

I hereby give notice that an ordinary meeting of the Transport and Infrastructure Committee will be held on:

**Date:** Thursday, 16 March 2023  
**Time:** 10.00am  
**Meeting Room:** Reception Lounge  
**Venue:** Auckland Town Hall  
301-305 Queen Street  
Auckland

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## Komiti mō ngā Tūnuku me ngā Rawa Tūāhanga / Transport and Infrastructure Committee

### OPEN AGENDA

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#### MEMBERSHIP

<b>Chairperson</b>	Cr John Watson	
<b>Deputy Chairperson</b>	Cr Christine Fletcher, QSO	
<b>Members</b>	Cr Andrew Baker	Cr Mike Lee
	Cr Josephine Bartley	Cr Kerrin Leoni
	IMSB Member James Brown	Cr Daniel Newman, JP
	Mayor Wayne Brown	IMSB Member Pongarauhine Renata
	Cr Angela Dalton	Cr Greg Sayers
	Cr Chris Darby	Deputy Mayor Desley Simpson, JP
	Cr Julie Fairey	Cr Sharon Stewart, QSM
	Cr Alf Filipaina, MNZM	Cr Ken Turner
	Cr Lotu Fuli	Cr Wayne Walker
	Cr Shane Henderson	Cr Maurice Williamson
	Cr Richard Hills	

(Quorum 11 members)

**Maea Petherick**  
Kaitohutohu Mana Whakahaere Matua / Senior  
Governance Advisor

**13 March 2023**

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1 **Ngā Tamōtanga | Apologies**

2 **Te Whakapuaki i te Whai Pānga | Declaration of Interest**

3 **Te Whakaū i ngā Āmiki | Confirmation of Minutes**

Click the meeting date below to access the minutes.

That the Transport and Infrastructure Committee:

- a) confirm the ordinary minutes of its meeting, held on Thursday, [16 February 2023](#), including the confidential section, as a true and correct record.

4 **Ngā Petihana | Petitions**

5 **Ngā Kōrero a te Marea | Public Input**

**5.1 Public Input: Boopsie Maran - Inner West Cycling and Walking Projects**

**Te take mō te pūrongo**

**Purpose of the report**

1. Boopsie Maran will address the Transport and Infrastructure Committee in relation to the Inner West Cycling and Walking Projects.
2. Boopsie would like to share her perspective and health and safety issues of the area as a regular walker and public transport user in the area, specifically as she is a teacher and parent at one of the schools in the area of this project.

**Whakarāpopototanga matua**

**Executive summary**

3. This input relates to a report titled “*Great North Road Corridor*” an item for consideration later in the agenda.

**Ngā tūhonga**

**Recommendation/s**

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the public input from Boopsie Maran in relation to the Inner West Cycling and Walking Projects and whakamihi / thank Boopsie Maran for attending the meeting.

## 5.2 Public Input: Gael Baldock - Core Services of Auckland Transport and Inner City Cycleways

### Te take mō te pūrongo Purpose of the report

1. Gael Baldock will address the Transport and Infrastructure Committee in relation to Core Services of Auckland Transport and Inner City Cycleways

### Whakarāpopototanga matua Executive summary

2. This input relates to a report titled “*Great North Road Corridor*” an item for consideration later in the agenda.

### Ngā tūtohunga Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the public input Gael Baldock in relation to Core Services of Auckland Transport and Inner City Cycleways and whakamihi / thank Gael Baldock for attending the meeting.

## 5.3 Public Input: Bike Auckland - Great North Road Project of the Inner West Street Improvements

### Te take mō te pūrongo Purpose of the report

1. Fiáin d'Leafy on behalf Bike Auckland will address the Transport and Infrastructure Committee in relation to the Great North Road Project of the Inner West Street Improvements.
2. Fiáin d'Leafy would like to talk about their own experience commuting Great North Road and what they've heard from other people who would like to commute this route by bike and Fiáin's unique perspective on the issue comes from their mobility difficulties, and a bike being their easiest form of transport with those difficulties.

### Whakarāpopototanga matua Executive summary

3. This input relates to a report titled “*Great North Road Corridor*” an item for consideration later in the agenda.

### Ngā tūtohunga Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the public input from Fiáin d'Leafy on behalf of Bike Auckland in relation to the Great North Road Project of the Inner West Street Improvements and whakamihi / thank Fiáin d'Leafy for attending the meeting.

#### 5.4 Public Input: Lisa Prager - Core Services of Auckland Transport and Inner City Cycleways

##### Te take mō te pūrongo Purpose of the report

1. Lisa Prager will address the Transport and Infrastructure Committee in relation Core Services of Auckland Transport and Inner City Cycleways.

##### Whakarāpopototanga matua Executive summary

2. This input relates to a report titled “*Great North Road Corridor*” an item for consideration later in the agenda.

##### Ngā tūhonga Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the public input from Lisa Prager in relation Core Services of Auckland Transport and Inner City Cycleways and whakamihi / thank Lisa Prager for attending the meeting.

#### 5.5 Public Input: Darryl Ojala - Auckland Transport design plan for Great North Road

##### Te take mō te pūrongo Purpose of the report

1. Darryl Ojala will address the Transport and Infrastructure Committee in relation to Auckland Transport design plan for Great North Road and his serious concerns about this project proceeding and the costs involved.

