

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

Date: Thursday, 20 April 2023
Time: 10.00am
Meeting Room: Reception Lounge
Venue: Auckland Town Hall
301-305 Queen Street
Auckland

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

OPEN AGENDA

MEMBERSHIP

Chairperson	Cr John Watson	
Deputy Chairperson	Cr Christine Fletcher, QSO	
Members	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

17 April 2023

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.

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1 Ngā Tamōtanga | Apologies

An apology from Mayor W Brown has been received.

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 March 2023](#), as a true and correct record.

4 Ngā Petihana | Petitions

5 Ngā Kōrero a te Marea | Public Input

5.1 Public Input: Peter Bourke - Bike Ferries across the Harbour

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

1. Peter Bourke will address the Transport and Infrastructure Committee in relation to bike ferries across the harbour.

**Ngā tūtohunga
Recommendation/s**

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the public input from Peter Bourke in relation to bike ferries across the harbour and whakamihi / thank Peter Bourke for attending the meeting.

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

7 Ngā Pakihi Autaia | Extraordinary Business

Waka Kotahi Update

File No.: CP2023/04332

Te take mō te pūrongo Purpose of the report

1. To receive an update from Waka Kotahi NZ Transport Agency 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 region.
3. Waka Kotahi NZ Transport Agency is the Crown entity tasked with promoting and funding safe and functional transport by land, including the responsibility for driver and vehicle licensing, and administering the New Zealand state highway network.
4. Waka Kotahi's Auckland Programme is an important part of the regional transport delivery programme and staff from Waka Kotahi will provide an overview of transport and partnerships in Auckland. There will also be an update on key strategic projects and initiatives in the region, including work towards delivering on outcomes for Aucklanders.

Ngā tūtohunga Recommendations

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the update from Waka Kotahi.

Ngā tāpirihanga Attachments

There are no attachments for this report.

Ngā kaihaina Signatories

Author	Emma Cowie-Dixon - Principal Advisor
Authoriser	Barry Potter - Director Infrastructure and Environmental Services

Auckland Transport Update - April 2023

File No.: CP2023/04157

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

Draft Katoa, Ka Ora: Auckland speed management plan 2024-7

File No.: CP2023/04344

Te take mō te pūrongo

Purpose of the report

1. To outline the proposed approach for a draft speed management plan for Auckland.
2. To seek approval for submission of an Auckland Council controlled road into the draft plan.

Whakarāpopototanga matua

Executive summary

3. The draft Katoa, Ka Ora: Auckland speed management plan 2024-7 is a plan that is legally required under the Land Transport Rule: Setting of Speed Limits 2022 to set safe and appropriate speed limits, particularly near schools.
4. Comprehensive engagement started in early 2022 with all local boards, mana whenua, schools, partners and communities. One road requested by mana whenua for speed limit review, Karioitahi Beach, is partly controlled by Auckland Council.
5. The draft plan focuses on schools and changes communities can more easily understand, while still delivering on value for money. This includes areas near schools and town centres, residential streets, rural roads, and locations supported by local boards, mana whenua, partners and communities.
6. Economic analysis of speed limit scenarios showed the expected travel time delay was between 12 and 14 seconds for an average urban vehicle trip of around 20 minutes.

Ngā tūtohunga

Recommendations

That the Transport and Infrastructure Committee:

- a) whakarite / provide feedback on the proposed approach for the draft Auckland speed management plan; Katoa, Ka Ora.
- b) whakaae / approve Karioitahi Beach (Lot 1 DP 28962, ALLOT 468 Parish WAIPU DISTRICT & SECT 3 SO 506161) for inclusion in the draft speed management plan for submission to the Regional Transport Committee.
- c) tuhi ā-taipitopito / note that if the draft speed management plan is approved by the Regional Transport Committee, it will go out for public consultation led by Auckland Transport.
- d) tuhi ā-taipitopito / note that following consultation, for any Auckland Council controlled roads, a summary of feedback received, and staff advice will be reported to the Transport and Infrastructure Committee for consideration and the making of a further recommendation to the Regional Transport Committee prior to the final speed management plan being approved.
- e) tuhi ā-taipitopito / note that following consultation, for any Auckland Transport controlled roads, a summary of feedback received will be reported to the Transport and Infrastructure Committee for further feedback, before approval of a revised plan is sought from the Regional Transport Committee.
- f) tuhi ā-taipitopito / note all feedback will be considered by the Regional Transport Committee which makes the decision to approve the draft and final speed management plan, in accordance with legal and safety obligations.

Horopaki Context

Legal and safety obligations

7. The Land Transport Rule: Setting of Speed Limits 2022 (the Rule) requires the Regional Transport Committee to develop, consult and finalise a regional speed management plan within legal timeframes. Auckland Transport (AT) and Auckland Council are both road controlling authorities with responsibilities under the Rule. For AT, this includes setting safe speed limits near all schools by 2027. Auckland Council controls roads in some parks and beaches.
8. In 2019, the Planning Committee resolved that AT would work with partners to make Auckland a Vision Zero region and accelerate the safe speeds programme. The Auckland Plan 2050 safe transport focus area has AT's safe speeds programme as a key action.
9. The name Katoa, Ka Ora means everyone alive and well. This plan is overseen by the Tāmaki Makaurau Transport Safety Governance Group, a group of eight organisations partnering to deliver safe transport for all.

Tātaringa me ngā tohutohu Analysis and advice

Why set safe and appropriate speed limits

10. Many people like the simplicity of the familiar 50km/h and 100km/h speed limits. They express concern about longer travel times and feeling confused when speed limits change. Communities have also clearly said they have had enough of not feeling safe on the road and are increasingly concerned about the safety of children getting to and from school.
11. The alternatives to safe speed limits involve huge costs:
 - at current rates of road harm, over the next five years one in two Aucklanders is expected to be personally connected to someone seriously injured or killed
 - if road safety is only delivered through upgrading infrastructure, the estimated costs are \$14-26 billion for urban arterial upgrades and \$20 billion for rural road upgrades.
12. The evaluation of phase one of the Auckland safe speeds programme showed two years later, deaths had decreased by 30% on roads where speed limits were changed and increased by 9% on roads where speed limits were not changed.
13. Economic analysis of speed limit scenarios near schools showed the expected travel time delay from all scenarios was between 12 and 14 seconds for an average urban vehicle trip of around 20 minutes. Following engagement feedback and value for money considerations, the middle two scenarios are the focus area in the draft plan.

