

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

Date: Thursday, 9 May 2024
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
	Hokura Member Billy Brown	Cr Daniel Newman, JP
	Mayor Wayne Brown	Hokura 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)

Lata Smith
Senior Governance Advisor

6 May 2024

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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) whakaū / confirm the ordinary minutes of its meeting, held on [Thursday, 4 April 2024](#), 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: Doppelmayr New Zealand - Cable cars for the Airport to Botany rapid transit link

Te take mō te pūrongo Purpose of the report

1. Garreth Hayman, CEO of Doppelmayr NZ will address the Transport and Infrastructure Committee regarding the Auckland Airport to Botany rapid transit link requesting consideration for alternative transport modes like aerial cable cars.
Visit www.doppelmayr.nz/urban to view the slide 4 video of the attached presentation.

Ngā tūhonga Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the public input from Doppelmayr New Zealand and whakamihi / thank Garreth Hayman for attending the meeting.

5.2 Public Input: CCRC (China Rail) and TransitNEXT Ltd - Trackless Tram Technology

Te take mō te pūrongo

Purpose of the report

1. CCRC (China Rail) and TransitNEXT Ltd will address the Transport and Infrastructure Committee regarding bringing trackless trams to NZ and Australia.

Ngā tūtohunga

Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the public input from CCRC (China Rail) and TransitNEXT Ltd in relation to trackless tram technology and whakamihi / thank them for attending the meeting.

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

7 Ngā Pakihi Autaia | Extraordinary Business

New Zealand Transport Agency, Waka Kotahi Update - May 2024

File No.: CP2024/00157

Item 8

Te take mō te pūrongo Purpose of the report

1. To whiwhi / receive the May 2024 update from the New Zealand Transport Agency, Waka Kotahi with a specific focus on road safety on the motorway network, and O Mahurangi Penlink.

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 NZ Transport Agency, Waka Kotahi 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. Senior staff from Waka Kotahi will provide the committee with an update on the activities that have been undertaken to improve the safety of the motorway network, the construction of O Mahurangi Penlink, and any other relevant matters as part of its regular update to the committee.
5. The update information will be available as a presentation at the meeting.

Ngā tūtohunga Recommendation

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the May 2024 update from the New Zealand Transport Agency, Waka Kotahi.

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

Update on preparatory work for the Auckland Integrated Transport Plan

File No.: CP2024/02651

Item 9

Te take mō te pūrongo

Purpose of the report

1. To provide an update on progress made on developing Auckland Council's medium to long-term transport network view that will inform the future Auckland Integrated Transport Plan (AITP).

Whakarāpopototanga matua

Executive summary

2. The Transport and Infrastructure Committee endorsed the scope for the preparatory works for the AITP on 7 March 2024 (CP2024/01603, Resolution [TICCC/2024/17](#)). It also requested that staff report back to the Transport and Infrastructure Committee at its 9 May 2024 meeting on progress made on delivering this scope.
3. Auckland Council and Auckland Transport staff are progressing the workstreams needed to deliver a view on the medium to long-term transport network and other changes (e.g., legislative) that Auckland needs.
4. The following work has progressed:
 - identifying Auckland's transport challenges for the next 10 and 30 years.
 - developing a strategic alignment and assessment process to establish the 30-year transport view.
 - high-level overview of the transport projects/programmes that will be evaluated through the strategic assessment and evaluation process.
 - identifying non-infrastructure inventions required to improve Auckland's transport system.
5. A verbal update will also be provided at the 9 May committee meeting. Staff anticipate providing a further progress update to the Transport and Infrastructure Committee at its meeting on 6 June 2024.

Ngā tūtohunga

Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the progress report on the preparatory works for the Auckland Integrated Transport Plan.

Horopaki

Context

6. In February 2024 the Mayor and Chair of the Transport and Infrastructure Committee requested that staff undertake work to support the development of the AITP with the new government. The aim of this preparatory work is to determine an Auckland Council view of the medium to long-term transport network needed in Auckland. This will allow Auckland Council to have a well-informed position prior to working with central government to develop an AITP.

7. At the Transport and Infrastructure Committee meeting on 7 March staff were requested to undertake preparatory work that would help inform a future AITP. The committee resolved (CP2024/01603, Resolution [TICCC/2024/17](#)) to:
 - a. *ohia / endorse the scope of work (as described in paragraphs 17 and 18 of the 7 of March agenda report) to help Auckland Council develop its view of the medium to long-term transport network, in preparation for discussions with central government on an Auckland Integrated Transport Plan.*
 - b. *note / tuhi ā-taipitopito that the existing Auckland Integrated Transport Plan Political Reference Group will provide direction to staff throughout the duration of this work.*
8. Staff were also asked to report back on progress made at the April meeting of the Transport and Infrastructure Committee.
9. Staff from Auckland Council, the Mayor’s Office and Auckland Transport are working to progress work as outlined in the scope agreed by the Transport and Infrastructure Committee. Existing transport planning processes and information will inform the AITP preparatory work. Auckland Council and Auckland Transport staff will not be undertaking any new transport planning or modelling as part of this work.
10. It is anticipated that any future AITP, which this preparatory work will inform, will be an important input in the development of future Regional Land Transport Plans (RLTPs), Auckland Council’s long-term plans and National Land Transport Programmes (NLTP), and will inform decisions regarding transport projects of national significance within Auckland.

Tātaritanga me ngā tohutohu Analysis and advice

Preparatory works progress update

11. Project planning is now complete. Table 1 below outlines the major workstreams needed to deliver the AITP preparatory work.