##### Whakarāpopototanga matua Executive summary

2. This input relates to a report titled “*Great North Road Corridor*” an item for consideration later in the agenda.

##### Ngā tūhonga Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the public input from Darryl Ojala in relation to Auckland Transport design plan for Great North Road and whakamihi / thank Darryl Ojala for attending the meeting.

## 5.6 Public Input: Chris de Lautour - Cycle Lanes

### Te take mō te pūrongo

#### Purpose of the report

1. Chris de Lautour will address the Transport and Infrastructure Committee in relation to Cycle Lanes.
2. Chris would like to address the committee regarding Cycle Lanes, from the perspective of a road cyclist and his serious concerns about the costs associated with the poor design and implementation of cycle lanes, and the costs associated with fixing (or not fixing) the problems.

### Whakarāpopototanga matua

#### Executive summary

3. This input relates to a report titled “*Great North Road Corridor*” an item for consideration later in the agenda.

### Ngā tūtohunga

#### Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the public input from Chris de Lautour in relation to cycle lanes and whakamihi / thank Chris de Lautour for attending the meeting.

## 5.7 Public Input: Grey Lynn Business Association - Upgrade to the Grey Lynn section of Great North Road (GNR)

### Te take mō te pūrongo

#### Purpose of the report

1. Paul Stephenson will address the Transport and Infrastructure Committee on behalf of the Grey Lynn Business Association in relation to the Inner West Cycling and Walking Projects.
2. Mr Stephenson will address the following areas:
  - i) Support
  - ii) Progress has been made
  - iii) Concerns
  - iv) A sense of place
  - v) Requirements for processing
  - vi) Evaluation and transparency
  - vii) Grey Lynn Village
  - viii) Next steps

### Whakarāpopototanga matua

#### Executive summary

3. This input relates to a report titled “*Great North Road Corridor*” an item for consideration later in the agenda.

### Ngā tūtohunga

#### Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the public input from Grey Lynn Business Association in relation to the Upgrade to the Grey Lynn section of Great North Road and whakamihi / thank Paul Stephenson for attending the meeting.



**6 Ngā Kōrero a te Poari ā-Rohe Pātata | Local Board Input**

**7 Ngā Pakihi Autaia | Extraordinary Business**



## KiwiRail Update

File No.: CP2023/02293

### Te take mō te pūrongo Purpose of the report

1. To whiwhi / receive an update from KiwiRail on its Auckland programme.

### Whakarāpopototanga matua Executive summary

2. The Transport and Infrastructure Committee has responsibility for the oversight of major transport and infrastructure matters that affect the Auckland region.
3. KiwiRail Holdings Limited trading as KiwiRail is a New Zealand state-owned enterprise responsible for rail operations in New Zealand.
4. KiwiRail's Chief Capital Development Officer, David Gordon, will provide an overview and update of KiwiRail's Auckland programme. There will also be an update on key strategic projects and initiatives in the region, including the freight network.

### Ngā tūtohunga Recommendations

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the update from KiwiRail.

### Ngā tāpirihanga Attachments

There are no attachments for this report.

### Ngā kaihaina Signatories

Author	Mara Bebich - Executive Officer
Authoriser	Barry Potter - Director Infrastructure and Environmental Services



## Auckland Light Rail Limited Update

File No.: CP2023/02522

### Te take mō te pūrongo Purpose of the report

1. To whiwhi/receive an update from Auckland Light Rail Limited.

### Whakarāpopototanga matua Executive summary

2. The Transport and Infrastructure Committee has responsibility for the oversight of Auckland Light Rail governance.
3. Auckland Light Rail Limited (ALR Ltd) is responsible for advancing the Auckland Light Rail project through the detailed planning phase and developing a business case to enable the Crown to make a final investment decision in relation to the Auckland Light Rail Project.
4. ALR Ltd's Chief Executive, Tommy Parker, will provide an overview and update of ALR Ltd's programme, including its current engagement round.

### Ngā tūtohunga Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the update from Auckland Light Rail Limited.

### Ngā tāpirihanga Attachments

There are no attachments for this report.

### Ngā kaihaina Signatories

Author	Vanessa Blakelock - Executive Officer - Chief Planning Office
Authorisers	Megan Tyler - Chief of Strategy Barry Potter - Director Infrastructure and Environmental Services



## Resilient Land and Coasts - Flood Response Update

File No.: CP2023/02603

Item 10

### Te take mō te pūrongo

#### Purpose of the report

1. To receive an update from the Resilient Land and Coasts Department on the response to date with a specific focus on land slides arising from the recent weather events.

### Whakarāpopototanga matua

#### Executive summary

2. The Transport and Infrastructure Committee has responsibility for the oversight of major transport and infrastructure matters that affect the region.
3. The Auckland Floods and Cyclone Gabrielle have had a significant impact on our infrastructure. Several hundred slips have impacted both infrastructure and assets across the region.
4. Senior managers from the Resilient Lands and Coasts Department will provide a short further update on the impact of the recent weather events with a specific focus on land slides.

### Ngā tūtohunga

#### Recommendation

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the further update on the resulting land slides from the Auckland Floods and Cyclone Gabrielle.

### Ngā tāpirihanga

#### Attachments

There are no attachments for this report.

### Ngā kaihaina

#### Signatories

Author	Mara Bebich - Executive Officer
Authoriser	Barry Potter - Director Infrastructure and Environmental Services





# Auckland Transport's Quarter Two Performance Report 2022-2023

File No.: CP2023/00456

Item 11

## Te take mō te pūrongo

### Purpose of the report

1. To receive a high-level summary of Auckland Transport (AT)'s six monthly performance report (the period to 31 December 2022).