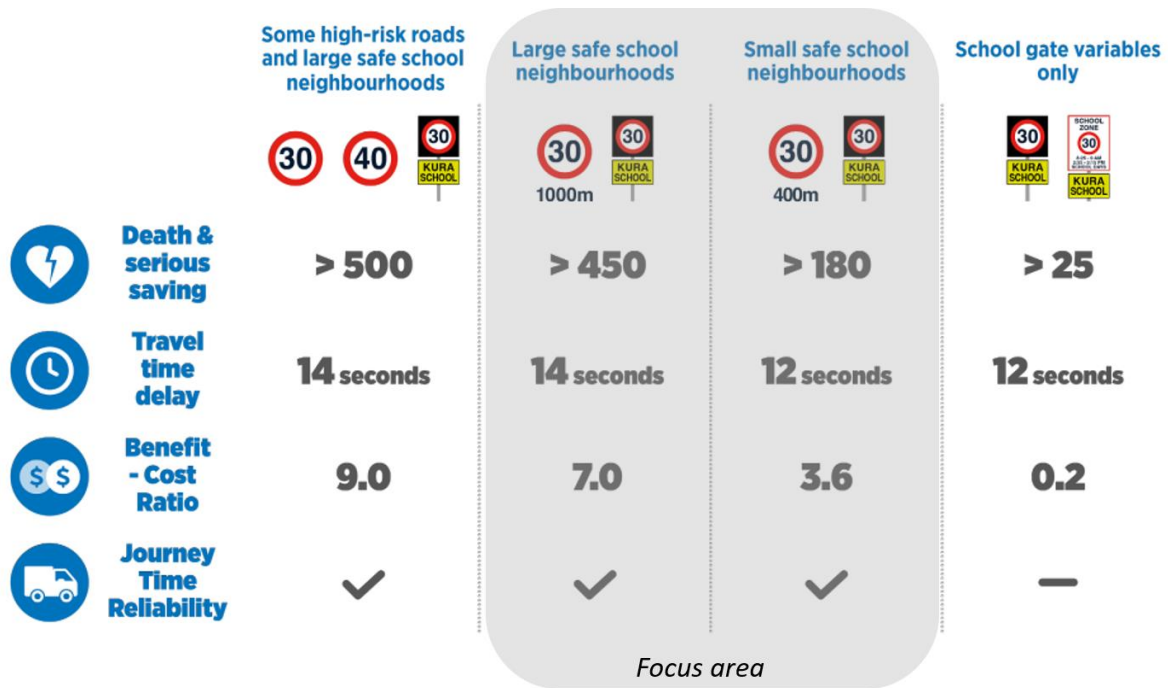


Figure 1. Economic analysis of speed limit scenarios for Auckland

What is Katoa, Ka Ora: Auckland speed management plan 2024-7?

14. Katoa, Ka Ora: Auckland speed management plan 2024-7 is a plan to set safe and appropriate speed limits.
15. Comprehensive engagement started in early 2022 to listen and understand aspirations and concerns around speed management. It involved:
 - 64 workshops involving 21 local boards, mana whenua and 170 partners, stakeholders and community members
 - survey responses from almost 180 schools, 78% supporting permanent 30km/h speed limits on local roads near their school
 - mapping more than 1,700 roads where community members have asked for lower speed limits since 2019.
16. Based on the economic analysis, local board engagement included the use of permanent speed limits as the first choice for local roads and school gate variables for urban arterials and high-speed rural roads. Local boards were asked for feedback on three mapping approaches; easy to understand, partner and community requests and benefit-cost ratios.

What might this mean for communities?

17. The 10-year vision of the plan is to move to the nationally consistent speed limit ranges all road controlling authorities in New Zealand have been given through the national speed management guide.
18. The three-year plan focuses on schools and changes communities can more easily understand, while still delivering on value for investment. The roads and streets to be reviewed are based on mapping approaches workshoped with local boards. This includes areas near schools and town centres, residential streets, rural roads, and locations supported by local boards, mana whenua, partners and communities.

Tauākī whakaaweawe āhuarangi Climate impact statement

19. Recent research shows although changes in vehicle speed can affect emissions, the overall impact in Auckland is expected to be small. To reduce vehicle emissions, there needs to be an increased use of public transport, walking and cycling. By making it safer to walk and cycle, safe urban speeds are key action in our Transport Emissions Reduction Pathway.

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

20. Auckland Council is the road controlling authority for parts of Karioitahi Beach, which has been requested for speed review by mana whenua. Setting safe speed limits complements Eke Panuku's regeneration objectives.

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

21. All local boards have provided significant input into draft plan in both 2022 and 2023 and this has been central to identifying locations for speed limit review.
22. Local boards have supported the principles of the draft plan, especially safety near schools and consistency of speed limits. Several local boards have supported a safe school neighbourhood approach of permanent changes on local roads within walking distance to a school.

Tauākī whakaaweawe Māori Māori impact statement

23. In 2022, the Mana Whenua Kaitiaki Forum confirmed this work aligns with their road safety objectives in their strategic plan. During mana whenua transport hui and wānanga, mana whenua have supported safe speed limits near kura kaupapa and schools, kōhanga reo and kindergartens, marae, papakāinga and kaumātua housing.

Ngā ritenga ā-pūtea Financial implications

24. The cost estimate for the three-year draft plan is \$45-70 million including development, consultation, design, and delivery. Estimated costs under AT's Regional Land Transport Plan road safety budget and subject to funding.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations


Table 1. Risks and mitigations

Risk	Mitigation
Public understanding of changes	Delivering where communities can more easily understand the need for change and listening to local boards to understand where this is.
Unexpected negative impacts	Active monitoring to assist in planning any further adaptations, which may include communications, engineering or enforcement as appropriate.
Other causes of road safety harm continue	Safe speed limits are only one part of delivering a safe transport system. Continue to partner and work on all parts of a safe system.
Changes are confusing to drivers	Reduce number of speed limit changes through setting consistent safe speed areas and use paint and signage to make this easy to understand

Ngā koringa ā-muri Next steps

25. Submit Auckland Council controlled roads submission to Regional Transport Committee.
26. Seek Regional Transport Committee approval of the draft plan which will then go to public consultation in July 2023.

Ngā tāpirihanga Attachments

No.	Title	Page
A 	Auckland Council controlled roads submission for Auckland regional speed management plan 2024-7	

Ngā kaihaina Signatories

Authors	Diane Burden – Manager Business Delivery, Auckland Council Michael Roth, Lead Transport Advisor, Auckland Council Stacey van der Putten – Executive General Manager Safety, Auckland Transport
Authorisers	Taryn Crewe, General Manager Parks and Community Facilities, Auckland Council Dean Kimpton – Chief Executive, Auckland Transport Barry Potter - Director Infrastructure and Environmental Services

2023 Regional Public Transport Plan – Strategic Direction

File No.: CP2023/04342

Te take mō te pūrongo Purpose of the report

1. Transport and Infrastructure Committee endorsement of the recommended strategic direction for the 2023 Regional Public Transport Plan.

Whakarāpopototanga matua Executive summary

2. The Regional Public Transport Plan (RPTP) is Auckland's 10-year plan for public transport services, required by the Land Transport Management Act. Auckland Transport must prepare the RPTP in parallel to, or as soon as practicable after, the Regional Land Transport Plan (RLTP).
3. Auckland Transport is updating the plan to reflect current challenges facing the network and to align with the 2021-31 RLTP.
4. Auckland Transport is in the second of four stages of the RPTP's development, which involves seeking Auckland Council's endorsement of a strategic direction for the RPTP. Auckland Transport will use this direction to shape the draft RPTP that must go to public consultation later this year.
5. The strategic direction consists of three elements:
 - a. An immediate focus on public transport recovery – this plan will address the capacity and reliability issues currently facing the network and our customers,
 - b. Proposed Vision and Goals for the plan – these will provide the overall structure and direction for the plan, and
 - c. Priorities for service changes – future service improvements can be directed to either invest in areas with the greatest public transport demand or to provide public transport to areas not currently served, or that are under-served. A balance between these approaches is proposed.
6. These three elements will form Council's strategic direction into Auckland Transport's development of a draft RPTP.
7. The draft RPTP will go to public consultation in June 2023. Following public input and feedback from local boards, the Auckland Transport Board will adopt a final RPTP in late 2023.