#	Workstream	Description
1	Auckland’s transport challenges	<ul style="list-style-type: none"> • Identification of Auckland’s transport system challenges in 10 and 30 years
2	Visualisation of Auckland’s current and future transport network (maps)	<ul style="list-style-type: none"> • Major projects delivered in the last 15 years • Current Freight Network (with challenges) • Current roading, rapid transit, public transport and cycling network • Future (2035) rapid transit, public transport and cycling network • Future (2050) rapid transit and roading network
3	Development of a 30 year transport view	<ul style="list-style-type: none"> • Major transport projects by 2050 • Staged development of network 2050 • Network 2050 strategically and financially assessed (where data allows).
4	Strategic alignment assessment	<ul style="list-style-type: none"> • Alignment of network 2050 with FDS and other relevant strategic plans
5	Identification of necessary non-infrastructure interventions	<ul style="list-style-type: none"> • Identification of time of use charging and other non-infrastructure solutions that can help address Auckland’s challenges

#	Workstream	Description
6	Overview of transport system	<ul style="list-style-type: none"> An overview and a fit-for-purpose assessment of the current transport governance, planning, and funding settings in place. Analysis of how current settings can help (or not) achieve Auckland's goals.

Table 1: Summary of scope for AITP preparatory works

12. Staff are now progressing all the workstreams shown in Table 1.
13. The following work has been progressed to a point that it is ready to be verbally presented to the committee. This presentation will include:
 - An outline of Auckland's transport challenges for the next 10 and 30 years.
 - A description of the strategic alignment and assessment process that will inform the development of the 30-year transport view.
 - A high-level overview of the transport projects/programmes that will be evaluated through the strategic assessment and evaluation process.
 - The non-infrastructure interventions required to improve Auckland's transport system, which will be further analysed in time for the June meeting of the Transport and Infrastructure Committee.
14. A slide presentation on the above will be shared with the Transport and Infrastructure Committee prior to the committee discussion to allow time for members to prepare questions and/or feedback.
15. The findings from other workstreams, including completing the strategic assessment and evaluation, will be presented at future Transport and Infrastructure Committee meetings.

Tauākī whakaaweawe āhuarangi Climate impact statement

16. There will be climate impacts, both positive and negative, associated with most of the transport projects that are likely to be included in Auckland Council's medium to long-term transport network view. Where sufficient data exists, the AITP preparatory work will include a high-level commentary on the potential climate impacts of key projects and their alignment to Auckland Council's existing policy positions. Emissions reduction will also be a key factor considered when prioritising the projects that will be proposed as part of this work.

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

17. Auckland Transport and Auckland Council staff are jointly working on the development of the AITP preparatory work.
18. It is anticipated that the AITP will inform the development of future RLTPs and LTPs. It does not, however, replace the statutory decision-making responsibilities of Auckland Transport and Auckland Council associated with the RLTP and LTP, which also require publicly consultation.

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

19. The AITP process, before being put on hold last year, included consultation with local boards, which occurred in May 2023. The feedback received from that process will be a key input to the AITP preparatory work. To summarise, local boards stated that the following was important:
- ensure adherence to Auckland Council's Climate Plan
 - concern with lack of local board involvement and governance in developing the AITP
 - more clarity needed on the roles of New Zealand Transport Agency, KiwiRail and Auckland Transport
 - minimise climate impact and lower emissions
 - improve customer experience, reliability, and confidence in public transport
 - avoid out of sequence development if transport infrastructure isn't funded/delivered
 - more consultation
- needed with Māori, Pacific, young adults, and Asian communities.
20. As this preparatory phase of the work is primarily technical in nature, no additional consultation with local boards will be undertaken.

Tauākī whakaaweawe Māori Māori impact statement

21. The preparatory work will be informed by the results of a hui between the Mayor, the former Minister of Transport, and iwi representatives in May 2023 as part of the initial phase of joint work on the AITP. In line with the scope agreed by the Transport and Infrastructure Committee, no additional consultation with Māori or iwi will occur during the development of the preparatory work.
22. As part of reviewing existing work, staff will consider possible outcomes for Māori, drawing on the results of the May 2023 hui. In line with the terms of the scope, no new work on potential outcomes for Māori will be undertaken.
23. The development of the preparatory work for the AITP will be overseen by a Political Reference Group, which includes the Chair of Houkura- Independent Māori Statutory Board.
24. It is anticipated that work undertaken jointly with the government later in the year on the AITP itself will seek to engage with Māori.

Ngā ritenga ā-pūtea Financial implications

25. The preparatory work for the AITP is primarily focused on the medium and longer-term (i.e. 10 to 30 years) and it is anticipated that its findings will influence future RLTPs and LTPs.
26. Given its medium to long-term nature, it is not anticipated that this work will have any significant impact on Auckland Council's forthcoming LTP or have any immediate financial implications.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

27. Critical risks for this work were identified during project planning, and these are set out below.

Risk	Description	Mitigation	Rating
Staff resourcing constraints	Other commitments impact on available staff resourcing	Project planning, and a technical working group, has been established.	Medium
Misalignment with key transport partners and existing plans	The Auckland Council medium to long-term view does not align with existing Government/partner views	This work informs an Auckland Council's initial position on the medium to long-term transport network and other changes that Auckland needs. Any differences in views with central government and other partners would be worked through in a future AITP process.	Medium
Lack of quality information about transformational projects	There are varying levels of information about large scale projects, which is of differing quality.	Use the latest and best information available. Where information is missing, this will be considered during the strategic assessment process.	High

Ngā koringa ā-muri Next steps

28. Staff will seek direction from the AITP Political Reference Group during the development of the strategic framework, priorities/criteria for 30 year assessment and during the process of defining the emerging medium to long-term view.
29. Auckland Council staff will continue to work with Auckland Transport on completing the AITP preparatory work and involve other agencies as required.
30. Auckland Council staff will provide the next update on their findings from the AITP preparatory work at the 6 June meeting of the Transport and Infrastructure Committee.

Ngā tāpirihanga Attachments

There are no attachments for this report.