## Whakarāpopototanga matua

### Executive summary

2. Under the Local Government Act, each Council Controlled Organisation (CCO) must provide a half-yearly report to the relevant committee. Auckland Transport's half-yearly report is contained in Attachments A (cover letter) and B (report). The report provides measures against the 2021-2031 10-year Budget and the 2022-2025 Statements of Intent (SOI).
3. The impacts of Covid-19 are still evident on AT's operations and capital delivery programme.
4. AT's net operating result including depreciation has increased to \$42 million unfavourable to the budget year-to-date (YTD). This is primarily due to higher depreciation costs following the roading assets revaluation in June 2022.
5. Total operating revenue is in line with budget, due to unbudgeted additional passenger transport funding from Waka Kotahi. However, parking and enforcement revenue is down.
6. Operational expenditure is higher than budget by \$41 million, reflecting higher depreciation costs.
7. Delivery of their capital programme is \$378 million (89%) of budget. The pace of delivery has been impacted by inflationary pressures, resourcing challenges and delay in signing the Eastern Busway Project Alliance Agreement (PAA). The Crown funding of \$200 million for the Eastern Busway PAA was confirmed in this quarter.
8. AT's performance against their targets is mixed. However, we are seeing a steady improvement in line with adjusted targets for many of the measures.
9. Fourteen Statement of Intent (SOI) measures are on track to exceed or meet the target, 10 are below or not on track to meet the target and seven are yet to be reported on.
10. For the 12 months to the end of December 2022, there were 57.4 million boardings on the Passenger Transport network, exceeding the trajectory to meet the SOI target by 7.9 per cent. The upcoming KiwiRail track maintenance work on the rail network, however, and the ongoing challenges with securing bus drivers will be a challenge.
11. Deaths and Serious Injuries (DSI) targets are for the calendar year of 2022 rather than the FY 22/23 and are still provisional. The DSI targets for local roads, all Auckland roads and for vulnerable road users have not been met. This remains a concern for Auckland Transport and Council, and further work is being undertaken to better understand the causes of this increase. The trend is consistent with what is occurring nationally.
12. Auckland Transport identify the challenges in the operating environment from the recent storms and cyclones and market challenges which are likely to have a greater impact on their performance in their next quarterly report.

## Ngā tūtohunga Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive Auckland Transport's 2022/2023 second quarter report (Attachments A and B of the agenda report).

## Horopaki Context

13. Under the Local Government Act, CCOs are required to provide half-yearly reports to the relevant committee. They are required to:
  - summarise the CCO's performance against the approved budget and agreed targets in the 10-year Budget and SOI
  - provide a forecast of the CCO's performance
  - identify the cause of major variances
  - highlight major achievements for the quarter
  - signal any potential or developing issues.

## Tātaringa me ngā tohutohu Analysis and advice

### Financial performance

14. Auckland Transport's financial performance is summarised on the first page of its report.
15. Net operating result including depreciation has increased to \$42 million unfavourable to the budget year-to-date (YTD). The unfavourable variance is primarily due to \$48 million higher than budgeted depreciation costs following the roading assets revaluation in June 2022. Excluding the impact of depreciation, AT's net operating position is \$6 million favourable to budget.
16. Total operating revenue is in line with budget, however parking and enforcement revenue is \$15 million lower due to lower infringement ticket insurance and parking occupancy than budgeted. This is mostly offset by the unbudgeted \$14 million top-up for public transport (PT) funding shortfall relating to the last financial year.
17. Operating expenditure is higher than budget by \$41 million largely driven by the materially higher depreciation costs, which is partially offset by lower professional services, contractor maintenance and other direct operating costs incurred YTD. Full year impact of the June 2022 roading revaluation is estimated to be around \$100 million (compared to the depreciation costs budgeted).
18. Capital spend is \$378 million against the YTD budget of \$426 million (89 per cent). The lower delivery is impacted by inflationary pressures and resourcing challenges including a delay in signing the Eastern Busway Project Alliance Agreement (PAA) and the release of new Electric Multiple Unit (EMU) milestone payments. Capital expenditure co-funding from Waka Kotahi is \$66 million lower than budgeted mainly due to lower fundable capital spend compared to the plan.

## Non-financial performance and other issues

19. AT has a total of 31 measures, 16 of which are also 10-year Budget measures. AT's performance continues to be mixed. Fourteen measures are on track to exceed or meet the target, 10 are not on track to meet the target and seven are yet to be reported on.

Strategic transport priorities	Target exceeded or met	Target not met	Not Reported	Total
Making Auckland's transport system safe by eliminating harm to people	1	3		4
Providing excellent customer experiences	4			4
Providing and accelerating better travel choices for Aucklanders	3	4	2	9
Better connecting people, places, goods and services	1	1		2
Improving the resilience and sustainability of the transport system and significantly reducing greenhouse gases	1		3	4
Supporting Māori wellbeing outcomes, expectations and aspirations	1		1	2
Collaborating with funders, partners, stakeholders and communities			1	1
Our operating model is adaptive, financially sustainable and delivers value	3	2		6
<b>TOTAL</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>31</b>