Ngā tūtohunga Recommendations

That the Transport and Infrastructure Committee:

- a) tuhi ā-taipitopito / note that a strategic direction for the RPTP is recommended to the Transport and Infrastructure Committee by the Auckland Transport Board, and
- b) ohia / endorse the recommended strategic direction for the RPTP, consisting of
 - i) A short-term focus on recovering the public transport system to its pre-pandemic performance;
 - ii) A long-term vision and goals to guide the planning, delivery and operation of the public transport system for the next ten years; and
 - iii) A balanced approach to priorities for service planning, which will increase frequencies on existing services and expand coverage to include new areas as they urbanise.

Horopaki Context

8. The RPTP is a statutory plan for the next 10 years of public transport in Auckland, prepared by Auckland Transport (AT) under the Land Transport Management Act (LTMA). The RPTP's core purpose is to enable AT to engage with public transport operators and the public on our future service planning and policies.
9. A full update to the RPTP is needed to reflect the public transport elements of the 2021 RLTP and issues like the impact of COVID-19 on our network and current service delivery challenges related to driver shortages. AT uses the RPTP to tell the strategic story about our plans for the public transport network, including actions we are taking to address the current and future issues facing the network.
10. The RPTP will need to incorporate service changes funded by the Climate Action Targeted Rate and respond to both Council's Transport Emissions Reduction Pathway and Government's Emissions Reduction Plan. It also needs to meet statutory tests in the LTMA, reflect policy ambition towards supporting mode shift, and align with the Letter of Expectation.
11. Approval of the final RPTP is the role of the AT Board, under the LTMA. While the Act has no specific role for the Governing Body of the Council, AT is requesting input into the plan's strategic direction, as the key way for Council to influence the plan. AT is also taking into account the direction from the Letter of Expectation (where it relates to public transport).

Tātaritanga me ngā tohutohu Analysis and advice

12. This section sets out the details of the three elements that make up the recommended strategic direction for the RPTP. These elements have been developed with input from the Transport and Infrastructure Committee workshop held on 8 March 2023, and input from key partners and stakeholders.

Strategic direction element one – immediate focus on recovery

13. Given the significant challenges currently facing the public transport network, and therefore our customers, AT propose that the short-term focus for the RPTP is on recovery. This means addressing the areas covered in the Letter of Expectation, including returning to pre-pandemic patronage levels, improving runtimes, punctuality and reliability, and improving service utilisation and fare recovery.
14. This focus on recovery will build towards the longer-term vision and goals proposed for the RPTP.
15. The short-term focus will guide the actions included in the RPTP. The plan will have a range of actions, grouped as short-term, long-term, aspirational, or on-going. There will be a strong focus on the short-term actions that will help us address this focus on recovery.
16. A range of short-term actions will contribute to this focus on recovery. Key actions include:
 - a. Working with operators to address the existing driver and crew shortages. AT expect this issue to be fully resolved by 2025.
 - b. Improving bus priority, through new bus or transit lanes and by prioritising late-running buses at traffic lights. This will help to speed up services and mitigate the driver shortage.
 - c. Improving our communications with customers, particularly regarding disruptions, through changes to the AT Mobile app and other channels.

17. Other planned short-term actions include changes to fares to improve payment options and reward regular customers, improving active mode connections to public transport stations, and service improvements (as drivers are available) to improve the attractiveness of public transport.

Strategic direction element two – proposed vision and goals

18. Officers seek endorsement of the proposed vision and goals which will shape the later stages of the RPTP’s development. The proposed vision and goals are detailed in Attachment A.
19. These elements have been developed with our partners and stakeholders and have been endorsed by the AT Board. They align with priorities under the Government Policy Statement on Land Transport, and those within the Auckland Plan.

Strategic direction element three – strategic priorities for services

20. The RPTP needs to set out our plans for service changes out to 2031, across bus, train, and ferry. Most improvements over this period are already committed to supporting funded infrastructure projects that will either enable or require service changes.
21. Beyond 2027, there is some discretion as to how AT allocate potential future funding. There are broadly three possible approaches:
 - a. **Patronage** – focused on improving frequency of services to the existing urban area, including the provision of more high-frequency routes.
 - b. **Coverage** – focused on improving access to areas which do not currently have access to public transport, in particular rural or newly urban settlements.
 - c. **Balanced** – providing a mix of improvements across the region, targeted to current challenges, similar to the 2018 RPTP’s approach.
22. The patronage and coverage options represent two ways to approach considerations of equity in service planning. The patronage option would provide further improvements to areas of high deprivation, which may stand to benefit from improved public transport options to reduce the costs related to car dependency. The coverage option would provide new public transport access to rural communities which do not currently have access to any public transport options.
23. AT have conducted a high-level analysis of how they could approach each option, based on conceptual approaches to services in each option. Once an option has been selected, AT will refine the details of specific service changes proposed, in line with the principal of the concept. The results of this analysis are summarised in the table below.

Metric	2022 Performance	Balanced Option (2031)	Patronage Option (2031)	Diff with Balanced	Coverage Option (2031)	Diff with Balanced
Population within 500m of a stop on any service	91%	91.20%	91.20%	0.00%	91.90%	0.70%
Population within 500m of a stop on a rapid or frequent service	39.7%	56.80%	58.90%	2.10%	55.60%	-1.20%

Metric	2022 Performance	Balanced Option (2031)	Patronage Option (2031)	Diff with Balanced	Coverage Option (2031)	Diff with Balanced
High-deprivation population with 500m of a stop on a rapid or frequent service	45.40%	67%	67.50%	0.50%	66.30%	-0.70%
Rural settlements served	18 (42%)	18 (42%)	18 (42%)	0.00%	39 (90%)	48.00%
Estimated Patronage (Annual boardings)	57m	154m	+0.2 to 0.3m	+0.19%	-0.6 to -0.8m	-0.51%

24. Based on this assessment, officers recommend the balanced option as the basis for further planning, noting that it can be tailored by local board area as appropriate.

Tauākī whakaaweawe āhuarangi Climate impact statement

25. Public transport will need to play a key role in reducing carbon emissions. One of the five goal areas for the RPTP is 'enhancing the environment and tackling the climate emergency'.
26. The RPTP therefore has a core role in making progress towards the targets included in Council's Transport Emissions Reduction Pathway (TERP) and Government's Emissions Reduction Plan (ERP). The RPTP will set out the service patterns and policies that will contribute to mode shift required to meet the targets of these documents.
27. Achieving the targets of the TERP and ERP will require additional interventions, such as congestion pricing, that are outside of the scope of the RPTP to determine. The RPTP is required to be a fundable plan, and current budget constraints mean that AT cannot commit to reaching the TERP and ERP targets within the RPTP.

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

28. Council's Transport Strategy Unit is involved in the development of the RPTP. They are represented within the project's governance structure, as well as invited to attend workshops and review material.
29. Officers have included Eke Panuku in workshops that have informed our draft vision and goals and will continue to work with them as AT progress towards a draft RPTP.

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

30. The proposed strategic direction has been informed by Aucklanders via:
 - a. A survey of AT's People's Panel, undertaken in December 2022, that focused on key trade-offs related to public transport planning;
 - b. A survey open to the public in March and April 2023 that looked at priorities related to the goals and action for the RPTP; and
 - c. Previous responses to consultation on the 2018 RPTP.
31. Local boards have been briefed on the overall development of the RPTP. AT will brief them again following the adoption of the strategic direction.

