

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

**Date:** Thursday, 25 July 2024  
**Time:** 1.00pm or at the conclusion of the Planning, Environment and Parks Committee meeting, whichever is later  
**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

<b>Chairperson</b>	Cr John Watson	
<b>Deputy Chairperson</b>	Cr Christine Fletcher, QSO	
<b>Members</b>	Cr Andrew Baker	Cr Mike Lee
	Cr Josephine Bartley	Cr Kerrin Leoni
	Houkura Member Billy Brown	Cr Daniel Newman, JP
	Mayor Wayne Brown	Houkura 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**  
**Kaitohutohu Mana Whakahaere Matua / Senior Governance Advisor**

**19 July 2024**

Contact Telephone: 027 202 0586

Email: [lata.smith@aucklandcouncil.govt.nz](mailto:lata.smith@aucklandcouncil.govt.nz)

Website: [www.aucklandcouncil.govt.nz](http://www.aucklandcouncil.govt.nz)



<b>ITEM</b>	<b>TABLE OF CONTENTS</b>	<b>PAGE</b>
1	Ngā Tamōtanga   Apologies	5
2	Te Whakapuaki i te Whai Pānga   Declaration of Interest	5
3	Ngā Petihana   Petitions	5
4	Ngā Kōrero a te Marea   Public Input	5
5	Ngā Kōrero a te Poari ā-Rohe Pātata   Local Board Input	5
6	Ngā Pakihi Autaia   Extraordinary Business	5
7	Regional Land Transport Plan	7
8	Te Whakaaro ki ngā Take Pūtea e Autaia ana   Consideration of Extraordinary Items	



**1 Ngā Tamōtanga | Apologies**

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

**3 Ngā Petihana | Petitions**

There is no petitions section.

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

There is no public input section.

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

There is no local board input section

**6 Ngā Pakihi Autaia | Extraordinary Business**



## Regional Land Transport Plan

File No.: CP2024/10075

Item 7

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

1. To seek endorsement from the Transport and Infrastructure Committee of the Regional Land Transport Plan 2024-2034 prior to submission to the Auckland Transport Board for approval.

### Whakarāpopototanga matua Executive summary

2. The Regional Land Transport Plan (RLTP) is a statutory plan setting out and prioritising proposed transport activities for funding from the National Land Transport Fund (NLTF). It includes activities from Auckland Transport (AT), the New Zealand Transport Agency (NZTA) and KiwiRail.
3. The RLTP 2024-2034 (Attachment A) has been prepared jointly by the RLTP multi-agency working group that Auckland Council officers are a part of. The AT elements of the RLTP programme are aligned with the Long-term Plan (LTP).
4. Prioritisation of the RLTP is overseen by the Regional Transport Committee (RTC), who must be satisfied that the document is consistent with the Government Policy Statement on Land Transport (GPS).
5. Following endorsement of the draft RLTP by this committee and the RTC, it was released for public consultation from 17 May – 17 June 2024. During consultation AT received over 13,000 responses to the public survey and over 120 written stakeholder submissions. Key themes of the public feedback included:
  - general support for the challenges and priorities outlined in the RLTP, albeit with a higher emphasis on fast, connected and reliable public transport (PT) and a lower emphasis on economic productivity and emission reductions than proposed in the draft RLTP.
  - a very strong emphasis on PT as the priority for investment, followed by local road improvements, with moderate support for State Highway improvements, and a lower priority given to walking and cycling, and safety.
  - general support for the draft RLTP provided by stakeholders, although typically with a range of stakeholder specific issues or improvements proposed.
6. Key changes endorsed by the RTC in response to the public feedback are as follows:
  - change to the ranking scores to elevate State Highway improvements projects so that they sit as the overall third ranked group amongst the discretionary projects, in alignment with public feedback.
  - minor changes bringing forward funding for the Unsealed Roads Improvements and bus optimisation programmes, with some deferral of the ferry decarbonisation funding.
  - allocation of an additional \$600m, budget which was approved through the LTP 2024 to make PT faster, more reliable and easier to use, and to optimize the transport network, as follows:
    - \$503m to support the delivery of the Takaanini level crossings.
    - \$92m to the park and ride programme.