Item 11

20. Of particular concern are the safety targets, which have not been met and are all higher than the 5-year average. These measures are reported on at the end of the calendar year and are provisional for three months. The increase in DSI is for loss of control / head-on type crashes, crossing / turning type crashes and rear-end / obstruction type crashes particularly on local roads. There has also been an increase seen in inappropriate speeds and pedestrian DSI. Auckland Transport are doing further work to understand these. It would be good to understand how well Auckland Transport are delivering to the safe speed phases 4 to which have been approved by Waka Kotahi for 2022/23 and 2023/24 financial years.
21. The results for public transport boarding are more positive, with passenger transport patronage being 7.9% above the trajectory for end of year target of 59 million boardings. However, on-going bus driver shortages, rail disruption and the adverse weather conditions are likely to impact performance and customer satisfaction scores going forward. We would like Auckland Transport to continue focusing on ensuring communication to customers is clear, particularly for the next stage of the rapid network rebuild and to understand how communication and marketing strategies will continue to be improved.
22. Unlike passenger transport, the cycle count targets were not revised down. Cycling counts are down, in part due to the decrease in overall travel demand on the network and more working from home.
23. AT produce a Monthly Indicators Report that they present to their Board. This report provides a more detailed overview of their performance against SOI measures. It also provides supplementary information on the wider Auckland context as well as AT's passenger transport, road operations and maintenance and customer response activities. The report can be found here (<https://at.govt.nz/media/1991074/item-15-business-report-monthly-transport-indicators.pdf>).

## **Tauākī whakaaweawe āhuarangi** **Climate impact statement**

24. The Strategic Focus Area – Improving the resilience and sustainability of the transport system and significantly reducing greenhouse gas emissions section highlights AT's activity in this area. Of note are the recent awards they have one and been selected for, and the approval by the AT Board of a climate adaptation policy that will ensure AT's assets are built to and maintained at levels necessary to withstand the future impacts of climate change. This is likely to be a focus area for the Board and for council over the next few months as the full extent of the recent cyclone and storm impacts on the roading network are fully understood.

## **Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera** **Council group impacts and views**

25. However, we are seeing a steady improvement in line with adjusted targets for many of the measures.

## **Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe** **Local impacts and local board views**

26. The governance of substantive CCOs is a responsibility delegated to the CCO Direction and Oversight Committee and the Transport and Infrastructure Committee. The views of local boards have not been sought. CCOs, including Auckland Transport, provide six-monthly progress and performance reports to local boards. The quarterly reports also provide a summary of the engagement that CCOs have carried out with local boards during the quarter.

## **Tauākī whakaaweawe Māori** **Māori impact statement**

27. There is a section in the report that discusses how AT are supporting Māori wellbeing outcomes and expectations. To date their procurement spend with Māori owned businesses is \$6.6million. AT are continuing to deliver Te Reo Māori across the transport network.

## **Ngā ritenga ā-pūtea** **Financial implications**

28. Each of the CCO's quarterly reports contain information regarding their financial performance. Paragraphs 14 to 18 in this report summarise the financial implications.



## **Ngā raru tūpono me ngā whakamaurutanga** **Risks and mitigations**

29. The first page of AT's report contains information regarding their key risks and issues. Auckland Transport reported separately to the 20 February Audit and Risk Committee.
30. Issues and risks largely reflect the trends in the performance measures and financial performance, and the recent storm related impacts on the roading network.

## **Ngā koringa ā-muri** **Next steps**

31. The Quarter Three report (January to March 2023) will be provided to this committee in May 2023.

## Ngā tāpirihanga Attachments

No.	Title	Page
A 	AT Q2 Performance Report Chair cover letter	
B 	Auckland Transport Quarter 2 Performance Report	

## Ngā kaihaina Signatories

Authors	Claire Gomas - Principal Advisor Tracy Xu - Senior Analyst
Authorisers	Alastair Cameron - Manager - CCO Governance & External Partnerships Phil Wilson - Director, Governance & CCO Partnerships Barry Potter - Director Infrastructure and Environmental Services



## Auckland Transport Update - March 2023

File No.: CP2023/02491

Item 12

### Te take mō te pūrongo Purpose of the report

1. To receive an update from Auckland Transport on Key Performance Metrics and discussion on progress to deliver to Statement Of Intent (SOI).

### Whakarāpopototanga matua Executive summary

2. The Transport and Infrastructure Committee has signaled that the monitoring of the ongoing Public Transport crisis is a top priority in 2023. Accordingly, the Transport and Infrastructure Committee will be provided with regular updates at each committee meeting.

### Ngā tūtohunga Recommendation/s

That the Transport and Infrastructure Committee:

- a) tuhi ā-taipitopito / note the updates provided in this report and the relevant actions and plans to address issues identified.

### Ngā tāpirihanga Attachments

There are no attachments for this report.

### Ngā kaihaina Signatories

Author	Maea Petherick - Kaitohutohu Mana Whakahaere Matua / Senior Governance Advisor
Authoriser	Barry Potter - Director Infrastructure and Environmental Services





## Great North Road Corridor (Covering report)

File No.: CP2023/02721

### Te take mō te pūrongo

#### Purpose of the report

1. To brief the Transport and Infrastructure Committee on proposed changes to the layout of Great North Road and to seek feedback on these proposals.

### Whakarāpopototanga matua

#### Executive summary

2. This is a late covering report for the above item. The comprehensive agenda report was not available when the agenda went to print and will be provided prior to the 16 March 2023 Transport & Infrastructure Committee meeting.

