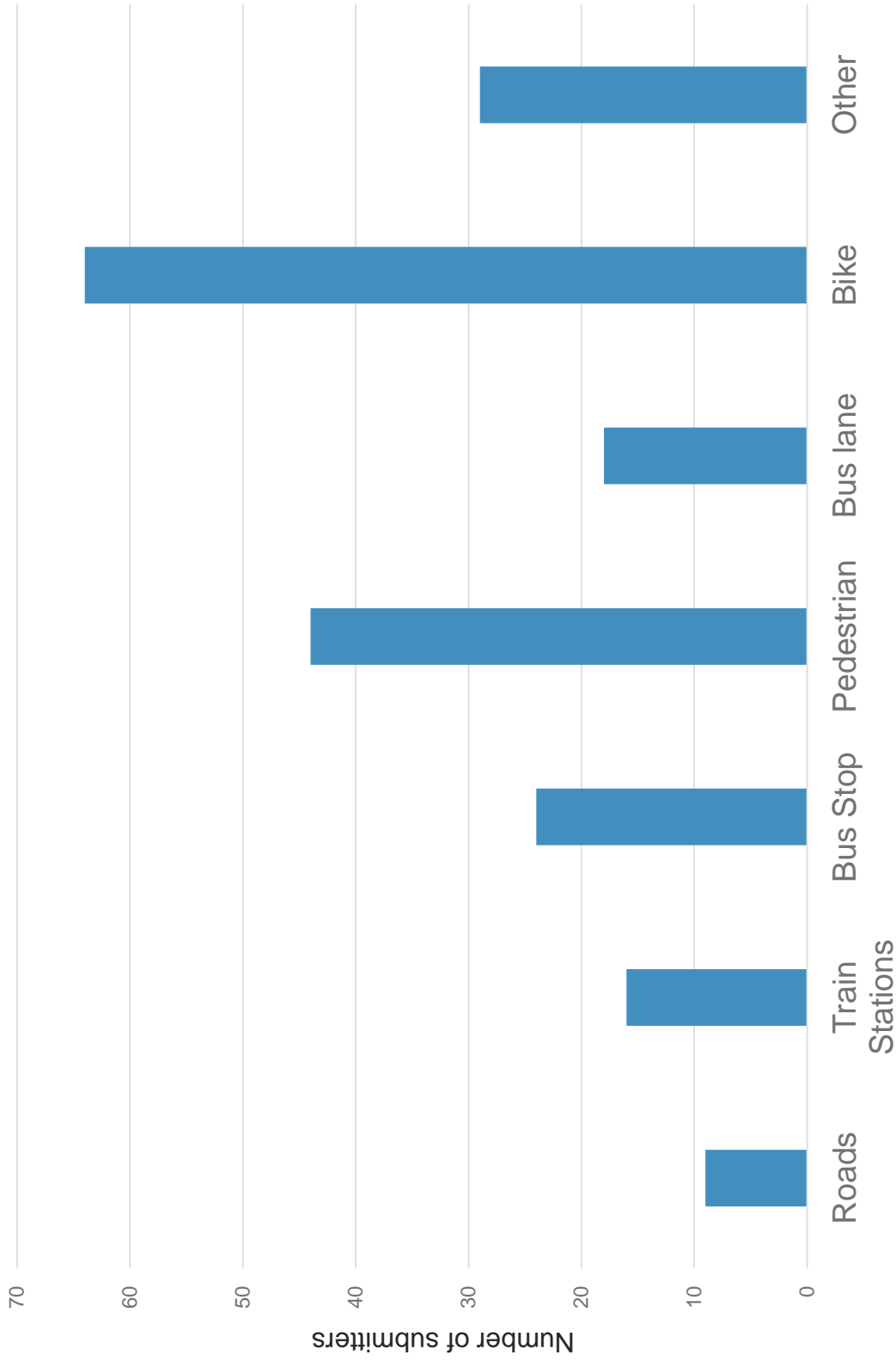
- By Local Board area
- Submitter's use of PT