7. Endorsement by this committee is not a formal statutory requirement but is sought in line with this committee's resolution [TICCC/2023/104](#) for the RLTP to take strategic direction from the LTP, to be jointly prepared by Auckland Council and AT, and endorsed by this committee. The RLTP is included as Attachment A.

## Ngā tūtohunga Recommendation/s

That the Transport and Infrastructure Committee:

- a) ohia / endorse the Regional Land Transport Plan 2024-34 for consideration and approval by Auckland Transport Board.
- b) tuhi ā-taipitopito / note the proposed changes to the Regional Land Transport Plan 2024-34 to reflect public feedback.

## Horopaki Context

8. The statutory purpose of the Auckland RLTP is to set out the Auckland region's land transport strategic objectives, policies, and monitoring measures for the next 10 years. Most importantly, the RLTP sets out and prioritises the land transport activities for which AT, the NZTA and KiwiRail seek funding from the NLTF.
9. Previous RLTPs had been preceded by the Auckland Transport Alignment Project (ATAP), which provided a clear indication of available government funding. This time around, no ATAP has been developed and as such, the RLTP is a 'bid' document to NZTA for NLTF funding consideration.

## RLTP Statutory roles

10. Under the Land Transport Management Act 2003, the development of the RLTP is split between the AT Board and the RTC. The statutory role of the AT Board is to:
  - prepare the RLTP, particularly in terms of providing resources for this purpose.
  - approve the AT programmes that are submitted into the RLTP process for prioritisation by the RTC.
  - approve the RLTP.
11. The RTC is an interagency committee, made up of the AT Board, plus a NZTA voting member and a KiwiRail observer. The RTC has several key statutory roles, including:
  - deciding which projects to include in the proposal for funding from the NLTF, and prioritising those projects on a regional basis (i.e. across agencies).
  - ensuring the RLTP meets statutory tests, particularly contributing to the purpose of the Land Transport Management Act and consistency with the Government Policy Statement on Land Transport (GPS).
  - recommending the draft RLTP to the AT Board for public consultation and then the final RLTP for approval.
12. NZTA and KiwiRail propose projects to the RTC for consideration as part the RLTP process. NZTA also sets national guidance for RLTP development in terms of inputs to the NLTF.
13. Auckland Council does not have a direct statutory role in the development of the RLTP, although it can have some aspects of development delegated to it. Nonetheless, in September 2023, AT agreed to jointly develop the RLTP with Auckland Council in line with this committee's resolution [TICCC/2023/104](#).



14. Auckland Council can guide the development of the AT capital programme through other mechanisms such as the Letter of Expectations, Annual Plans and LTPs (which AT must 'give effect to'). In practice, Auckland Council also has a key role in the RLTP by setting the level of capital and operating funding that will be available to AT through the LTP.
15. The AT Board is accountable to Auckland Council as its sole shareholder.

### RLTP endorsement

16. In line with Auckland Council's request, Auckland Council staff have been a member of the multi-agency working group that has jointly prepared the RLTP. In particular, the AT capital programme included in the RLTP, has been aligned with the Auckland Council's Mayoral Proposal and LTP.
17. The Transport and infrastructure Committee has also been significantly involved in shaping the development of the RLTP over a series of workshops that included the development of AT's programme, the Regional Objectives and methodology used to prioritise projects, revisions to AT's programme in light of funding changes and received an outline of the overall multi-agency programme.
18. The draft RLTP was out for public consultation between 17 May 2024 - 17 June 2024 using the special consultative procedure. Proposed changes because of consultation are outlined in this paper and have been considered and approved by the RTC on the 17 July 2024. The next step is endorsement by this committee before final approval by the AT Board on 30 July 2024 and then formal submission to the NZTA on 1 August 2024.