### Ngā tūtohunga

#### Recommendation/s

The recommendations will be provided in the comprehensive agenda report.



## Ferry Services - Solutions to Improve Service Levels (Covering report)

File No.: CP2023/02722

Item 14

### Te take mō te pūrongo

#### Purpose of the report

1. To whiwhi / receive an update from Auckland Transport (AT) on the performance of Auckland's ferry services and solutions to improve service provision.

### Whakarāpopototanga matua

#### Executive summary

2. This is a late covering report for the above item. The comprehensive agenda report was not available when the agenda went to print and will be provided prior to the 16 March 2023 Transport & Infrastructure Committee meeting.

### Ngā tūtohunga

#### Recommendation/s

The recommendations will be provided in the comprehensive agenda report.



## Urban Vehicle Kilometres Travelled Reduction Programme

File No.: CP2023/02475

### Te take mō te pūrongo

#### Purpose of the report

1. To receive information on the required process for Auckland Council to develop an Urban Vehicle Kilometres Travelled (VTK) Reduction Programme and to establish a reference group to provide oversight and direction to staff during the development of this programme.

### Whakarāpopototanga matua

#### Executive summary

2. Waka Kotahi requires all Tier 1 urban environments, which includes Auckland, to develop Urban VTK<sup>1</sup> Reduction Programmes by December 2023, to give effect to one of the four transport targets in central government's Emissions Reduction Plan (ERP). These programmes need to align with both the forthcoming National VTK Reduction Plan and the 2024 Government Policy Statement on Land Transport (GPS-LT) and are expected to inform future government transport investment decisions.
3. Auckland's Urban VTK Reduction Programme must set out the actions required to support the National VTK Reduction Plan and the city's sub-national target. This target will be finalised by the Ministry of Transport (Te Manatū Waka) in June 2023. The target will apply solely to light vehicle VTK, with freight and heavy vehicle VTK not in scope. The programme will also explicitly focus on urban environments, reflecting the different transport contexts of urban and rural parts of the region.
4. An Expression of Interest (EOI) needs to be submitted to Waka Kotahi by 30 March 2023 to access funding from central government's Climate Emergency Response Fund (CERF) to develop Auckland's programme. CERF funding will be required as the programme cannot be developed within existing resource. It is anticipated that funding from Waka Kotahi will cover the full cost to Auckland Council and Auckland Transport of developing the programme.
5. Auckland's Urban VTK Reduction Programme will be important for unlocking central government funding options for future transport investment.
6. A governance structure needs to be created to support the development of Auckland's programme. A reference group, to provide oversight and direction throughout the programme's development, is proposed.

### Ngā tūtohunga

#### Recommendation/s

That the Transport and Infrastructure Committee:

- a) tuhi ā-taipitopito / note that, as a Tier 1 urban environment, Auckland is required to develop an Urban Vehicle Kilometres Travelled Reduction Programme by December 2023.
- b) tuhi ā-taipitopito / note that Auckland needs to submit an Expression Of Interest to Waka Kotahi by 30 March 2023 to access Climate Emergency Response Fund funding to support the development of its Urban VTK Reduction Programme.

<sup>1</sup> VTK stands for Vehicle Kilometres Travelled which, in this context, refers to the total distance travelled by light vehicles (such as cars) in Auckland.

- c) whakaae / approve the establishment of a reference group comprising the Chair and Deputy Chair of the Transport and Infrastructure Committee, the Chair of the Planning, Environment and Parks Committee, three Auckland Transport board members, one IMSB member and two mana whenua representatives, to provide oversight and direction throughout the development of Auckland's Urban Vehicle Kilometres Travelled Reduction Programme.
- d) tono / request staff to report back to the Transport and Infrastructure Committee at key milestones during the development of the Urban Vehicle Kilometres Travelled Reduction Programme.

## Horopaki Context

### Urban VKT Reduction Programmes

7. Central government's Emissions Reduction Plan (ERP) was released in May 2022 and its pathway to carbon neutrality received bipartisan support. The plan details how New Zealand will achieve net zero emissions by 2050 and includes a range of interim targets for 2035 to ensure the country is on track to achieve its net zero goal.
8. The ERP includes four targets related to transport. One of these targets is to '*Reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities.*' The VKT reduction target is measured relative to baseline projections for 2035.
9. To support the national target, Te Manatū Waka will release a set of sub-national targets, expected in June 2023. It is anticipated that major urban areas such as Auckland will receive reduction targets which are higher than the 20% national average, to reflect their greater potential to reduce VKT and achieve mode shift compared to more rural regions.
10. Each Tier 1 and Tier 2 urban environment throughout New Zealand is required to develop an Urban VKT Reduction Programme to detail how they will achieve their VKT reduction targets by 2035. Tier 1 urban environments, which includes Auckland, need to have their programmes complete by December 2023.
11. The focus of these programmes is solely on reducing light vehicle VKT. Freight and heavy vehicles are addressed by separate parts of the ERP so are not within the scope of these VKT targets. The Urban VKT Reduction Programmes are also explicitly focused on urban environments, reflecting the different transport contexts and realities of urban and rural areas, even within the same region.
12. Waka Kotahi is expanding their existing mode shift plan, *Keeping Cities Moving*, into a National VKT Reduction Plan, to ensure alignment between central government and local authorities regarding the scale and pace of VKT reduction. The final version of this plan is expected to be released in June 2023.
13. Local authorities are required to work closely with partners including Waka Kotahi, Māori and local communities when developing their programmes.