Tauākī whakaaweawe Māori Māori impact statement

32. Māori Outcomes was one of four 'focus areas' in the previous RPTP. There were four elements to this, all of which AT have made progress against (to varying extents):
 - a. Providing services to connect Māori communities with their marae or wāhi tapu.
 - b. Use of te reo Māori across the network.
 - c. Applying Māori design principles to public transport infrastructure.
 - d. Partnering and social procurement.
33. Mana whenua have been involved in shaping the proposed Vision and Goals for the draft plan at a technical level, via AT's regular Transport Hui.
34. Through this engagement, mana whenua have indicated that the four aspects of the previous RPTP's focus are still valid and can be carried over into the new plan, with updates to ensure they are relevant in today's context. They are supportive of AT's intention to embed Māori Outcomes throughout the plan, including in the Goals, Actions and Policies.
35. Mātāwaka were also surveyed as part of early engagement undertaken in March and April. Their responses will help to shape the content of the draft RPTP.
36. The Independent Māori Statutory Board (IMSB) recognises access to infrastructure services and development as an Issue of Significance to Māori in Tāmaki Makaurau, and the IMSB's Schedule of Issues of Significance includes key actions to ensure for equitable access for Māori to transport services across Tāmaki Makaurau.
37. All three service planning options outlined in this paper will significantly improve access to services for Māori, compared to today's levels. This will primarily be part of committed service changes associated with infrastructure, or as part of the Climate Action Targeted Rate.

Ngā ritenga ā-pūtea Financial implications

38. There are no immediate financial implications related to the endorsement of a strategic direction for the RPTP. The final direction adopted will have implications for how AT invest in public transport infrastructure and services, but only within the scope of existing funding envelopes.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations


39. There are several risks related the development of the RPTP that the elements of the strategic direction are intended to mitigate. These are set out in the table below.

Key risk	Mitigation
The public see the 10-year focus of the RPTP as out-of-touch with existing issues facing the public transport system.	The short-term focus element of the strategic direction is intended to mitigate this risk, by acknowledging the existing issues and setting out how AT is planning to address them.
Key stakeholders and advocacy groups see the RPTP as not aspirational enough, given it must be a fundable plan and is being prepared in a constrained funding environment.	The RPTP will set out aspirational targets and how AT would make further changes (including to respond to external factors that might generate more public transport demand) if more funding were available.
A lack of strategic direction would lead to delays in the drafting of the RPTP, risking our ability to adopt the plan in 2023.	Seeking Transport and Infrastructure Committee endorsement of a strategic direction at this point enables AT to meet the project's timeframes and progress to public consultation in mid-2023, ahead of finalising and adopting the plan in late-2023.

Ngā koringa ā-muri Next steps

40. Assuming endorsement, officers will finalise the draft RPTP in accordance with this direction.
41. AT will engage with local boards on what is being planned in their areas during April and May 2023, to inform the development of the draft RPTP and assist them in providing feedback on it later in the year.
42. The AT Board will consider whether to approve a draft RPTP at the end of May 2023, ahead of releasing it to formal public consultation on the plan in June.
43. Following public consultation, AT will incorporate feedback and seek the AT Board's approval for the final RPTP in September 2023.

Ngā tāpirihanga Attachments

No.	Title	Page
A 	Regional Public Transport Plan: Proposed vision and goals	

Ngā kaihaina Signatories

Author	Luke Elliott - Principal Planner Rapid Transit Network, Auckland Transport
Authorisers	Dean Kimpton – Chief Executive, Auckland Transport Barry Potter - Director Infrastructure and Environmental Services

Onehunga Branch Line - Considerations and Future

File No.: CP2023/04360

Te take mō te pūrongo

Purpose of the report

1. The report presents an update on the Onehunga branch line and the public transport services that Auckland Transport will offer during the construction phase of the City Rail Link and following the opening of the City Rail Link.

Whakarāpopototanga matua

Executive summary

2. The Onehunga branch line is a 3.4km single line spur from the Auckland main line from Penrose to Onehunga.
3. Before the construction of the City Rail Link (CRL), services were operated to the Waitemata station every 30 minutes during the peak period with 3-car trains.
4. As a result of the construction of the CRL, the capacity of the Waitemata station has been reduced, leading to some periods when services will not be able to terminate there.
5. Following the opening of the CRL, the Auckland metro train plan will be significantly modified with impacts on all services including the Onehunga branch.
6. For the long term, a rail programme business case is being progressed by KiwiRail and Auckland Transport for the next 30 years. This review will cover all parts of the network including the Onehunga branch line.

Ngā tūtohunga

Recommendations

That the Transport and Infrastructure Committee:

- a) tuhi ā-taipitopito / note the constraints imposed on the operation of the rail network during the construction period of the CRL and the consequences for the services operated on the Onehunga branch line.
- b) tuhi ā-taipitopito / note the work in progress on the future train plan and the implications for the Onehunga branch line and the rest of the network.
- c) tuhi ā-taipitopito / note that a 30-year rail programme business case is being progressed by KiwiRail and Auckland Transport.

Horopaki

Context

7. The Onehunga branch line is a single line between Penrose and Onehunga stations, with an intermediate stop at Te Papapa and eight road level crossings.
8. The configuration of the branch line limits the length of the trains to three cars and services every 30 minutes. Due to the configuration of the connection to the main line, frequencies of service of less than 30-minutes create issues with Southern Line services having to wait at Ellerslie until the Onehunga service clears the main line into Penrose.
9. Consideration for increased frequencies would require additional infrastructure (such as double tracking or a passing loop, flyover at the junction or four-tracking of the mainline), and additional safety mitigations at level crossings that are currently not funded.

10. The construction of the CRL includes the reduction of the number of terminating platforms from five to four to address the increased occupancy of the station post opening.
11. When the CRL opens, the rail network will operate differently from today. Work is in progress to test the assumptions of the CRL business case and to confirm what the optimal train plan is for CRL day one.

Tātaritanga me ngā tohutohu Analysis and advice

Short term considerations

12. Before the start of the CRL construction, Waitematā station was operating with five platforms, enabling all services to terminate there.
13. After the CRL opens, the occupancy of the station will increase, requiring wider stairs and wider platforms. Therefore, City Rail Link Limited is decommissioning one platform to provide more space for passengers and for wider stairs. This does not have any impact on service operations following the opening of the CRL since platforms 1 and 5 will be 'through' platforms.
14. However, during construction of CRL, there will be only three platforms permanently available. A fourth platform is required for peak / off-peak transition and used in the event of disrupted operations. This is essential in order to maintain train service reliability and minimise wider customer and network disruption.
15. Therefore, not all services can terminate at Waitematā station. As the Onehunga branch services are only 3-car trains, priority is given to all other services which are 6-car trains to maximise the capacity provided to serve Waitematā station. Some Onehunga branch line services may sometimes terminate at Waitematā when conditions permit but generally, the Onehunga services will have to terminate at Newmarket or at Penrose, depending on the status of the rest of the network. Customers on these services would then transfer at Newmarket or Penrose to the next Southern Line service to complete their journey to Waitematā station.