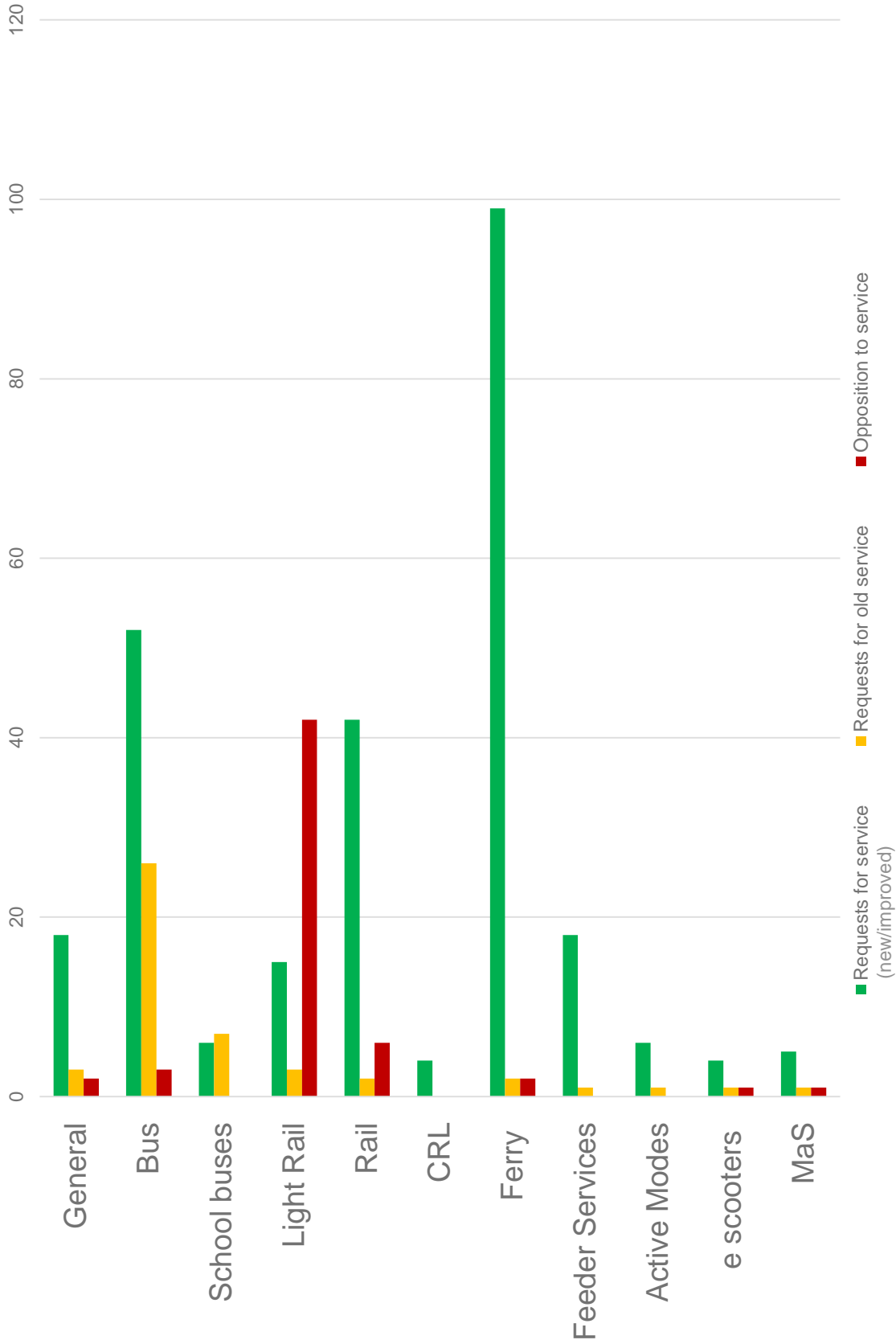
Key areas of comment



Requests for types of Infrastructure



Desire for changes to service, by mode



Feedback on focus areas

Focus Area	Feedback
1. Expanding & enhancing rapid and frequent network	<ul style="list-style-type: none"> Overwhelmingly supportive of improvements to date & future enhancements to the rapid and frequent networks Strong support for better connections with ferry services and extending ferry services / rollout of bus priority
2. Improving customer access to public transport	<ul style="list-style-type: none"> Support for safer conditions for walking and cycling to PT Some submitters wanted more secure cycle storage at stations, improvements to PnR, better wayfinding
3. Improving Maori responsiveness	<ul style="list-style-type: none"> Strong support from local boards for te reo announcements on PT, signage and design input from mana whenua
4. Harnessing emerging technologies	<ul style="list-style-type: none"> Local boards and some business associations expressed interest in on-demand services in areas difficult to serve by conventional PT, or as a supplement to it Local boards support initiatives to reduce carbon and other harmful emissions

