

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

Date: Monday, 1 July 2024
Time: 9:30 AM
Venue: Rodney Local Board Office, 3 Elizabeth St,
Warkworth

Rodney Local Board

OPEN AGENDA

MEMBERSHIP

Chairperson	Brent Bailey
Deputy Chairperson	Louise Johnston
Members	Michelle Carmichael
	Mark Dennis
	Tim Holdgate
	Colin Smith
	Geoff Upson
	Ivan Wagstaff
	Guy Wishart

Ignacio Quinteros
Democracy Advisor

25 June 2024

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Local Board Member	Organisation	Position
Brent Bailey	Central Shooters Inc	President
	Auckland Shooting Club	Member
	Royal NZ Yacht Squadron	Member
Michelle Carmichael	Fight the Tip Tiaki te Whenua Inc	Deputy chairperson
	Tapora School Board of Trustees	Staff representative
Mark Dennis	Helensville Tennis Club	Elected member
	Parakai Springs Complex	Operations manager
Tim Holdgate	Landowners Contractors Association	Vice chairman
	Agricultural & Pastoral Society Warkworth	Committee member
Louise Johnston	Blackbridge Environmental Protection Society	Treasurer
Colin Smith	Landowners Contractors Association	Committee member
Geoff Upson		
Ivan Wagstaff		
Guy Wishart	Huapai Kumeū Lions	Member
	Kaipara ki Mahurangi LEC	Member
	Kumeū Community Centre	Committee member
	Kumeū Small Landowners Assoc	Member
	Future Kumeū Inc Committee	Member
	Kumeū Live (Music Events)	Manager
	Kumeū Emergency Network	Member
	Kumeū Community Action	Member
	Kumeū Showgrounds Committee	Member

ITEM	TABLE OF CONTENTS	PAGE
1	Nau mai Welcome	5
2	Ngā Tamōtanga Apologies	5
3	Te Whakapuaki i te Whai Pānga Declaration of Interest	5
4	He Tamōtanga Motuhake Leave of Absence	5
5	Te Mihi Acknowledgements	5
6	Ngā Petihana Petitions	5
7	Views on the Draft Auckland Regional Land Transport Plan 2024-2034	7

1 Nau mai | Welcome

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 He Tamōtanga Motuhake | Leave of Absence

At the close of the agenda no requests for leave of absence had been received.

5 Te Mihi | Acknowledgements

At the close of the agenda no requests for acknowledgements had been received.

6 Ngā Petihana | Petitions

At the close of the agenda no requests to present petitions had been received.

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

File No.: CP2024/08870

Item 10

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 is leading engagement on the Draft Regional Land Transport Plan 2024-2034 and is seeking local board views.
3. Public engagement on the Draft Regional Land Transport Plan 2024-2034 finished on 17 June 2024. Auckland Transport 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 the agenda report to provide their views.

Ngā tūtohunga Recommendation/s

That the Rodney Local Board:

- a) whakarite / 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 Regional Land Transport Plan is the Auckland region's bid for national funding for transport in Auckland. It is a 10-year investment proposal.
6. Auckland Transport produces the Regional Land Transport Plan on behalf of the Regional Transport Committee which is comprised of members of the Auckland Transport Board and includes representatives from New Zealand Transport Agency Waka Kotahi and KiwiRail.
7. The Draft Regional Land Transport Plan 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 Regional Land Transport Plan has the following steps.
 - a) It is considered and endorsed by the Regional Transport Committee and by Auckland Council's Transport and Infrastructure Committee.
 - b) The final Regional Land Transport Plan is submitted to the New Zealand Transport Agency Waka Kotahi's board for consideration no later than 1 August 2024.
 - c) The New Zealand Transport Agency Waka Kotahi Board considers every region's submitted Regional Land Transport Plan 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 Regional Land Transport Plan is set through the long-term plan.

