

I hereby give notice that an extraordinary meeting of the Devonport-Takapuna Local Board will be held on:

**Date:** Thursday, 27 June 2024  
**Time:** 10:00 am  
**Meeting Room:** Devonport-Takapuna Local Board Office  
**Venue:** 1-7 The Strand  
Takapuna

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## Devonport-Takapuna Local Board OPEN AGENDA

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### MEMBERSHIP

<b>Chairperson</b>	Toni van Tonder
<b>Deputy Chairperson</b>	Terence Harpur
<b>Members</b>	Peter Allen Gavin Busch Melissa Powell George Wood, CNZM

(Quorum 3 members)

**Henare King**  
**Democracy Advisor**

**20 June 2024**

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## 1 Nau mai | Welcome

The meeting was opened with a karakia.

Whakataka te hau ki te uru	Cease o winds from the west
Whakataka te hau ki te tonga	Cease o winds from the south
Kia mākinakina ki uta	Bring calm breezes over the land
Kia mātaratara ki tai	Bring calm breezes over the sea
E hī ake ana te atakura	And let the red-tipped dawn come
He tio	With a touch of frost
He huka	A sharpened air
He hau hū	And promise of a glorious day.
Tīhei mauri ora	

## 2 Ngā Tamōtanga | Apologies

At the close of the agenda no apologies had been received.

## 3 Te Whakapuaki i te Whai Pānga | Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

## 4 Ngā Pakihi Autaia | Extraordinary Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

- (a) The local authority by resolution so decides; and
- (b) The presiding member explains at the meeting, at a time when it is open to the public,-
  - (i) The reason why the item is not on the agenda; and
  - (ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting,-

- (a) That item may be discussed at that meeting if-
  - (i) That item is a minor matter relating to the general business of the local authority; and
  - (ii) the presiding member explains at the beginning of the meeting, at a time

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when it is open to the public, that the item will be discussed at the meeting;  
but

- (b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”

## Views on the Draft Auckland Regional Land Transport Plan 2024-2034

File No.: CP2024/08939

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

1. To provide views on the Draft Auckland Regional Land Transport Plan 2024-2034.

### Whakarāpopototanga matua Executive summary

2. Auckland Transport (AT) is leading engagement on the Draft Regional Land Transport Plan 2024-2034 (RLTP) and is seeking local board views.
3. Public engagement on the draft RLTP finished on 17 June 2024. AT has provided local boards with summaries of public feedback to aid local boards in developing their views.
4. This report formalises the local board's views. Local boards are recommended to use the template in Attachment A to provide their views.

### Ngā tūtohunga Recommendation/s

That the Devonport-Takapuna Local Board:

- a) provide views on the Draft Regional Land Transport Plan 2024-2034 using the template in Attachment A to this report.

### Horopaki Context

*What is the Regional Land Transport Plan*

5. The draft Regional Land Transport Plan (RLTP) is the Auckland region's bid for national funding for transport in Auckland. It is a 10-year investment proposal.
6. Auckland Transport (AT) produces the RLTP on behalf of the Regional Transport Committee (RTC) which is comprised of members of the AT Board and includes representatives from New Zealand Transport Agency (NZTA) and KiwiRail.
7. The draft RLTP includes projects proposed in the national State Highway Investment Proposal and KiwiRail's Rail Network Investment Programme. It also includes projects from the Department of Conservation.
8. After local boards provide their feedback, the process to finalise and adopt the RLTP has the following steps.
  - a) It is considered and endorsed by the RTC and by Auckland Council's Transport and Infrastructure Committee (TIC).
  - b) The final RLTP is submitted to the NZTA's board for consideration no later than 1 August 2024.
  - c) The NZTA Board considers every region's submitted RLTP and produces the National Land Transport Plan by 1st October 2024. This sets out the activities and projects provisionally expected to receive funding from the National Land Transport Fund (subject to confirmation of business cases).

9. Auckland Council's financial contribution to the draft RLTP is set through the Long-term Plan.

*Local board views*

10. The statutory role of local boards within the development of the RLTP is to state the expectations of their communities. Local boards do not decide whether transport projects or programmes are included in the draft RLTP but perform an important role by providing a community perspective about the proposed programme.
11. Local boards are encouraged to present their feedback directly to the RTC during hearings on 26 and 27 June 2024. Local board feedback is considered by the RTC, which is the legislated decision-making body for transport matters in Auckland.
12. Local board views will also inform the Transport and Infrastructure Committee when it deliberates at its 4 July 2024 meeting.

*Information about public engagement*

13. Public engagement was conducted from 17 May 2024 – 17 June 2024. The engagement met the requirements for a special consultative procedure as outlined in the Local Government Act 2002.
14. AT's engagement included:
- mailing notification of engagement to 550,000 households across Auckland
  - running radio, print and social media notification of engagement
  - providing opportunities to engage electronically through the AT website
  - conducting more than 20 community drop-in sessions at which communities could engage with officers from AT, NZTA and Kiwi Rail
  - providing hard copies of the draft RLTP and paper submission forms at libraries and Auckland Council service centres
  - meeting with Auckland Council's advisory panels
  - constituting an RTC hearings panel and hearing submissions from the public.