Ngā kaihaina Signatories

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

Auckland Transport's Quarter Three Performance Report 2023-2024

File No.: CP2024/04350

Item 10

Te take mō te pūrongo

Purpose of the report

1. To receive a summary of, and comments on, Auckland Transport's quarter three (Q3) performance report (the period 1 January 2024 to 31 March 2024).

Whakarāpopototanga matua

Executive summary

2. Auckland Transport's quarter three performance report contained in Attachment A provides measures against the 2021-2031 10-year Budget and the 2023-2026 Statement of Intent (SOI).
3. Overall, Auckland Transport is performing well against its SOI performance and financial measures, and the report notes several highlights, including: the new Western Express bus services, which reached 100,000 boardings in its first 10 weeks; progress on the Eastern Busway; network performance and progress in road asset maintenance and renewals.
4. The Draft Government Policy Statement Transport, the removal of the Regional Fuel Tax, ongoing budget uncertainty and concerns relating to level crossing and the rail programme are highlighted as issues and risks for the business.
5. Two dynamic lane projects (Maioro Street and Main Highway – Ellerslie are in design) and three routes are under investigation (Park Road, Dairy Flat Highway and Ellerslie Panmure Highway). Further work is underway to reduce the cost of temporary traffic management.
6. Auckland Transport's year-to-date net operating surplus, excluding depreciation is \$47 million favourable to budget. Auckland Transport is also forecasting it will deliver better than budget operating surplus for the full year.
7. Capital expenditure is \$699 million (92 per cent of planned spend). The underspend is within renewals and flood recovery works, Eastern Busway, electric trains and stabling for City Rail Link (CRL), Northwest bus improvements, Huapai improvements and urban cycleways programme.
8. Despite this progress, the full delivery of the capital programme for the year remains a risk. Several projects have been paused amidst uncertainties about future levels of funding from both central Government and council.
9. Auckland Transport is making good progress towards its agreed performance objectives. It has met or exceeded 18 performance measures, with only one below target (public transport punctuality, where the rate was 84.1 per cent and the target is 86 per cent).
10. Positively, of the 43 deliverables on Auckland Transport's work programme, Four are complete and the majority (34) are on track. Four deliverables are at risk and one is on watch. The deliverables at risk relate to low emission ferries and infrastructure, KiwiRail's CRL track readiness, the national Open Loop ticketing and embedding carbon emissions in Auckland Transport's programme.

Ngā tūtohunga

Recommendation

That the Transport and Infrastructure Committee:

- a) whiwhi / receive Auckland Transport's 2023/2024 quarter three performance report (Attachment A of the agenda report).

Horopaki Context

11. Under the Local Government Act, CCOs are required to provide quarterly 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.
12. Auckland Transport will report on the Department of Internal Affairs mandatory measures and Auckland's transport emissions annually.

Tātaritanga me ngā tohutohu Analysis and advice

Financial performance

13. Auckland Transport's year-to-date net operating surplus, excluding depreciation is \$47 million favourable to budget. It also forecasts to deliver better than budget operating surplus for the full year.
14. This sustained favourable result, continuing from the first two quarters, is primarily driven by increased bus patronage and unbudgeted NZTA funding for extreme weather remediation costs. Further lower than anticipated direct expenditures have also contributed to this favourable position, largely due to unfilled staff vacancies, reduced public transport contract costs, and maintenance expenses.
15. Capital expenditure reached \$669 million, representing 92 per cent of the planned spend, up from 87 per cent at the half-year mark. The underspend is within renewals and flood recovery works, Eastern Busway, electric trains and stabling for CRL, Northwest bus improvements, Huapai improvements and urban cycleways programme.
16. Despite this progress, the full delivery of the capital programme for the year remains a risk. Several projects have been paused amidst uncertainties about future levels of funding from both the central Government and council.

Non-financial performance and other issues

Areas of focus

17. Two dynamic lane projects (Maioro Street and Main Highway – Ellerslie are in design) and three routes are under investigation (Park Road, Dairy Flat Highway and Ellerslie Panmure Highway).
18. Further work is underway to reduce the cost of temporary traffic management. Progress on Time of Use Charging is underway where cross agency workstreams and the Political Reference Group are established. Progress on these initiatives is being reported on regularly to this Committee.

Performance measures

19. Overall, Auckland Transport has met or exceeded 18 performance measures and only one was below target. The table below sets out a summary of Q3 performance results and notes the key changes from the last quarter. The one measure not met is the percentage of public transport services that start and end on time according to published timetable. The rate achieved was 84.1 per cent against a target is 86 per cent.

Table 1: Summary of performance measures results by strategic transport priorities