### Required content of Auckland's Urban VKT Reduction Programme

14. Auckland's Urban VKT Reduction Programme must detail how the city will achieve the specific sub-national VKT reduction target assigned by Te Manatū Waka, which will in turn support the ERP's national target of a 20% reduction in light vehicle VKT by 2035.
15. Auckland's programme must also adhere to various Waka Kotahi requirements. This includes being framed around three specific strategic shifts and seven focus areas, expected to also form the basis of Waka Kotahi's upcoming National VKT Reduction Plan.

16. The three strategic shifts are:
  - Shaping urban form
  - Make shared and active modes more attractive
  - Influence travel demand
17. The seven focus areas are:
  - Create thriving and resilient communities
  - Improve the reach, frequency, and quality of public transport
  - Deliver a step change in active modes
  - Facilitate car sharing and shared trips
  - Rebalance the road network and its use to support PT and active modes
  - Manage car parking and vehicle-use, and incentivise PT and active modes
  - Travel behaviour change and trip reduction programmes
18. Waka Kotahi stipulates that programmes must include information on the '*timing, lead agency and costs*' of specific investment proposals, and that these need to be '*evidenced and documented in a form that can be incorporated into RLTPs.*' Each city's programme must also include an analysis of the gap between the current state, forecast trends and the 2035 target, as well as identify the barriers to achieving the target.
19. Additionally, Waka Kotahi has identified the following draft principles to underpin the development of the programme:
  - We need to address the root causes of car dependency
  - We will reduce car use in ways that improve wellbeing and liveability
  - Te Tiriti o Waitangi underpins our approaches
  - We will reduce inequities, not reinforce them
  - We share responsibility for reducing car use, with different levels of responsibility
  - Place-based approaches are vital
  - Communities need to be closely engaged in changes.
20. A key feature of these principles is that interventions to reduce VKT must not compromise accessibility, especially for people experiencing transport disadvantage. This means a key focus of the work must be on improving alternatives to car use and engaging with local communities to understand their specific transport needs.
21. While the overall direction is shaped by central government policy, including the National VKT Reduction Plan, the specific content of Auckland's programme will be determined in partnership with relevant agencies, Māori and community stakeholders.

### Expression of Interest (EOI) submission

22. As a Tier 1 urban environment, Auckland is required to complete its Urban VKT Reduction Programme by December 2023. To access CERF funding to support the development of the programme, an EOI must be submitted to Waka Kotahi by 30 March 2023.
23. Development of the programme cannot be absorbed within existing resources. The EOI will therefore request funding for people, such as a programme manager, technical work to be undertaken, and will also cover costs related to engagement with Māori and local communities. Staff will endeavour to identify all costs that fall to either Auckland Council or Auckland Transport in the EOI. CERF funding is expected to cover all such costs.

## Key milestones

24. There are several key milestones related to the development of Auckland’s Urban VKT Reduction Programme:

Date	Milestone
30 March 2023	EOI needs to be submitted to Waka Kotahi
April 2023	CERF funding distributed to Tier 1 local authorities
June 2023	Sub-national targets finalised by Te Manatū Waka and National VKT Reduction Plan released by Waka Kotahi
August 2023	Draft programme needs to be ready to input into RLTP development
December 2023	Auckland’s Urban VKT Reduction Programme must be complete

## Tātaritanga me ngā tohutohu Analysis and advice

### Consistency with government direction

25. Urban VKT Reduction Programmes, along with the National VKT Reduction Plan, will give effect to the ERP and provide further details on how the ERP’s overall VKT reduction target will be achieved.
26. Auckland’s programme will need to be well aligned with the forthcoming 2024 Government Policy Statement on Land Transport (GPS-LT). In February 2023, Te Manatū Waka released the indicative priorities for the 2024 GPS-LT, with emissions reduction as the overarching focus and five supporting priorities:
- Sustainable urban development
  - Safety
  - Integrated freight system
  - Maintaining and operating the system
  - Resilience
27. At the time of writing, staff understand that central government may have revised this prioritisation to include resilience and emergency recovery as a second overarching focus of the 2024 GPS-LT. It is expected that emissions reduction will remain an overarching focus as well. Confirmation of the revised prioritisation will be available when the draft GPS-LT is released, anticipated in April 2023.
28. Both the ERP and the indicative priorities for the 2024 GPS-LT highlight that all future transport projects submitted for funding will be subject to an emissions assessment. The latter explicitly states that there will be *‘high thresholds for investments that do not support emissions reduction objectives.’*
29. Furthermore, noting that the National Land Transport Fund (NLTF) is currently almost fully allocated, Auckland will increasingly be reliant on new sources of government funding to improve its transport system. The Climate Emergency Response Fund (CERF) is one such funding source, which allocates funds annually to projects and initiatives that help progress the government’s climate objectives. Auckland was allocated around \$80 million through the inaugural CERF funding round in 2022 to implement improvements to public transport and active modes infrastructure. Thus, the Urban VKT Reduction Programme will be important for demonstrating Auckland’s alignment with the government’s climate goals and unlocking funding options for future transport investment.