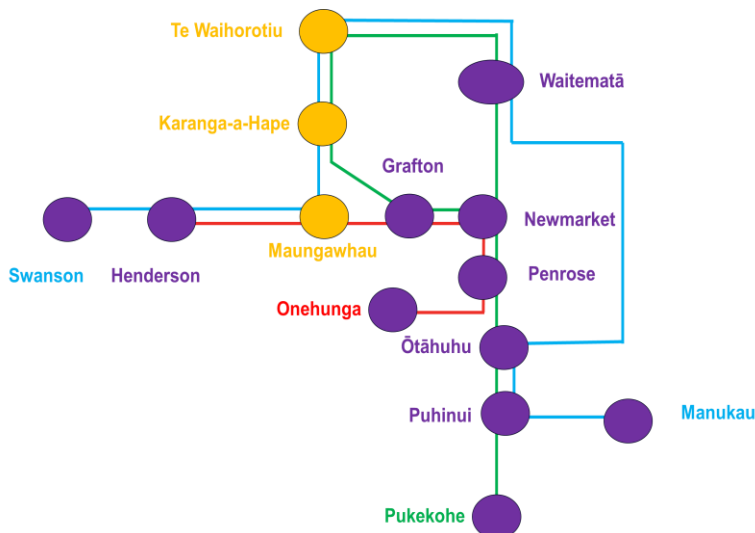
Mid-term considerations

16. After the opening of the CRL, the Western Line services will enter the CRL tunnel at Maungawhau and continue after Waitematā station as an Eastern Line service.
17. Western Line customers will gain a direct access to the city centre stations as well as connections to new destinations such as Panmure, Sylvia Park, Puhinui and Manukau, but they will lose the connection to Grafton and Newmarket.
18. Without additional services between Maungawhau and Newmarket, customers will have to change trains at a CRL station to another train or take the bus between Maungawhau to Grafton.
19. To address this issue, the following options are proposed (please refer to Attachment A for illustrations of the options).

Table 1. Summary of Onehunga passenger service options

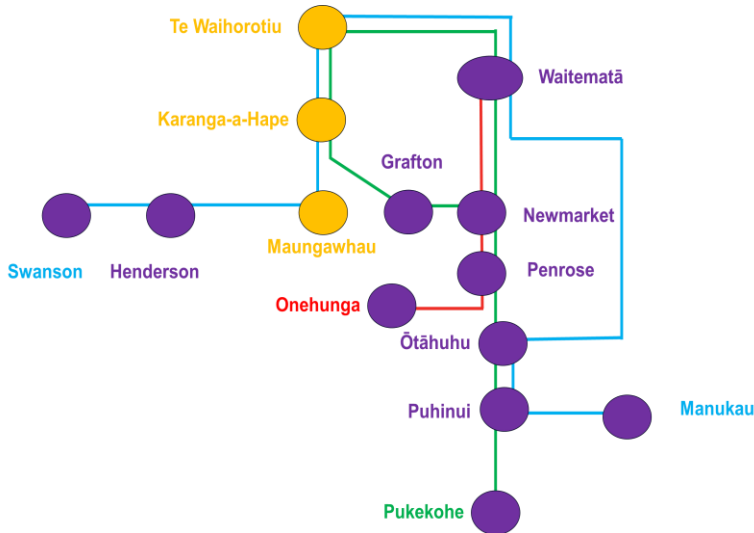
	Option 1 Onehunga to Henderson	Option 2 Onehunga to Waitematā	Option 3 Onehunga to Henderson via Waitematā and CRL stations	Option 4 Onehunga loop with Waitematā and CRL stations	Option 5 Onehunga to Waitematā + Henderson to Newmarket
Travel time	✓	✗	✗	✗	✓ ✓
Overcrowding	✓	✗	✗ ✗	✗	✓
OPEX + REVENUES	✓	✗	✗	✗	✗ ✗
CAPEX	✓	✓	✗	✗ ✗	✗
Feasibility on Day 1	✓	✓	✓	✗	✗

- **Option 1 (preferred): Onehunga branch line services operating between Onehunga and Henderson.**



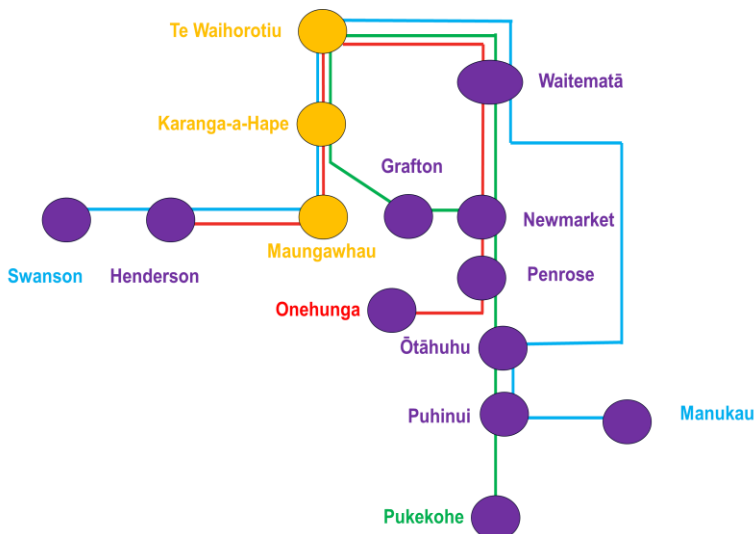
- This would provide new direct connections to Onehunga customers (Grafton, Maungawhau, Kingsland, Henderson).
- This would also provide new direct connections to Western Line customers (Greenlane, Ellerslie, Penrose).
- Onehunga customers wanting to reach the city centre would have to change train to the next service at Ellerslie, Greenlane or Newmarket. This would mean five additional minutes added to their journey to Waitematā station, but that would still be an improvement of journey times for those continuing their journey to Karanga-a-Hape and Te Waihorotiu.

- **Option 2: direct service between Onehunga and Waitemātā station.**



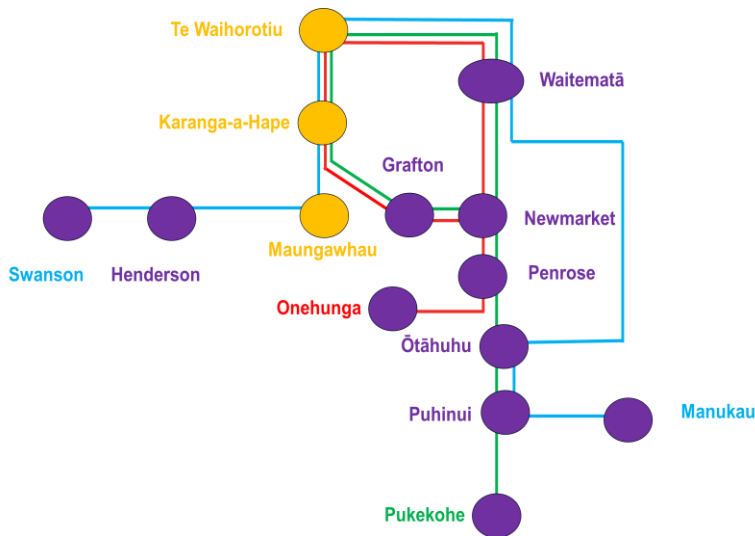
- Compared to Option 1, while benefiting Onehunga Line customers wishing to access Waitemātā station, this would disadvantage Western Line and Southern Line customers.
- Onehunga Line customers wanting to access Waitemātā (600 per day in the peak in 2019) would only gain a brief time saving from the direct link compared to transfer at Newmarket.
- Western Line customers travelling between West Auckland and Grafton / Newmarket / Ellerslie (3,000 customers per day in the peak in 2019) would have to change at a CRL station for a Southern Line service adding 15 minutes per trip and increasing crowding on the Southern Line trains north of Newmarket, to the disadvantage of Southern Line customers.
- Capacity would be reduced on the Western Line between Henderson and Maungawhau, meaning that customers may be standing on services between Avondale and the city centre following the opening of the CRL.
- During peak operations, the additional services increase the use of terminating platforms at Waitemātā station, resulting in reduced capacity to mitigate disruption.