Outcome	ID	SOI measure	Financial year target	Status Q3	Commentary Q3	
1. Better understanding of the communities we serve	1	Customer perceptions - AT listens and responds to Aucklanders' needs	Increase from 29% to 30%	Met	December quarter saw a slight reduction	
	2	Formal complaint - Percentage of total AT cases resulting a formal complaint	Decrease from the baseline of 0.77% to less than 0.65%	Exceeded		
	3	Customer complaint resolution - Percentage of formal complaints that are resolved within 20 working days	Increase from the baseline of 79% to at least 85%	Exceeded		
2. Getting the basics right	4	Travel time - Average travel time across the arterial network	To establish and maintain baseline	Met	Average travel time is holding steady at 24 minutes (previously 22-23 min)	
	5	PT reliability - Percentage of public transport services that run according to the published timetable	Increase from 94% to 95%	Met		
	6	PT punctuality - Percentage of public transport services that start and end on time according to the published timetable	Increase from 86% to 87%	Not met		Rate is 84.1%, down from 89.1% last quarter. Bus at 84.1 per cent and train at 81.6 per cent.
	7	DSI - Deaths and serious Injuries on the road network	Reduce from the baseline of 716 to no more than 640	Met		
	8	Asset condition - proportion of critical assets in poor condition	No more than 5.8%	Met		Resealing programme has improved pavement assets
	9	Road maintenance - Percentage of the sealed local road network that is resurfaced or rehabilitated	At least 6% or 403 kilometres of the network	Met		Improvement from work undertaken over peak maintenance period (Summer)
	10	Adherence to the service level agreement with Council (10 working days or agreed timeframe) for AT to provide specialist input into resource	Increase from 50% to 70%	Exceeded		
3. Leveraging existing network using data, technology and insights	11	Number of public transport passenger boardings	Increase from 71m in 2022/23 to 83.4m during 2023/24 and progress to 100m by 2024/25	Met		
	12	Road productivity - Average number of people moving on the arterial roads per hour during the morning peak	Grow above 28,000	Met		
	13	Freight LOS - Percentage of the freight network moving without congestion in the interpeak	At least 85%	Met		
	14	Cycle count - Number of cycle counts on the defined cycle network count sites	Increase by 4% or 3.12m from 3m counts	Exceeded		
	15	Operational GHG emissions	15% reduction from the 2018/19 baseline	Exceeded		
4. Collaboration and improving relationships	16	Local Board satisfaction with engagement	To establish baseline and improve	Met		
5. Supporting Māori wellbeing, outcomes and expectations	17	Percentage of procurement spend with Māori owned businesses	Increase from 1.7% to 2%	Met	2.2% result	
6. Delivering the value for money.	18	Farebox recovery - Percentage of the total public transport operating cost recovered through fares	25% (30% including Government fare concession top-ups)	Exceeded		
	19	Capital delivery - Percentage of direct capital budget invested	At least 90% of the budget	Met	92% result	

Item 10

Progress against SOI deliverables and performance expectations

20. Auckland Transport reporting on its deliverables/work programme has changed from last quarter. The reporting scale has changed from last quarter ('on track' and 'watch') to a new five-point reporting scale, which provides greater clarity about the status of the deliverable.
21. Positively, of the 43 deliverables on Auckland Transport's work programme, four are complete and the majority (34) are on track. Four deliverables are 'At risk' and one is on 'Watch'. The deliverables 'At risk' and on 'Watch' relate to low emission ferries and infrastructure, KiwiRail's CRL track readiness, the national Open Loop ticketing and embedding carbon emissions in Auckland Transport's programme.
22. A summary of those deliverables that are recorded as not on track are provided below.

Better understanding of communities

23. All six deliverables are on track and there is little change in commentary. One exemplar journey experienced increased travel times in February. Comparative journeys for public transport and customer experience indicators are still being investigated. It would be helpful to have a date by when this will be developed, given we are now nearing year end.

Getting the basics right

24. One deliverable is 'At risk' (2.10 Work towards Transport Emissions Reduction Plan), which was reported as being on track last quarter. No explanation or mitigations are provided as to why this is the case. There is also progress reported on the trial to reduce carbon emissions across road maintenance contracts which appears unrelated to the reporting on this deliverable.

Leveraging our existing network

25. Two of the six deliverables are noted as being 'At risk'. The commentary for the deliverable to implement national ticketing: Open Loop notes it is progressing well towards implementation. However, the contactless payments (open loop) is delayed from the original target date of July, due to supply chain issues and getting equipment into New Zealand and established in the data centres. There are still some dependencies outside of Auckland Transport's control, such as banking compliance activities. The project is on track to a revised timeline to be delivered in the last quarter of this calendar year.
26. The other programme 'At risk' relates to the CRL Day 1 timetable and train level of service, which is awaiting KiwiRail approval. This is dependent upon KiwiRail confirming the status of the track condition and performance and is subject to central Government funding decisions.

Delivering our capital programme

27. The one deliverable recorded 'At risk' relates to the timing of consents for the Downtown ferry charging equipment.

Tauākī whakaaweawe āhuarangi Climate impact statement

28. Auckland Transport is implementing three innovative material/method trials (plant-based binder, low-carbon concrete and warm-mix asphalt) across road maintenance contracts over the next three months to reduce carbon emissions.
29. Total operation emissions are tracking towards an almost 48 per cent reduction compared to the same quarter in the base year 2018/19 (target is 15 per cent).
30. The report highlights other improvements to the bus fleet underway and proposed.
31. Funding for the wider ferry electrification programme is under threat, and Auckland Transport is reviewing the timelines and scope of the ferry electrification programme.

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

32. Auckland Transport's Q3 performance report contains information on how it is contributing to the council's outcomes and objectives.

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

33. Oversight, monitoring and direction of Auckland Transport is delegated to this committee. The views of local boards have not been sought. Auckland Transport reports to local boards directly.

Tauākī whakaaweawe Māori Māori impact statement

34. Auckland Transport has provided information on their mana whenua engagement and activations across the network in their report. As at Q3, pleasingly they have now met their target of increasing the percentage of procurement spend with Māori owned businesses (2.2 per cent, \$26.24 million in direct and subcontracted spend).
35. The Auckland Transport Māori Outcome Plan is expected to be approved by the Board in June 2024.

Ngā ritenga ā-pūtea Financial implications

36. Auckland Transport's financial performance is provided in paragraphs 13 to 16.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

37. The Draft Government Policy Statement on Land Transport (GPS) was released for consultation in March 2024. The Draft GPS creates funding uncertainty for the next financial year. It has implications for funding public transport operations and infrastructure delivery. Auckland Transport worked with council on its submission.

Ngā koringa ā-muri Next steps

38. The next quarterly report (quarter four, April to June 2024) will be provided to this committee later in 2024. Auckland Transport will continue to provide monthly updates and deep dives as agreed.

Ngā tāpirihanga Attachments

No.	Title	Page
A⇒	AT Q3 Performance Report 2024	

Ngā kaihaina Signatories

Author	Claire Gomas - Principal Advisor
Authorisers	Alastair Cameron - Manager - CCO Governance & External Partnerships Anna Bray - Acting Director - Governance and CCO Partnerships Barry Potter - Director Infrastructure and Environmental Services

Item 10

Point Chevalier to Westmere Improvements Project Update

File No.: CP2024/05213

Item 11

Te take mō te pūrongo Purpose of the report

1. To provide an update on the Point Chevalier to Westmere Improvements Project including work completed to date, overview of current and future traffic disruptions, and public communications and stakeholder engagement.