## Tātaritanga me ngā tohutohu Analysis and advice

*A summary of the draft RLTP*

15. The draft RLTP responds to the challenges of the region's growing population as well as Auckland Council and government transport policy. Specifically, that the transport network is:
- a) **Fast and connected.** Improvements that make public transport faster, more accessible, and more reliable
  - b) **Resilient.** Investments that ensure our network is ready for challenges and less vulnerable to storms, flooding and other emergencies
  - c) **Productive.** Projects that support regional growth and productivity like technology to better manage traffic flow and make journeys quicker and more reliable at peak times
  - d) **Safe.** Investments that support a network that gets everyone home safely



- e) **Sustainable.** Investments that help Auckland reduce its transport emissions.
16. The draft RLTP proposes a \$63 billion programme of investment in renewals, maintenance and operations, public transport services and new projects. However, the costs of this programme are a lot more than Auckland is likely to receive. Therefore, AT is leading engagement on behalf of the RTC on which projects are the highest regional priorities for funding. The draft RLTP proposes that the following items are effectively mandatory and should receive funding in all circumstances:
- a) renewal and maintenance of local roads, rail and state highway networks, to ensure these remain fit for purpose into the future and that whole-of-life costs and disruptions are minimised
  - b) existing public transport services, along with improvements such as more rail services enabled by the City Rail Link and the expansion of the frequent bus network
  - c) completing projects already committed to or in progress (for example, Eastern Busway and City Rail Link).
17. This leaves choices around which new capital projects should be a priority, especially over the next three years. The main options are that AT concentrates on:
- a) smaller projects that can be delivered quickly to improve the speed and reliability of our bus and ferry network, including dynamic bus lanes, improved stations and low-emissions options
  - b) larger rapid transit projects that will provide new high-speed public transport links across Auckland but will cost more and take longer to deliver
  - c) smaller projects that can be delivered quickly to optimise traffic movement on our road network and motorways and encourage more sustainable travel from key growth areas
  - d) major state highway projects that will improve resilience, reliability and travel times on the motorway network and enhance our links to other regions
  - e) cycling projects that will increase the size of the cycling network
  - f) investment in safety infrastructure to reduce deaths and serious injuries on our transport network.
18. The draft RLTP proposes that public transport projects are generally our highest priority for funding, followed by projects to optimise local roads, address growth challenges and expand the cycling network. It concludes that delivering all of the State Highway improvements, while still important, is a lower priority for available funding.
19. The draft RLTP also includes a proposal for the Local Board Transport Capital Fund of \$62.8 million across all local boards over three years. For comparison, the fund was \$7 million for the 2023/2024 financial year, but in the draft RLTP this increases to \$19.8 million for 2024/25, \$21.3 million for 2025/26 and \$21.7 million for 2026/27. Local boards are recommended to provide their views on the proposed increase to the fund in their feedback.

*Providing local board views*

20. RLTP's are developed every three years. This is an opportunity for local board elected members to influence longer-term transport planning in Auckland.
21. AT recommends local boards use all the information gathered from their local board plan, the Long-term Plan and RLTP processes to help inform their feedback.
22. Additionally, all local boards are supported by an AT Elected Member Relationship Partner (EMRP) who has provided opportunities for workshops or discussions with subject matter experts about the draft RLTP. The workshops were also an opportunity to support local boards to prioritise their feedback.

## Tauākī whakaaweawe āhuarangi Climate impact statement

23. AT engages closely with Auckland Council when developing strategy. The actions and measures that support the outcomes sought by the Auckland Plan 2050 and the council's directions on climate change through Te-Tāruke-ā-Tāwhiri: Auckland's Climate Plan all inform the priorities. The draft RLTP is informed by these discussions and AT reviews the potential climate impacts of all projects to minimise carbon emissions.

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

24. The draft RLTP is developed with input from Auckland Council, the Mayor's Office, officials from Auckland Council and the Transport and Infrastructure Committee.
25. One of the most important council inputs is the budget expectations set for AT during development of the Long-term Plan. This process confirms Auckland Council's funding offer to AT that is made based on agreed assumptions about levels of service.

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

26. Local board plans inform development of the council's Long-term Plan which identifies levels of transport funding that AT should expect from Auckland Council. Local board plans are reviewed by AT and provide information that informs transport planning. Essentially, the draft RLTP is the result of a long engagement with local boards and the community.
27. The RLTP team engaged with local boards directly in October and November 2023. The team discussed current priorities and plans for engagement.
28. During the same period, local boards received their annual AT Forward Works Programme briefing that provided an update about AT's current and planned work programme. In March 2024, local boards provided feedback about their priorities, which was shared within AT.
29. The draft RLTP was endorsed by the Transport and Infrastructure Committee and approved by the RTC for consultation. This was then circulated publicly on 17 May 2024, initiating a month-long period of public engagement.
30. Local boards were able to request information about the draft RLTP either by asking their AT Elected Member Relationship Partner or contacting the project team directly. Elected Member Relationship Partners organised workshops with local boards to discuss providing feedback.
31. Additionally, local boards are provided with summaries of feedback from public consultation in their area.