## Relationship with existing direction and the Auckland Integrated Transport Plan

30. The timeframes for developing the Urban VKT Reduction Programme and the Auckland Integrated Transport Plan (AITP) overlap. Final AITP recommendations will be presented for approval by the end of May 2023. Te Manatū Waka will release the finalised sub-national VKT reduction target for Auckland by June 2023. Following this, Waka Kotahi expects Auckland to have a draft version of its programme ready by the end of August 2023 to inform development of the Regional Land Transport Programme (RLTP), with the final version of the programme complete by December 2023.
31. The Urban VKT Reduction Programme will therefore be shaped by the AITP and will provide another level of detail to inform the development of the RLTP. It will also provide a basis for future Auckland bids to central government for additional funding needed to achieve the government's VKT targets.
32. The programme will align well with existing plans and strategies including the Auckland Plan and Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, and will be a key component of the implementation of the Transport Emissions Reduction Pathway (TERP). Both Te Tāruke-ā-Tāwhiri and TERP highlight the need for a significant reduction in Auckland's light vehicle VKT through improved public transport, provision for active modes and integration between transport and land use. Thus, it is expected that the programme can leverage existing work and make the most efficient use of finite resources across both local and central government.
33. A programme focused on reducing urban VKT also has the potential to align well with other key transport priorities for Auckland, such as improving safety, reducing congestion, increasing transport equity and enhancing the efficiency of the freight system.

## Direction for the development of the programme

34. Staff recommend that a reference group be established and mandated to provide oversight of the development of Auckland's Urban VKT Reduction Programme.
35. Staff suggest that the reference group could consist of the Chair and Deputy Chair of the Transport and Infrastructure Committee, the Chair of the Planning, Environment and Parks Committee, three Auckland Transport board members, one IMSB member and two mana whenua representatives. This structure supports collaboration between staff from Auckland Council and Auckland Transport, builds on the Council's existing relationships and allows for a broad range of expertise to be represented.
36. The final version of the Urban VKT Reduction Programme will be brought back to the full Transport and Infrastructure Committee and Auckland Transport's board of directors for approval.

## Tauākī whakaaweawe āhuarangi

### Climate impact statement

37. There have been concerted local and central government efforts towards reducing transport emissions in recent years. Auckland Council unanimously declared a climate emergency in 2019, endorsed Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan in 2020 and adopted the Transport Emissions Reduction Pathway (TERP) in 2022. Central government added decarbonisation to the Government Policy Statement on Land Transport (GPS-LT) in 2021, released its first Emissions Reduction Plan (ERP) in 2022 and has indicated that it will strengthen the focus on emissions reduction in the 2024 version of the GPS-LT.
38. The development of Auckland's Urban VKT Reduction Programme gives effect to the ERP, demonstrates consistency with the GPS-LT's focus on emissions and is well-aligned with Auckland Council's climate policies and strategies, including Te Tāruke-ā-Tāwhiri and TERP. Both central government and Auckland Council have repeatedly acknowledged the important role that a reduction in light vehicle VKT needs to play in achieving their emissions targets.

39. Transport emissions currently constitute more than 40% of Auckland's total emissions profile, with 86% of the sector's emissions coming from road transport. Reducing VKT will reduce Auckland's emissions while also unlocking a range of other key benefits.

### Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

40. Auckland's Urban VKT Reduction Programme will be developed in collaboration between Auckland Council, Auckland Transport and their partners.
41. Waka Kotahi requires a draft version of the programme to be ready by August 2023 to feed into the development of the 2024 RLTP, which will be led by Auckland Transport.
42. The development of the programme will support implementation of the AITP in that it will provide an additional level of detail and reaffirm the need for additional government funding for Auckland's transport system. It will support implementation of TERP, which was endorsed by Auckland Transport's board and adopted by Auckland Council in 2022. The programme will also support other plans and strategies being developed by Auckland Council and Auckland Transport, such as the Regional Public Transport Plan and the RLTP.
43. The actions in the programme are anticipated to fall within the mandate of multiple agencies. Auckland Transport will have a major role in its implementation given the organisation's responsibilities in relation to many aspects of Auckland's transport system. As land use will be a focus of the programme, the work of other CCOs such as Eke Panuku could also fall within its scope.

### Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe Local impacts and local board views

44. One of the draft principles for the development of Urban VKT Reduction Programmes is that '*Communities need to be closely engaged in changes,*' and Waka Kotahi explicitly requires local authorities to partner with communities when developing their programmes. Thus, engagement and cooperation with local communities and their representatives will be a key part of the development of Auckland's programme.
45. Local boards have consistently been supportive of the need to reduce Auckland's transport emissions through the provision of sustainable transport choices and better approaches to land use planning, as highlighted during the development of Te Tāruke-ā-Tāwhiri and TERP.

### Tauākī whakaaweawe Māori Māori impact statement

46. Auckland Council will partner with Māori and work with both mana whenua and mataawaka during the development of the Urban VKT Reduction Programme. It is intended that the process will build on the valuable partnerships established through the development of previous climate-related policy including Te Tāruke-ā-Tāwhiri and TERP.
47. One of the draft principles identified by Waka Kotahi to guide the programme development is that '*Te Tiriti o Waitangi underpins our approaches.*' Another relevant principle is that '*We will reduce inequities, not reinforce them,*' which includes addressing the inequities faced by Māori as a result of Auckland's past transport decisions.
48. The proposed reference group, which will provide oversight of the programme's development, includes a member of the Independent Māori Statutory Board and two mana whenua representatives. The process for appointing the mana whenua representatives will be developed following the Transport and Infrastructure Committee's approval of the establishment of a reference group.