- **Option 3: services from Onehunga to Henderson via the CRL stations.**



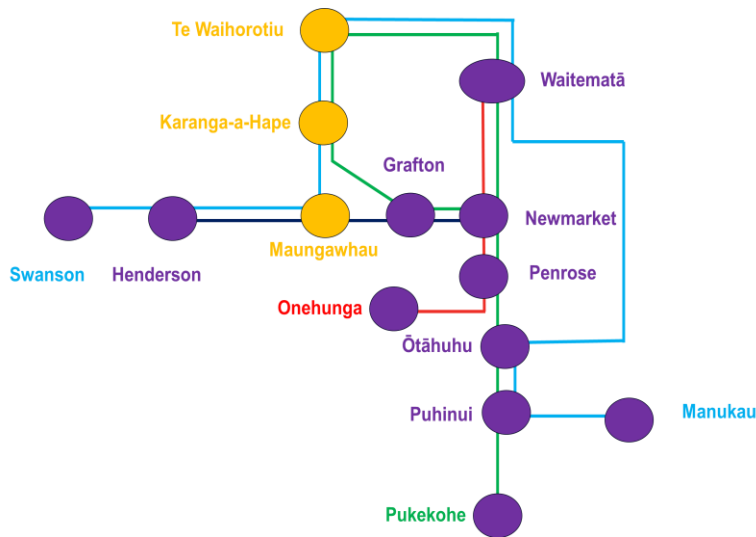
- Compared to Option 1, whilst benefiting Onehunga Line customers wishing to access the Waitemātā and CRL stations, this would disadvantage Western Line customers and Southern Line customers.

- Onehunga Line customers wanting to access Waitemātā (600 per day in the peak in 2019) would gain a five minute time saving from a direct link compared to transfer at Newmarket.
- There would be reduced capacity through CRL on Day One as some 3-car trains would utilise infrastructure that could be used by 6-car trains.
- Western Line customers travelling between West Auckland and Grafton / Newmarket / Ellerslie (3,000 customers per day in the peak in 2019) would have to change at a CRL station for a Southern Line service adding 15 minutes per trip, increasing crowding on the Southern Line trains north of Newmarket, to the disadvantage of Southern Line customers.
- This option would require more trains than Option 1, leading to reduced Southern Line capacity and potential overcrowding of trains on the rest of the Southern Line, which has higher demand, unless increased funding was allocated to buy more trains.
- During peak operations, if more trains are acquired, more services would operate in the CRL tunnels, resulting in reduced capacity to recover delayed services.
- **Option 4: Onehunga services operate in a loop via the CRL stations.**



- Compared to Option 1, whilst benefiting Onehunga Line customers wishing to access Waitemātā station, this would disadvantage Western Line customers and Southern line Customers as well as requiring additional infrastructure investment which is currently unfunded.
- Onehunga Line customers wanting to access Waitemātā (600 per day in the peak in 2019) would gain 5 minutes from a direct link compared to transfer at Newmarket.
- Reduced capacity through CRL on Day One as some 3-car trains will use the infrastructure compared to 6-car trains.
- Western Line customers travelling between West Auckland and Grafton / Newmarket / Ellerslie (3,000 per day in the peak customers in 2019) would have to change at a CRL station for a Southern Line service adding 15 minutes per trip, increasing crowding on the Southern Line trains north of Newmarket, to the disadvantage of Southern Line customers.
- Capacity would be reduced on the Western Line between Henderson and Maungawhau, meaning that customers may be standing on services between Avondale and the CBD following the opening of the CRL.
- This option would require additional infrastructure investment which is currently unfunded.

- Option 5: direct services between Onehunga and Waitemata stations as well as additional services between Newmarket and Henderson.



- This option provides the maximum customer benefits but presents issues that could only be resolved in the longer term.
- During peak operations, the additional services terminating at Waitemata station would increase platform usage, resulting in reduced capacity to mitigate disruption.
- This option would require more train units (currently unfunded).
- The timetable, as planned, would require revision and additional infrastructure investment (currently unfunded) would be required.

Tauākī whakaaweawe āhuarangi Climate impact statement

20. The preferred Option 1 is consistent with the publicly consulted Regional Public Transport Plan 2018 (RPTP) and maximises rail public transport patronage through the optimum benefits for the most customers in terms of travel time savings.

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

21. There are no council group impacts.

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

22. Engagement with local councillors has been undertaken. A wider engagement with local boards will start now that we have more certainty on the preferred option.

Tauākī whakaaweawe Māori Māori impact statement

23. The preferred Option 1 is consistent with the publicly consulted Regional Public Transport Plan 2018 (RPTP) and maximises rail public transport patronage through the optimum benefits for the most customers in terms of travel time savings.

Ngā ritenga ā-pūtea Financial implications

24. Option 1 is currently the preferred option as it does not require additional investment and maximises benefits at minimum operational cost.

25. Option 2 reduces the benefits and attractiveness for Western Line customers therefore reducing customer uptake and revenue.
26. Option 3 reduces the benefits and attractiveness for Western Line and Southern line customers and is also more costly to operate.
27. Options 4 and 5 are not feasible without investment in infrastructure and rolling stock, which are currently unfunded.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

Table 2. Onehunga branch line risks and mitigations

Risk	Mitigation
The rail network does not enable the operations of the services post CRL	Options 1 and 2 do not require any additional investment. Option 3 requires more trains. Options 4 and 5 require further infrastructure investments that are unfunded and cannot be delivered before CRL opens.
There is not enough OPEX to run the services when CRL opens	Option 1 minimises the operation costs while optimising the overall customer benefits. Options 2, 3, 4 and 5 are less favourable.
Customer benefits: direct connections	Option 1 retains a direct link between the Western Line and Newmarket, while creating direct connections to Grafton, Maungawhau and beyond for Onehunga customers, and direct connections to Greenlane, Ellerslie and Penrose for Western Line customers. No other option provides so many opportunities.
Customer benefits: travel time	Five times more customers are traveling from the west to Newmarket that customers traveling from Onehunga to Waitemata. Among all feasible options, option 1 performs best in average travel time.
Customer sentiment	A comprehensive communication plan will be set up to explain how the network will operate once CRL opens and what the benefits of option 1 are compared to option 2 and 3.

Ngā koringa ā-muri Next steps

28. Option 1 is currently being progressed by the rail operator.
29. An engagement plan with rail customers will be developed to communicate the plan for rail services at the opening of the CRL.
30. The preliminary findings of the rail programme business case include substantial rail network changes adjacent to the Onehunga branch line including additional tracks and the proposed new heavy rail link from Avondale to Southdown. For the long term future of the Onehunga branch line, funding would be required to develop a Route Connectivity Study to assess options for future Onehunga rail line connectivity.

Ngā tāpirihanga Attachments

No.	Title	Page
A 	Onehunga - considerations and future	

Ngā kaihaina Signatories

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Authorisers	Mark Lambert – Executive General Manager Integrated Networks Dean Kimpton – Chief Executive, Auckland Transport Barry Potter - Director Infrastructure and Environmental Services

Update on the city centre delivery programme (Covering report)

File No.: CP2023/04448

Item 13

Te take mō te pūrongo

Purpose of the report

1. To provide an update on the city centre delivery programme.

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 20 April 2023 Transport & Infrastructure Committee meeting.