Whakarāpopototanga matua Executive summary

2. The Point Chevalier to Westmere Improvements Project delivers multiple infrastructure improvements in a 'dig once' approach along the road corridor of Point Chevalier Road, Meola Road and Garnet Road. Infrastructure improvements include, stormwater, wastewater, electricity, fibre-optic, flood mitigation, road pavement renewal and resurfacing, intersection upgrades, bus priority lanes, footpath renewal, cycle lanes, safety improvements, new trees and landscaping.
3. Construction started in late October 2023 and project completion is expected mid-2025.
4. The work will be completed in stages, with ongoing disruptions to traffic during the construction of each stage until mid-2025. The first stage of the works finished at end of April 2024 and the second stage has now commenced.
5. Regular communications will be on-going during the construction period with directly impacted residents, businesses, key stakeholders, general public and local boards.

Ngā tūtohunga Recommendation/s

That the Transport and Infrastructure Committee:

- a) whiwhi / receive the update on the Point Chevalier to Westmere Improvements Project.

Horopaki Context

6. The project delivers improvement of infrastructure along the road corridor of Point Chevalier Road, Meola Road and Garnet Road. The project delivers multiple infrastructure improvements in a 'dig once' approach, to minimise disruption and achieve efficiency savings. The programme of work includes:
 - Stormwater and wastewater separation and pipe upgrades on Point Chevalier Road, for Auckland Council Healthy Waters (ACHW) and Watercare.
 - Flood resilience work and improved stormwater drainage works on Meola Road.
 - Undergrounding powerlines and Fibre Optic cables on Meola Road.
 - Road pavement renewal/rehabilitation on Meola Road.
 - Resurface road on Point Chevalier Road.
 - New bus stops and bus priority (T3) lane on Point Chevalier Road.
 - New roundabout at Point Chevalier and Meola Road intersection.
 - Footpath renewal, new cycle lane and associated pedestrian and cycling safety improvements.
 - New trees, landscaping and berm works.

7. Project Timeline:
- 2016 – Community consultation on project scope.
 - 2017 – Community consultation on a concept design.
 - 2017 to 2018 – Design revision based on community feedback and further investigation.
 - 2019 – Community consultation on a revised design.
 - 2020 to 2021 – Project delay due to 2020 COVID-19 pandemic emergency budget.
 - Early 2022 – Community re-engagement on design for construction.
 - Late 2022 – Inclusion of stormwater separation works for Auckland Council Healthy Waters.
 - Early 2023 – Competitive procurement process.
 - Late 2023 – Contract award and construction begins.

Tauākī whakaaweawe āhuarangi Climate impact statement

8. Auckland Transport's (AT's) Sustainability team are working closely with our Contractor, Dempsey Wood, on low carbon trials.
9. Dempsey Wood send concrete removed from this project to Green Vision for recycling.
10. Bluestone kerb blocks and road milling are being reused on Meola Road.
11. AT worked closely with Auckland Council Closed Landfill Team ensuring that the Asset Owner Approval (AOA) conditions are met when rebuilding Meola Road, which is above an old, contaminated landfill on Meola Road.

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

12. This project involves Auckland Council's Healthy Waters, Parks and Communities Facilities and Closed Landfill Team, Museum of Technology and Transport (MOTAT), Landowner Approval and Asset Owner Approval. The project has been fully collaborative across the Auckland Council Group and delivers multiple infrastructure upgrades in a dig-once approach.

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

13. Albert Eden Local Board, Waitematā Local Board and local communities have been fully involved throughout the project design and delivery. The project is supported by both Local Boards and community.

Tauākī whakaaweawe Māori Māori impact statement

14. The project currently engages with mana whenua on the following areas:
- Mahi toi cultural design for the project working with landscape designer from Ngati Whatua Orakei. This is still in progress.
 - Mana whenua support working closely with Whai Maia part of Ngati Whatua Orakei.
 - Cultural advisor for blessing (site whakawātea and karakia) construction works.
 - Supplier Diversity – engaging with Māori businesses.
 - Opportunity to work with Mana Whenua on communication and engagement especially with elevating kōrero of keeping streams clean on Meola Road.

Ngā ritenga ā-pūtea Financial implications

15. The project attracts funding subsidy from New Zealand Transport Agency Waka Kotahi for the transport renewals and active mode (pedestrian/cycling) improvements, with contributions from Auckland Council Healthy Waters.

Ngā koringa ā-muri Next steps

16. The work will be completed in stages, with ongoing disruptions to traffic during the construction of each stage until mid 2025. The first stage of the works finished at end of April 2024 and the second stage has now commenced.
17. A communications and engagement plan has been prepared detailing the activities planned to keep partners, key stakeholders and the community informed about the delivery stages of the project.
18. Regular communications will be on-going during the construction period with directly impacted residents, businesses, key stakeholders, general public and local boards.
19. Communication channels will include; newsletters, local board meetings and site visits, letter drops, face to face, media, AT website, weekly social media posts, road signs and variable message sign (VMS) boards.

Ngā tāpirihanga Attachments

No.	Title	Page
A⇒	Point Chevalier to Westmere Improvements (PtC2W) - Presentation	

Ngā kaihaina Signatories

Author	Murray Burt – Director Infrastructure and Place, Auckland Transport
Authoriser	Barry Potter - Director Infrastructure and Environmental Services

Draft Regional Land Transport Plan (RLTP) 2024 for consultation

File No.: CP2024/04970

Item 12

Te take mō te pūrongo

Purpose of the report

1. To seek endorsement from the Transport Infrastructure Committee for the Regional Land Transport Plan 2024-2034 consultation document.