Local board views

10. The statutory role of local boards within the development of the Regional Land Transport Plan is to state the expectations of their communities. Local boards do not decide whether transport projects or programmes are included in the Draft Regional Land Transport Plan, but perform an important role by providing a community perspective about the proposed programme.
11. Local boards were encouraged to present their feedback directly to the Regional Transport Committee during hearings on 26 and 27 June 2024. Local board feedback is considered by the Regional Transport Committee, 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. Auckland Transport'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 Auckland Transport website
 - conducting more than 20 community drop-in sessions at which communities could engage with officers from Auckland Transport, New Zealand Transport Agency Waka Kotahi and Kiwi Rail
 - providing hard copies of the Draft Regional Land Transport Plan and paper submission forms at libraries and Auckland Council service centres
 - meeting with Auckland Council's advisory panels
 - constituting a Regional Transport Committee hearings panel and hearing submissions from the public.

Tātaritanga me ngā tohutohu Analysis and advice

A summary of the Draft Regional Land Transport Plan 2024 - 2034

15. The Draft Regional Land Transport Plan 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 Regional Land Transport Plan 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, Auckland Transport is leading engagement on behalf of the Regional Transport Committee on which projects are the highest regional priorities for funding. The Draft Regional Land Transport Plan 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 Auckland Transport 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 Regional Land Transport Plan 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 Regional Land Transport Plan 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 Regional Land Transport Plan 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. Regional Land Transport Plans are developed every three years. This is an opportunity for local board elected members to influence longer-term transport planning in Auckland.
21. Auckland Transport recommends local boards use all the information gathered from their local board plan, the long-term plan and regional land transport plan processes to help inform their feedback.
22. Additionally, all local boards are supported by an Auckland Transport Elected Member Relationship Partner who has provided opportunities for workshops or discussions with subject matter experts about the Draft Regional Land Transport Plan. The workshops were also an opportunity to support local boards to prioritise their feedback.

Tauākī whakaaweawe āhuarangi Climate impact statement

23. Auckland Transport 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 Regional Land Transport Plan is informed by these discussions and Auckland Transport 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 Regional Land Transport Plan 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 Auckland Transport during development of the long-term plan. This process confirms Auckland Council's funding offer to Auckland Transport 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 Auckland Transport should expect from Auckland Council. Local board plans are reviewed by Auckland Transport and provide information that informs transport planning. Essentially, the Regional Land Transport Plan is the result of a long engagement with local boards and the community.
27. The Regional Land Transport Plan 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 Auckland Transport Forward Works Programme briefing that provided an update about Auckland Transport's current and planned work programme. In March 2024, local boards provided feedback about their priorities, which was shared within Auckland Transport.
29. The Draft Regional Land Transport Plan was endorsed by the Transport and Infrastructure Committee and approved by the Regional Transport Committee 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 Regional Land Transport Plan either by asking their Auckland Transport Elected Member Relationship Partner or

contacting the project team directly. Elected Member Relationship Partners organised workshops with local boards to discuss providing feedback.

31. The Rodney Local Board workshopped the Draft Regional Land Transport Plan on 25 October 2023. Attachment B to the agenda report provides the workshop presentation with the Elected Member Relationship Partner's advice, using their local knowledge of the area.
32. Additionally, local boards were provided with summaries of feedback from public consultation in their area.
33. On 27 June 2024, the chairperson of the Rodney Local Board presented the views of the local board to a public hearing of the Regional Transport Committee.

Tauākī whakaaweawe Māori Māori impact statement

34. 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.
35. Auckland iwi were engaged during the development of the Draft Regional Land Transport Plan and were individually informed of the public engagement.
36. Auckland Transport'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

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

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

38. Broadly, the key risk associated with this Regional Land Transport Plan 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 New Zealand Transport Agency Waka Kotahi does not fund elements of Auckland Transport's programme contained in the Regional Land Transport Plan.
39. 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

40. The Regional Transport Committee will review the feedback from all local boards and consider it during its deliberations about the Regional Land Transport Plan.
41. Local board formal views will be provided to the Transport and Infrastructure Committee when it resolves on the Regional Land Transport Plan at its 4 July 2024 meeting.
42. The Draft Regional Land Transport Plan will be considered by the Regional Transport Committee 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	Template for local board views on the Draft Regional Land Transport Plan 2024-2034	13
B	RLTP workshop presentation material with local advice	17

Ngā kaihaina Signatories

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

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

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?

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**

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



Rodney Local Board

Development of AT's 10-year programme

Presenter: Tony Parish



25 October 2023