Summary - Proposed changes

Issue	Proposed Change
<p>Ferries (#1 most commented area) Very strong desire to see:</p> <ol style="list-style-type: none">1) AT control ferries2) more ferry services3) fares more like buses/train4) competition between operators	<p>Text included to confirm timing of service improvements and fare integration. This is planned for 2021. Text will also clarify that investigations for new services (Ferry Strategy - Stage 2) in new growth areas will continue, and that the outcome will be included in the next Plan.</p> <p>Text included noting that our ability to address other issues is constrained by legislation.</p>
<p>LRT Request for more information and consultation</p>	<p>Text has been added to explain that the Light Rail Transit project is led by the New Zealand Transport Agency and is a Central Government priority that we are reflecting as a key part of the broader network. A link to the New Zealand Transport Agency's Light Rail Transit website will be included as well.</p>
<p>Low emissions lots of support, but desire to see implementation earlier than 2025</p>	<p>A new section has been added covering the Low Emission Bus roadmap, including its planned timing, and the ongoing low emission bus trials.</p>
<p>Aspirations desire for the plan to be more ambitious in its proposals</p>	<p>Text has been added about working with Auckland Council and the New Zealand Transport Agency over the next 10 years to achieve the level of funding to support service aspirations.</p>



Summary - Proposed changes

Issue	Proposed Change
Train frequencies unhappiness about frequencies being lower than previous plans	Text has been added to explain the revised train frequencies and note that further clarification on the post-City Rail Link network will be provided in the 2021 Plan. The service list in the appendices has also been amended to reflect a lower frequency for Onehunga.
Wayfinding very strong support for improved wayfinding signage	Additional text has been added about the key improvement areas for the next 3 years.
Accessibility desire to see this strengthened	The Plan has been amended to better articulate the importance of accessibility for public transport.
Improving Maori responsiveness mixed support	No change has been made. This section has been retained as an adopted approach and Key Focus Area.
Fares desire to see fares reduced (along with farebox recovery targets)	Text has been added to explain that AT reviews fare levels annually and makes necessary adjustments to balance operating costs and revenue consistent with the fare recovery target. The Government has indicated a review of recovery rules and Financial Assistance Rates and the latest information on this has been included.



Summary - Proposed changes

Issue	Proposed Change
On-demand services support for more on-demand services	A greater level of explanation has been added around how on-demand services could complement, supplement or replace the existing public transport services in different contexts.
Technology support for broader capabilities of AT App, also want tech. strengthened and made to work better	This section has been broadened to include more on approach to technology and to align with the relevant sections of the Statement of Intent.
Safety desire to see more emphasis on safety monitoring	Additional references to safety have been added where relevant and the Plan explains that new safety metrics will be developed and added to the performance monitoring of public transport.
Inter-regional PT services support for more on-demand services	The text in this section has been modified to be more flexible and to enable ongoing discussions with surrounding districts.
New area growth desire to see stronger/clearer statement of intention to put services into new areas	More has been added on the Supporting Growth programme, including linking readers to their website. The AT aspiration is to provide public transport services early in the development phases to influence travel behaviour and examples of this have been added, noting the financial imperative as well.



Summary - Proposed changes

Issue	Proposed Change
<p>Patronage versus Coverage desire to see this service split to be better defined</p>	<p>The text now provides a better definition of patronage-oriented services and Coverage-oriented services, with examples, and explains the rationale behind their performance.</p>
<p>Prioritisation process need to show how we prioritise services better, especially in funding constrained context for patronage and coverage services.</p>	<p>The new Plan introduces additional explanatory text outlining the service investment prioritisation process.</p>
<p>Rollout of bus priority strong support</p>	<p>No change to text is required.</p>
<p>Park and Ride desire for more sites but strong support for keeping them on the fringes</p>	<p>No change to text is required</p>

Next steps

- AT Board consider / approve the proposed changes & final RPTP 12 Feb
- Publish final RPTP By end of Feb