Whakarāpopototanga matua

Executive summary

2. The Regional Land Transport Plan (RLTP) is the 10-year investment proposal for Auckland's transport network. It has been jointly developed between Auckland Transport (AT), New Zealand Transport Agency (NZTA), KiwiRail and Auckland Council. It is a statutory document that must be submitted to the NZTA to seek funding from the National Land Transport Fund.
3. The RLTP programme has been prioritised to achieve regional outcomes sought by the council and central government, including:
 - faster and more reliable public transport
 - resilience and maintenance
 - supporting economic productivity
 - safety, and
 - continued decarbonisation of the transport system towards the 2050 target.
4. The AT elements of the programme have been developed in a series of workshops with the Transport and Infrastructure Committee and align to the investment programme outlined in the Mayoral Proposal and draft Long-Term Plan.
5. The multi-agency combined proposals in the RLTP significantly exceed expected funding over both the three and ten-year periods. This means the draft RLTP is very much a 'bid' document, and actual transport outcomes and what is funded will depend on decisions made by the NZTA.
6. The draft RLTP contains a prioritised ranking of projects from all agencies, including the NZTA's State Highway Investment programme. In some cases, large NZTA and KiwiRail projects have been ranked as a higher priority than AT projects supported in the Council's Long-Term Plan. This reflects the RLTP's role as a 'regional' prioritisation document which must also be consistent with government's transport policy.
7. The draft RLTP 2024-2034 has been prepared for consultation between 17 May – 17 June 2024.
8. The final RLTP 2024-2034 will come back to the Transport and Infrastructure for endorsement before being submitted to NZTA on 1 August 2024.

Ngā tūtohunga

Recommendation/s

That the Transport and Infrastructure Committee:

- a) ohia / endorse the draft Regional Land Transport Plan 2024-2034 for public consultation.

Horopaki Context

9. The statutory purpose of the Auckland Regional Land Transport Plan (RLTP) is to set out the Auckland region's land transport objectives, policies, and monitoring measures for the next 10 years. Most importantly, the RLTP sets out and prioritises the land transport activities for which Auckland Transport, the NZ Transport Agency NZTA and KiwiRail seek funding from the National Land Transport Fund (NLTF). As such, it is a 'bid document' to the NZTA, who administer the NLTF.
10. Under the Land Transport Management Act (LTMA), Auckland Transport is responsible for preparing the RLTP, while the Regional Transport Committee (RTC) endorses it for consultation. Following consultation, the RTC also endorses the final RLTP for Auckland Transport Board approval.
11. The RTC must be satisfied that the final version of the RLTP, amongst other things, contributes to the purpose of the LTMA and is consistent with the Government Policy Statement on Land Transport.
12. Although Auckland Council does not have any formal role in the preparation of the RLTP, the 2020 Council Controlled Organisation Review recommended that the RLTP be jointly prepared by AT and Council and endorsed by the relevant Council Committee. In August 2023, the Transport Infrastructure Committee also agreed to request that the RLTP be jointly developed with Council. In line with that recommendation, this draft RLTP 2024 – 2034 has been prepared jointly with Council officers through a multi-agency Working Group, with key decision steps also taken to the Transport and Infrastructure Committee for feedback and endorsement.
13. Following feedback provided by the Transport Infrastructure Committee, the RTC and internal stakeholders, the final draft RLTP consultation document has now been prepared. Due to the tight timeframes in the lead up to consultation, a copy of this consultation document will be available separately as an attachment under separate cover prior to the meeting.
14. The draft RLTP consultation document will go out for public consultation on 17 May 2024. AT is seeking Transport and Infrastructure Committee and RTC endorsement prior to public consultation going live.

Tātaritanga me ngā tohutohu Analysis and advice

15. This draft RLTP 2024 is different to the RLTP 2018 and 2021 as it has not been preceded by an Auckland Transport Alignment Project (ATAP) process agreeing a capital programme or a capital funding envelope between council and government. This means we do not have a clear idea of the scale of NLTF funding likely to be available to the Auckland Region over the next ten years.
16. This RLTP is subject to significant uncertainty about likely NLTF funding availability. In total, it proposes around \$48 billion in capital and operating investment, which is likely to be significantly more than available funding. This draft RLTP 2024 is consequently much more of a 'proposal' or 'bid document' than was the case in 2018 and 2021.
17. In addition to uncertainties over likely funding, the timing for preparing the RLTP 2024-2034 has been challenging due to the late release of the draft GPS on 4 March 2024. This means that the State Highway and KiwiRail investment programmes have only become available very recently and there has been limited time to consider and prioritise these programmes.

The Auckland Transport capital programme

18. This RLTP proposes a \$13.4 billion capital programme for AT (subject to the availability of an average 50 per cent matching funding from NZTA). This has been reduced from the \$14 billion programme originally outlined in the in the Mayoral Proposal to reflect the impact of the government’s decision to remove Regional Fuel Tax funding.
19. The \$13.4 billion programme proposed for NLTF funding includes the key elements of the original \$14 billion Mayoral Proposal and Long-Term Plan:
 - Fix the Roads – fully fund renewals and unsealed road improvements programme.
 - Making PT faster and easier – small capital works to improve reliability of buses.
 - Network optimisation and dynamic lanes.
 - Finish Rapid Transport Projects, including CRL and Eastern Busway stages 2&3.
 - Progress Time of Use Charging.
 - Progress level crossings for CRL Day One.
20. To achieve the lower \$13.4 billion funding level, it has been necessary to make a number of deferrals or reductions in the programme. These were finalised after workshops with the RTC and Transport and Infrastructure Committee and are outlined in Attachment A.
21. The most significant change amongst these is the deferral of the Botany Interchange project, which was formerly Eastern Busway Stage Four, largely outside of the decade. This reflects the increasing cost of this phase, the availability of an interim solution that will be provided as part of Eastern Busway Stage 2 and 3 which will deliver most outcomes sought, and the uncertainty of a final design solution that aligns with the Airport to Botany rapid transit project.