Ngā tūtohunga

Recommendation/s

The recommendations will be provided in the comprehensive agenda report.

Submission on the Land Transport Management (Regulation of Public Transport) Amendment Bill

File No.: CP2023/04392

Item 14

Te take mō te pūrongo Purpose of the report

1. To seek approval for a group of Transport and Infrastructure Committee members, including the Chair and Deputy Chair and any other nominated member(s), to be delegated authority to approve Auckland Council's submission on the Land Transport Management (Regulation of Public Transport) Amendment Bill before the submission deadline of 28 April 2023.

Whakarāpopototanga matua Executive summary

2. The Land Transport Management (Regulation of Public Transport) Amendment Bill is currently open for submissions. The Bill is the legislative component of the government's reform of public transport delivery, centred on replacing the current Public Transport Operating Model (PTOM) with the Sustainable Public Transport Framework (SPTF).
3. The Bill includes several amendments to the Land Transport Management Act 2003 (LTMA), the majority of which are operational or procedural in nature. However, some of the proposed changes are of strategic importance, such as amending the principles which guide the planning, procurement and delivery of public transport services in New Zealand.
4. Auckland Council and Auckland Transport staff are broadly supportive of the contents of the Bill, noting that most of the changes are enabling in nature and do not compel the Auckland Council group to significantly change its current approach to providing public transport. Instead, they provide additional options and flexibility in how public transport is planned, procured and delivered within Auckland. However, it is proposed that Auckland Council's submission suggest several clarifications and minor amendments which would help ensure the Bill facilitates positive transport outcomes for Auckland.
5. Submissions on the Bill close on 28 April 2023. Due to the tight timeframe, staff recommend approval of the final submission be delegated to a group of Committee members comprising of the Chair and Deputy Chair of the Transport and Infrastructure Committee and other nominated Committee member(s).

Ngā tūtohunga Recommendation/s

That the Transport and Infrastructure Committee:

- a) ohia / endorse the direction outlined in this report as the basis for Auckland Council's submission on the proposed Land Transport Management (Regulation of Public Transport) Amendment Bill.
- b) tautapa / delegate authority to the Chair and Deputy Chair of the Transport and Infrastructure Committee, along with other nominated Committee member(s), to approve Auckland Council's submission on the proposed Land Transport Management (Regulation of Public Transport) Amendment Bill by 28 April 2023.

Horopaki Context

Current Legislative Framework

6. The planning, procurement and delivery of public transport services in New Zealand is governed by both legislation and operational policy. A key piece of legislation applicable to public transport is the Land Transport Management Act 2003 (LTMA).
7. The LTMA has been amended several times, with a major amendment in 2013 facilitating implementation of the current Public Transport Operating Model (PTOM). Many of the provisions in the act predate the LTMA; for example, restrictions on local authorities directly owning and operating public transport services have been in force for several decades.
8. Due to Auckland Council's status as a unitary authority and its unique transport governance arrangements, some of the LTMA's provisions apply differently in Auckland compared to the rest of the country. Auckland Council and Auckland Transport are only considered to fall within the definition of regional councils for the purposes of specific parts of the LTMA.

Sustainable Public Transport Framework

9. Central Government has introduced the Land Transport Management (Regulation of Public Transport) Amendment Bill as part of a broader package of public transport reforms which seek to replace the existing PTOM framework with a new approach called the Sustainable Public Transport Framework (SPTF).
10. Through a ministerial release in August 2022, Transport Minister Michael Wood stated that the aims of the SPTF are to:
 - Support 'on-demand' public transport services
 - Allow councils to own and operate services in house
 - Improve pay and working conditions
 - Deliver routes and services that reflect community needs
 - Incentivise the decarbonisation of the fleet
11. As noted in the corresponding Regulatory Impact Statement, many aspects of the SPTF will be implemented through operational policy instead of through legislation alone. Many of the proposed amendments in the Bill are enabling in nature, providing additional choice and flexibility in how Waka Kotahi and local authorities plan, procure and deliver public transport.
12. If Parliament passes the Bill, some of the amendments would be given effect to through operational processes such as changes to Waka Kotahi's Procurement Manual.

Parliamentary Process

13. The Land Transport Management (Regulation of Public Transport) Amendment Bill was introduced to Parliament on 28 March 2023. The Bill passed its first reading and Parliament instructed their Transport and Infrastructure Committee to report the Bill back to the house by 31 July 2023.
14. As part of this process, the select committee is accepting submissions on the Bill until 28 April 2023.

Tātaritanga me ngā tohutohu Analysis and advice

Content of the Bill

15. The Bill includes amendments to several sections of the Land Transport Management Act 2003, the majority of which are primarily operational or procedural in nature.

16. As summarised in the Bill's explanatory note, the main changes are:
 - New objectives for planning, procurement, and delivery of services
 - Enabling regional councils to operate public transport services
 - Enabling different asset ownership arrangements
 - Supporting benchmarking of different service delivery models
 - Encouraging greater collaboration between regional councils and territorial authorities
 - Improving framework for exempt services
 - Clarifying treatment of on-demand public transport services
17. Some of these changes will not directly impact Auckland because of Auckland Council's unique transport governance arrangements and the fact that Auckland Council and Auckland Transport are only considered to be regional councils for the purposes of specific parts of the LTMA.

Implications for Auckland

18. Many of the changes in the Bill are enabling in nature and do not compel Auckland to significantly change its current approach to public transport provision. Instead, they provide additional options and flexibility in how public transport is planned, procured and delivered within Auckland.
19. Thus, some of the most significant changes facilitated by the Bill, such as allowing councils to directly own and operate public transport services, would only be implemented if the Auckland Council group made an intentional decision to do so in the future.
20. The amendments to the principles listed in section 115 of the LTMA are strategically aligned with the Auckland Council group's plans and strategies related to public transport. For example, emphasising the health and environmental benefits of public transport reflects the content of plans such as the Auckland Plan, Transport Emissions Reduction Pathway (TERP) and the Regional Public Transport Plan (RPTP).
21. One substantive change which will directly impact Auckland is the clarification of how the provisions of the LTMA apply to on-demand public transport services. The Bill expands the definition of public transport to include on-demand and shuttle services, while also adding new criteria to allow certain on-demand and shuttle services to operate without being required to register with Auckland Transport. The Bill also clarifies that Auckland Transport can contract on-demand services separately and complementarily to timetabled services, providing additional options for service planning and procurement.
22. Another substantive change which will directly impact Auckland is the replacement of section 150, which outlines the process and criteria through which services can be exempt from the requirement to be part of a unit which is either operated or procured by Auckland Transport. These changes clarify that, in the context of Auckland, either the Minister of Transport or Auckland Transport can initiate the process of reviewing the exempt status of a service. The Bill also allows the LTMA's section 115 principles to be directly considered when decisions are made on the status of an exempt service.
23. A related amendment would also change the minimum notice period operators are required to provide before withdrawing an exempt service. Currently, the LTMA requires the operator of an exempt service to provide 15 working days' notice before withdrawing the service. The proposed Bill would increase the minimum notice period to 60 working days for exempt services which are identified in the RPTP as being integral to the public transport network, while retaining the 15 working day notice period for non-integral exempt services. As of the 2019 RPTP, there were five public transport services in Auckland identified as both exempt and integral, all of which were ferry services.