## Ngā ritenga ā-pūtea Financial implications

49. Central government has allocated \$22.5 million of CERF funding across the 13 Tier 1 and Tier 2 urban environments for the development of Urban VKT Reduction Programmes. Auckland can apply to receive a share of this fund by submitting an EOI to Waka Kotahi. It is critical that an EOI be submitted as development of the programme cannot be absorbed with existing resources. It is anticipated that the funding allocated by Waka Kotahi will cover the full cost to Auckland Council and Auckland Transport of developing the programme.
50. The actions included in the programme will have financial implications, but these will not be known until the programme is developed. An indication of costs is one of the required outputs from the programme, and this will help inform central government of the quantum of funding required to achieve Auckland's VKT Reduction target, alongside other transport imperatives. Staff will report back to the Transport and Infrastructure Committee at key milestones in the programme's development and will keep the Committee informed on such matters.
51. Waka Kotahi has stated that Urban VKT Reduction Programmes '*may be used to support future budget bids at national and local levels and will inform investment across multiple sources.*' Thus, the development of Auckland's programme is important to ensure that the region can receive its required share of transport investment in the future.

## Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

52. The following risks and mitigations have been identified:

Risk	Proposed Mitigation
<b>Auckland does not fulfil its obligation to complete its programme by December 2023</b>	Work on developing Auckland's programme will begin immediately and will leverage other work which is either already complete or underway. Auckland Council and Auckland Transport will apply to Waka Kotahi for CERF funding to support the development of the programme within the required timeframe.
<b>Auckland does not receive CERF funding to support the development of its programme</b>	Auckland Council and Auckland Transport will submit an EOI to Waka Kotahi by 30 March 2023. The proposed process outlined in the EOI will adhere to all of Waka Kotahi's requirements.
<b>Auckland's programme is misaligned with other key policies and plans</b>	Auckland Council will ensure that the development of the programme is informed by the AITP. As required by Waka Kotahi, a draft will be ready by August 2023 to input into the preparation of the 2024 RLTP.
<b>Constrained timeframes do not allow engagement processes which meet the expectations of partners and the community</b>	Auckland Council will leverage other work which is either already complete or underway. The EOI will apply for CERF funding to facilitate engagement processes with partners and the community within the required timeframes.

## Ngā koringa ā-muri Next steps

53. Auckland Council and Auckland Transport will submit an EOI to Waka Kotahi by 30 March to apply for CERF funding to support the development of the programme.
54. Subject to its formation being endorsed by the Transport and Infrastructure Committee, a reference group will be established to provide direction and oversight of the development of Auckland's Urban VKT Reduction Programme.
55. Following the programme's development, the final version will be presented to the Transport and Infrastructure Committee and Auckland Transport's board of directors for approval by December 2023.

## Ngā tāpirihanga Attachments

There are no attachments for this report.

## Ngā kaihaina Signatories

Authors	Harry Stovold, Transport Advisor Robert Simpson - Manager Transport Strategy
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## Flood Recovery Programme for Three Waters Operations (Covering report)

File No.: CP2023/02723

Item 16

### Te take mō te pūrongo

#### Purpose of the report

1. To seek approval to progress a Flood Recovery Programme for Three Waters Operations.

### Whakarāpopototanga matua

#### Executive summary

2. This is a late covering report for the above item. The comprehensive agenda report was not available when the agenda went to print and will be provided prior to the 16 March 2023 Transport & Infrastructure Committee meeting.

### Ngā tūtohunga

#### Recommendation/s

The recommendations will be provided in the comprehensive agenda report.



## Transport and Infrastructure Committee Forward Work Programme (Covering report)

File No.: CP2023/02693

Item 17

### Te take mō te pūrongo

#### Purpose of the report

1. To whakaae / approve the Transport and Infrastructure Committee's forward work programme appended as Attachment A of the agenda report.

### Whakarāpopototanga matua

#### Executive summary

2. This is a late covering report for the above item. The comprehensive agenda report was not available when the agenda went to print and will be provided prior to the 16 March 2023 Transport & Infrastructure Committee meeting.

### Ngā tūtohunga

#### Recommendation/s

The recommendations will be provided in the comprehensive agenda report.





## Summary of Transport and Infrastructure information memoranda and briefings - 16 March 2023

File No.: CP2023/02644

Item 18

### Te take mō te pūrongo

#### Purpose of the report

1. To receive a summary and provide a public record of memoranda or briefing papers that may have been distributed to the Transport and Infrastructure Committee.

### Whakarāpopototanga matua

#### Executive summary

2. This is a regular information-only report which aims to provide greater visibility and openness and transparency of information circulated to Transport and Infrastructure Committee members via memoranda/briefings or other means, where no decisions are required.
3. The following workshops/briefings have taken place for the Transport and Infrastructure Committee:

Date	Subject
8/03/2023	CONFIDENTIAL Workshop – Regional Public Transport Plan (no attachment)

4. This document can be found on the Auckland Council website, at the following link: <http://infocouncil.aucklandcouncil.govt.nz/>
5. Note that, unlike an agenda report, **staff will not be present to answer questions about the items referred to in this summary.** Transport and Infrastructure Committee members should direct any questions to the authors.

### Ngā tūtohunga

#### Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the Summary of Transport and Infrastructure Committee information memoranda and briefings – 16 March 2023.

### Ngā tāpirihanga

#### Attachments

There are no attachments for this report.

### Ngā kaihaina

#### Signatories

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