The multi-agency regional capital programme

22. One of the roles of the RLTP is to signal regional priorities for investment across agencies. This is particularly important for this draft RLTP 2024 as the cost of proposed projects, maintenance and services significantly exceeds available funding. The ranked prioritisation was driven by a list of regional outcomes and investment attributes that were workshopped with the Transport and Infrastructure Committee and endorsed by the RTC.
23. The draft RLTP 2024 document includes a list prioritising all proposed capital investment over the next ten years. The table below sets out relative rankings of the larger projects across the overall regional programme. Many of these projects will take more than ten years to deliver, in which case their full cost is not reflected in the table. The RLTP itself is intended to provide more detailed project ranking based on GPS activity classes.

Item	Rank	3 Year Total (\$m)	10 Year Total (\$m)
Avondale to Southdown (designation protection)	13	10	71
4 tracking Westfield to Pukekohe	17	19	1,894
Northwest Rapid Transit	21	634	4,304
SH20 Airport to Botany	29	5	390
Waitemata Harbour Connections	61=	238	7,250
SH1 Warkworth to Wellsford	69	376	2,979
Mill Road	77	107	1,533
East West Link	83=	0	651
North West Alternate State Highway	83=	0	85

Item	Rank	3 Year Total (\$m)	10 Year Total (\$m)
Auckland Share Roads of National Significance Property & Project Development	115=	342	1,250

24. Broadly this ranking prioritises key public transport projects over the Roads of National Significance projects that were highlighted in the GPS. This tends to reflect the fact that public transport projects contribute to a wider set of outcomes than the state highway projects identified as Roads of National Significance.
25. There are also significant trade-offs between investing in a smaller number of very large projects, or a larger number of small to medium sized projects. This is particularly an issue in the public transport infrastructure activity class where, for example, the \$4.3 billion cost of the Northwestern Rapid Transit Projects is likely to displace a host of smaller and lower priority public transport projects. Unfortunately, time constraints have meant that development of the RLTP has not been able to address this issue in detail and further work will be required while consultation is underway.
26. Within this, some large KiwiRail and NZTA projects are ranked as a higher priority than AT projects included in the Long-Term Plan. This reflects the outcomes of the prioritisation process undertaken by the multi-agency Working Group and the nature of the RLTP as an inter-agency 'regional' document.
27. Although some larger NZTA state highway projects may not align with council priorities, these need to be included in the RLTP to ensure consistency with the GPS.

GPS activity classes and the RLTP

28. Work on the RLTP has reinforced the previous assessment of issues with the relative size of the NLTF funding allocated within GPS activity classes. Over the next three years, the Public Transport Infrastructure, Public Transport Services and Walking and Cycling Improvements activity class are likely to be under major pressure, while the State Highway Improvements and renewals and maintenance activity classes appear more likely to have sufficient funding.
29. These issues and the scale of the funding challenges, particularly around major projects, are proposed to be highlighted in the draft RLTP document.

**Tauākī whakaaweawe āhuarangi
Climate impact statement**

30. Reducing greenhouse gas emissions is one of the regional priorities / outcomes underpinning the draft 2024 RLTP. This aligns with direction given in council's plans like Tāruke-ā-Tāwhiri: Auckland's Climate Plan and the Transport Emission Reduction Pathway. All discretionary improvements projects have been scored, based on a qualitative assessment, for their contribution to emission reduction.
31. The RLTP 2024 proposes public transport infrastructure improvements of around \$12 billion, with a further \$14 billion for public transport services and around \$1 billion for walking and cycling. These projects are expected to support mode shift and emissions reductions outcomes – including decarbonisation of elements of the bus and ferry fleet. On the other hand, the RLTP also proposes around \$16.3 billion of investment in State Highway improvements projects, in alignment with the government's focus on economic growth and productivity, and roads of national significance, which may increase emissions.
32. Due to time constraints and uncertainty over land use and funding assumptions, modelling of the RLTP has not been undertaken.

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

33. Investment in transport infrastructure and activities is only one component of a transport system. Other factors such as land use intensification through council's Future Development Strategy have an important role to play in delivering on the council's objectives (including climate change).
34. In this context, AT will continue to work with council to develop land use strategies to promote a quality compact urban form that contributes to council's transport objectives.

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

35. In 2023, AT reviewed all Local Board Plans and discussed the RLTP with local boards, conducting workshops with each to identify their priorities. Information gathered from these exercises contributed to the development of the RLTP and to the consultation programme that is proposed.
36. Although the RLTP is a regional programme and the primary responsibility for engagement is with the Governing Body, AT has been careful to work with local boards. Regular updates have been provided to the Local Board Chairs Forum and, after listening to this group, AT structured the engagement process to provide an opportunity for local boards to make comment after receiving feedback from their local areas.
37. Therefore, the key elements of the engagement process are listed below chronologically:
 - 17 May-17 June – RLTP public engagement. If they choose too, local boards may submit during this period.
 - By 24 June – Summaries of public feedback and raw engagement data from each local board area will be developed and sent to local boards.
 - 26-28 June – RLTP hearings will be held. AT is encouraging local boards to attend the hearings and comment on the proposal.
 - 3 July – The final date for local board submissions. Local boards are required to set extraordinary meetings to confirm their feedback. This process was confirmed at the Local Board Chairs Forum on 9 April and with council's Local Board Services team, who will manage the process of setting the extraordinary meetings.
38. Essentially, AT has worked closely with local boards to develop this engagement process, including supporting local boards to achieve their objective of reviewing public feedback from the local areas before submitting.