Auckland Council's Submission

24. Auckland Council and Auckland Transport staff are broadly supportive of the contents of the Bill, noting that most of the changes are enabling in nature and do not require Auckland to significantly change its current approach to public transport provision.
25. However, it is proposed that Auckland Council's submission should suggest several clarifications and minor amendments which would help ensure the Bill facilitates positive transport outcomes for Auckland.
26. The submission should specifically address the provisions which would have a direct impact on Auckland, such as the amendments addressing on-demand services and exempt services. For example:
 - Whether the 60 working day notice period for integral exempt services is adequate
 - Whether the 15 working day notice period for non-integral exempt services is adequate
 - Whether the broadened criteria for removing an exemption from a service appropriately manage any risks this could potentially pose
27. The scope of the submission only includes the proposed Bill itself. Input into other changes associated with the SPTF reforms, such as amendments to Waka Kotahi's Procurement Manual, is being provided by Auckland Transport through the appropriate non-legislative channels.
28. Due to the tight timeframe, staff recommend approval of the final submission be delegated to the Chair of the Transport and Infrastructure Committee and other nominated Committee member(s).

Tauākī whakaaweawe āhuarangi Climate impact statement

29. There are no identified climate implications arising from making a submission on the Bill.
30. The Bill's amendments to the LTMA's section 115 principles would more explicitly embed the environmental and climate benefits of public transport into the Act. This would require all local authorities to be guided by these considerations, among others, when exercising powers under Part 5 of the Act.
31. Auckland Council's existing plans and strategies, including the Auckland Plan, TERP and Te Tāruke-ā-Tāwhiri, highlight the critical role that public transport needs to play in reducing Auckland's transport emissions. The changes proposed by the Bill have the potential to improve the efficiency, effectiveness and sustainability of Auckland's public transport system, thereby contributing to the city's emissions reduction goals.

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

32. Auckland Council's submission on the Bill is being developed in collaboration with staff from Auckland Transport.
33. Auckland Council is leading the submission on the Bill itself, while Auckland Transport is taking a lead role in engaging with Waka Kotahi and other entities on the subsequent operational changes which are planned to give effect to the SPTF, such as amendments to Waka Kotahi's Procurement Manual.
34. It is anticipated that appropriate engagement and collaboration with the broader Council group would be undertaken if and when Auckland Council or Auckland Transport sought to implement any major changes to the planning, procurement or delivery of public transport as a result of this Bill.

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

35. Given the tight timeframe imposed by Parliament, specific engagement with each local board has not been possible. However, local boards will have the opportunity to append their own feedback to Auckland Council's submission on the Bill.
36. Appropriate engagement with local boards will be undertaken if and when Auckland Council or Auckland Transport seek to implement any major changes to the planning, procurement or delivery of public transport as a result of this Bill.

Tauākī whakaaweawe Māori Māori impact statement

37. Section 4 of the LTMA addresses the principles of the Treaty of Waitangi, stating that: *'In order to recognise and respect the Crown's responsibility to take appropriate account of the principles of the Treaty of Waitangi and to maintain and improve opportunities for Māori to contribute to land transport decision-making processes, sections 18, 18A, 18G, 18H, and 100(1)(f) provide principles and requirements that are intended to facilitate participation by Māori in land transport decision-making processes.'*
38. No changes to Section 4, or any of the other sections referenced in it, are proposed as part of the Bill. Thus, the existing statutory requirement to maintain and improve opportunities for Māori to contribute to land transport decision-making processes will not be directly impacted by the Bill.
39. The amendments proposed in the Bill are primarily operational or procedural in nature, being focused on the processes through which local authorities plan, procure and deliver public transport. The Bill will not directly alter Auckland's current public transport network, and it is anticipated that usual engagement processes, including with Māori, will be undertaken if any tangible changes to Auckland's public transport network are proposed in the future.
40. Making a submission will not have any identified Māori impacts although impacts on Māori could arise from the implementation of the Bill. Appropriate engagement with Māori will be undertaken if and when Auckland Council or Auckland Transport seek to implement any major changes to the planning, procurement or delivery of public transport as a result of this Bill.
41. Auckland Council staff have engaged with the Independent Māori Statutory Board (IMSB) secretariat as part of the process of preparing the submission.

Ngā ritenga ā-pūtea Financial implications

42. There are no identified financial implications arising from making a submission on the Bill.
43. There are potential financial implications for the Auckland Council group arising from the implementation of the Bill. Many of these would only arise as a result of intentional future decisions made by the Auckland Council group, for which the financial implications would need to be considered separately. However, some potential financial impacts would be outside of the Auckland Council group's control.
44. Staff recommend that the submission could address any provisions in the Bill which may have potential financial implications for the Auckland Council group.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

45. There are no identified risks arising from making a submission on the Bill.
46. Risks may arise when the Auckland Council group implements the Bill, which will need to be appropriately identified and mitigated.

Ngā koringa ā-muri

Next steps

47. Auckland Council staff, in collaboration with Auckland Transport staff, will finalise the drafting of the submission, incorporating any input arising from the Committee's consideration of this report.
48. The completed draft submission will be circulated to the delegated group of Committee members. The final submission will be signed by the Chair of the Transport and Infrastructure Committee.
49. Auckland Council's submission will be lodged with Parliament's Transport and Infrastructure Committee by the closing date of 28 April 2023.

Ngā tāpirihanga

Attachments

There are no attachments for this report.

Ngā kaihaina

Signatories

Authors	Harry Stovold - Transport Advisor Robert Simpson - Manager Transport Strategy
Authorisers	Jacques Victor – General Manager Auckland Plan Strategy and Research Megan Tyler - Chief of Strategy Barry Potter - Director Infrastructure and Environmental Services

Summary of Transport and Infrastructure Committee information memoranda, workshops and briefings (including the Forward Work Programme) - 20 April 2023

File No.: CP2023/03887

Item 15

Te take mō te pūrongo Purpose of the report

1. To tuhi ā-taipitopito / note the progress on the forward work programme appended as Attachment A.
2. To whiwhi / 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

3. 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.
4. The following workshops/briefings have taken place for the Transport and Infrastructure Committee:

Date	Subject
8/3/2023	CONFIDENTIAL WORKSHOP: Regional Public Transport Plan – Strategic direction (no attachment)
5/04/2023	Auckland Transport Parking Strategy
5/04/2023	Auckland Transport Katoa, Ka Ora: Auckland Speed Management Plan 2024 - 2027




5. These documents can be found on the Auckland Council website, at the following link:
<http://infocouncil.aucklandcouncil.govt.nz/>
 - at the top left of the page, select meeting/te hui “Transport and Infrastructure” from the drop-down tab and click “View”;
 - under ‘Attachments’, select either the HTML or PDF version of the document entitled ‘Extra Attachments’.
6. 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) tuhi ā-taipitopito / note the progress on the forward work programme appended as Attachment A of the agenda report
- b) whiwhi / receive the Summary of Transport and Infrastructure Committee information memoranda and briefings – 20 April 2023.

Ngā tāpirihanga Attachments

No.	Title	Page
A 	Forward Work Programme	
B 	WORKSHOP: Auckland Transport Parking Strategy (<i>Under Separate Cover</i>)	
C 	WORKSHOP: Auckland Transport Katoa, Ka Ora Auckland Speed Management Plan 2024 -2027 (<i>Under Separate Cover</i>)	

Ngā kaihaina Signatories

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Authoriser	Barry Potter - Director Infrastructure and Environmental Services