## Tauākī whakaaweawe Māori Māori impact statement

32. Auckland Transport is committed to meeting its responsibilities under Te Tiriti o Waitangi and its broader legal obligations in being more responsible or effective to Māori.
33. Auckland iwi were engaged during the development of the draft RLTP and were individually informed of the public engagement.
34. AT's Māori Responsiveness Plan outlines the commitment to 19 mana whenua iwi in delivering effective and well-designed transport policy and solutions for Auckland. We also recognise mataawaka and their representative bodies and our desire to foster a relationship with them. This plan is available on the Auckland Transport website - <https://at.govt.nz/about-us/transport-plans-strategies/maori-responsiveness-plan/#about>

## Ngā ritenga ā-pūtea Financial implications

35. There are no direct financial implications for local boards in receiving this report.

## Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

36. Broadly, the key risk associated with this RLTP is increased public expectations for delivery of projects that may not receive National Land Transport Plan funding. This will be mitigated by highlighting key parts of the programme that are expected to be subject to higher risk, based on Government Policy Statement on Land Transport 2024 activity class allocations. There is also a risk that NZTA does not fund elements of AT's programme contained in the RLTP.
37. The most significant direct risk to local board budgets is a reduction in the currently proposed Local Board Transport Capital Funding. Local boards can mitigate this risk by clearly advocating their position on this fund.

## Ngā koringa ā-muri Next steps

38. The RTC will review the feedback from all local boards and consider it during its deliberations about the RLTP.
39. Local board formal views will be provided to the Transport and Infrastructure Committee when it resolves on the RLTP at its 4 July 2024 meeting.
40. The draft RLTP will be considered by the RTC and confirmed by 1 August 2024, after which the document becomes a confirmed programme for transport work in Auckland.

## Ngā tāpirihanga Attachments

No.	Title	Page
A <a href="#">↓</a>	Template for local board views on the Draft Regional Land Transport Plan 2024-2034	13

## Ngā kaihaina Signatories

Author	Ben Stallworthy - Principal Advisor Strategic Relationships, Auckland Transport
Authorisers	Louise Mason - General Manager Policy Trina Thompson - Local Area Manager



## Draft Auckland Regional Land Transport Plan 2024-2034 Feedback form for local boards

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The Draft RLTP 2024-2034 is available [here](#).

### Challenges

**Have we correctly identified the most important challenges facing Auckland?**  
Page 11 of the draft RLTP.

If you said “no,” what’s [the single biggest challenge](#) we’re missing?

Attachment A

### Priorities

**Are we [missing anything](#) from the draft RLTP priorities?**  
Page 94 of the draft RLTP.

If you said “yes,” what [one priority](#) would you add to the RLTP priorities?

**Which priority is most important to you?**

- Fast & connected** - Improvements that make public transport faster, more accessible, and more reliable
- Resilient** - Investments that ensure our network is ready for future challenges
- Productive** - Projects that support regional growth and productivity
- Safe** - Investments that support a network that gets everyone home safely
- Sustainable** - Investments that help us reduce transport emissions
- The priority you suggested
- The priorities are all equally important

**Which priority is least important to you?**

- Fast & connected** - Improvements that make public transport faster, more accessible, and more reliable
- Resilient** - Investments that ensure our network is ready for future challenges
- Productive** - Projects that support regional growth and productivity
- Safe** - Investments that support a network that gets everyone home safely
- Sustainable** - Investments that help us reduce transport emissions
- The priority you suggested

Projects

To help us understand what types of projects matter to you the most, **please rank how important (1, most important, through 5, least important) the following transport improvements are to you**

	<b>Public transport improvements</b> More upgrades to the rail network, new busways and bus lanes, electric ferries, improved bus stations and ferry terminals
	<b>Walking &amp; cycling improvements</b> New and upgraded footpaths, more cycleways and shared paths
	<b>Safety improvements</b> Safe and appropriate speed limits, more safety around schools and ways to slow speeds (like speed bumps and safety barriers)
	<b>Local road improvements</b> Intersection upgrades, new technology to improve traffic flow and travel times
	<b>State highway improvements</b> Planning and building the roads of national significance, improving the motorway network

Are there any projects that are not in the draft plan that you feel should be included?

If you selected **yes**, what project do you think is missing from the draft RLTP?

There is a limited amount of expected funding over the next 10 years. To add a new project to the RLTP, another project would have to be removed from the plan.

Let us know what planned project in the draft RLTP could be **removed** in favour of the project you mentioned above

Additional comments

If you have any additional comments on the draft Regional Land Transport Plan, please provide your comments below