Tauākī whakaaweawe Māori Māori impact statement

39. Mana Whenua have been engaged on several occasions during development of the draft RLTP. This has included a briefing and feedback session at AT's sub-regional mana whenua hui. Iwi Rangatira were also invited to attend a key workshop with RTC considering options for prioritizing the Auckland Transport Capital programme.
40. Engagement with mana whenua has identified several key areas of interest for Māori. These, and how the RLTP responds are outlined below.

Issue	RLTP response
<p>Equity – ensuring accessibility and affordability of the transport system. Noting PT fares and the cost of various policies (parking prices) on Māori communities such as emissions reductions, road user charging, vehicle kilometers travelled reductions. Includes specific PT access to marae.</p>	<p>Specific issues around public transport services and fares are outside of the scope of the RLTP. However, the Regional Public Transport Plan proposes a significant expansion of frequent services into high deprivation areas, and the required funding is included in the RLTP funding proposal. This RLTP includes a programme of investment improving vehicle access and safety for marae.</p>
<p>Assets – greater focus on renewals and maintenance of the transport system to ensure it is fit for purpose.</p>	<p>This RLTP proposes a significant increase in renewals funding to ensure the system is appropriately maintained and renewed.</p>
<p>Accessibility - ensure communities have safe, reliable and affordable options to access facilities such as education, jobs, healthcare, marae, social services and recreational.</p>	<p>The improved public transport infrastructure and services proposed in this RLTP are expected to improve accessibility to key opportunities. This is especially the improvement in the rail services associated with the CRL and the increase in frequent bus services into the south and west funded by the Climate Action Transport Targeted Rate.</p>
<p>Safety – especially for Tamariki around schools and having more appropriate speeds in rural communities. Reducing deaths and serious injuries also needs to be a priority.</p>	<p>The RLTP proposes significant continuation of investment to improve safety and reducing deaths and serious injuries. This includes a focus on speed reduction around schools.</p>
<p>Partnership – providing greater time and opportunity for Māori to be meaningfully informed and engaged on the provision of infrastructure and services.</p>	<p>AT will continue to engage with mana whenua on the development and design of key projects, while the AT Board anticipates deepening its governance relationship with Rangatira.</p>

Ngā ritenga ā-pūtea Financial implications

- The RLTP takes its funding assumptions for the AT capital and operating programmes from the LTP. There are no additional financial implications outside of the LTP. Any changes to the LTP funding envelope will need to be reflected in the RLTP.
- There is a broad funding risk that the NZTA will not fully fund AT’s programme. In this case, AT’s programme will need to be revised, in alignment with Auckland Council, to see whether projects that do not receive NZTA subsidy should be either fully funded by council or deferred.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

- The key risk associated with this RLTP is raising public expectations for delivery of projects that may not receive NLTF funding. This will be mitigated by highlighting key parts of the programme that are expected to be subject to higher risk based on GPS activity class allocations.

44. As noted in paragraph 43 above, there is also a risk that NZTA does not fund elements of AT's programme contained in the RLTP.

Ngā koringa ā-muri

Next steps

45. The final draft RLTP will be approved for consultation by the Regional Transport Committee on 14 May and consultation materials will go live on 17 May.
46. Consultation runs from 17 May – 17 June 2024.

Ngā tāpirihanga

Attachments

No.	Title	Page
A⇒	Changes to the AT programme compared to the draft LTP	
B	Final draft RLTP consultation document (<i>Under Separate Cover</i>)	

Note: Attachment B will be available prior to the meeting under a separate cover attachment

Ngā kaihaina

Signatories

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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) - 9 May 2024

File No.: CP2023/19997

Item 13

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 items were distributed to the Transport and Infrastructure Committee:

Date	Subject
28/3/2024	Memorandum: Update on the midtown programme
28/3/2024	Attachment A: Midtown programme overview and construction timeline
10/4/2024	Workshop Notes: Regional Land Transport Plan (RLTP) 2024 – Auckland Transport capital programme options
23/4/2024	Memorandum: Update regarding major maintenance work on Wynyard Crossing Bridge
24/4/2024	Workshop Notes: Regional Land Transport Plan (RLTP) 2024 – Final ranked AT and multi-agency programmes
1/5/2024	Update regarding investigations into alternative options over the water while major maintenance is underway on the Wynyard Crossing Bridge
1/5/2024	Attachment: Wynyard Crossing Bridge Remediation – Assessment of Temporary Bridge & Transport Options

5. The following workshops and site visit have taken place for the committee:

Date	Subject
10/3/2024	Regional Land Transport Plan (RLTP) 2024 - Auckland Transport capital programme options
19/4/2024	Site visit to the Meola Road Project
24/3/2024	Regional Land Transport Plan (RLTP) 2024 - Final ranked AT and multi-agency programmes

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 workshop notes – 9 May 2024.

Ngā tāpirihanga Attachments

No.	Title	Page
A⇒	Transport and Infrastructure Forward Work Programme	
B⇒	Workshop Notes: Regional Land Transport Plan (RLTP) - Auckland Transport capital programme options <i>(Under Separate Cover)</i>	
C⇒	Memo: Midtown Programme Update - March 2024 <i>(Under Separate Cover)</i>	
D⇒	Attachment A: Midtown programme overview and construction timeline <i>(Under Separate Cover)</i>	
E⇒	Memo: Update regarding major maintenance work on Wynyard Crossing Bridge <i>(Under Separate Cover)</i>	
F⇒	Workshop Notes: Regional Land Transport Plan (RLTP) 2024 - Final ranked AT and multi-agency programmes <i>(Under Separate Cover)</i>	
G⇒	Memo: Update regarding investigations into alternative options over the water while major maintenance is underway on the Wynyard Crossing Bridge <i>(Under Separate Cover)</i>	
H⇒	Attachment: Wynyard Crossing Bridge Remediation – Assessment of Temporary Bridge & Transport Options <i>(Under Separate Cover)</i>	

Ngā kaihaina Signatories

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