## Tātaritanga me ngā tohutohu Analysis and advice

### Summary of final RLTP

19. The final RLTP proposes a \$63 billion programme of proposed investment over the next ten years. The proposed investment includes:
  - \$28 billion for public transport services and infrastructure, including \$14.5 billion for services, \$11.7 billion for rapid transit investment and a further \$1.8 billion for other public transport projects.
  - \$17 billion for State Highway improvements.
  - \$13.3 billion for Maintenance, Operations and Renewals, including \$5.5 billion for the renewal of Auckland Transport's local road network.
  - \$3.1 billion for local road improvement projects (generally multi-modal), growth and other improvements.
  - \$0.9 billion for walking and cycling.
  - \$0.7 billion for safety.
20. This includes provision for:
  - existing public transport services, along with improvements such as more rail services for the City Rail Link and the expansion of the frequent bus network.
  - maintenance and enhanced renewal levels for local roads and rail, in particular, along with State Highways, to make sure they remain fit for the future.
  - completing the City Rail Link, with associated projects, and the remainder of the Eastern Busway Pakuranga to Botany and the Takaanini Rail Crossings while making progress on Northwest Rapid Transit and Four-tracking of the Southern Line.
  - significant investment in quick delivery, small scale public transport projects such as bus optimisation and dynamic lanes, along with a range of other improvements, such as station upgrades.

- the Roads of National Significance projects proposed by government, including Mill Road, Warkworth to Wellsford and the East West Link, along with the Waitemata Harbour Connections project.
  - programmes to optimise the performance of the local road network, support the introduction of Time of Use charging respond to growth pressures and improve the unsealed roads network.
  - safety and walking and cycling programmes, along with community programmes.
21. AT's \$14 billion capital programme and \$17 billion operating programme approved by Auckland Council has been included within the RTLP.

### Balance of investment within the RTLP

22. Unlike previous RLTPs, development of this RLTP has not been constrained by a proposed NLTF funding target. This led to a situation where NZTA and KiwiRail, who's approved projects are fully funded by the NLTF, have not been constrained in the proposals they have submitted to the RLTP. Therefore, all of the proposed projects from NZTA's State Highway Investment Programme and KiwiRail's Rail Network Investment Programme have been included within the RLTP.
23. By contrast, AT's programme tends to emphasise smaller scale public transport investment, along with local road renewals and improvements, safety and walking and cycling projects which are delivered on the 'local' network. However, because AT projects are required to have 'local share' funding, the availability of Auckland Council funding in the LTP becomes a constraint on the scale of 'local network' projects that can be put forward.
24. The difference in limited bidding constraints applying to the NZTA and KiwiRail programmes compared to the AT is a key factor underlying the large scale of proposed investment in the RLTP, particularly in State Highway improvements relative to other modes. This situation cannot easily be resolved within the RLTP framework. However, it is addressed through the clear emphasis the RLTP provides on prioritisation of non-discretionary elements – such as PT services and maintenance operations and renewals - followed by the overall emphasis on public transport infrastructure and local roads.

### The Consultation Process

25. Early engagement on the RLTP took place with local boards, regional iwi, hui, and stakeholder groups. Formal public consultation ran between 17 May 2024 – 17 June 2024 and included hearings on 26 and 27 June.
26. The consultation process was supported by a substantial awareness campaign, including 20 drop in events, a flyer drop to over 550,000 households and media and social media advertising. This focused on seeking input via a short survey with four main questions. We received over 13,000 responses to the survey, more than twice the number received in 2021, plus over 120 written submissions.
27. Most survey feedback came from older European people, aged between 45 and 75+, along with residents of the isthmus, North Shore and rural areas.
28. A summary of public feedback is provided in Chapter 3 of the attached RLTP 'Feedback from Consultation' and a further summary document will be added to the agenda on Monday, 22 July 2024.
29. Concerns with the survey sample being under-representative for some population groups and the survey results not being adjusted to inform RLTP changes are noted in the Council Group impacts and views section.

## Public Feedback Summary

30. We received general support for the direction of the draft RLTP from most respondents. There was a strong support for investment in PT as a key priority. Survey results saw strong support for the challenges, priorities and projects/programmes outlined in the RLTP as follows:
- 79 per cent of respondents thought the draft RLTP correctly identified the most important transport challenges
  - 70 per cent of respondents thought the draft RLTP identified the right priorities
  - 72 per cent of respondents thought that the draft RLTP correctly proposed the right projects and programmes.
31. Respondents were also asked about their priorities for additional discretionary projects and investment. As per table 1, investing in PT was seen as the highest overall priority by respondents, followed by local road improvements. State Highway improvements received strong support from many, but also opposition, with an overall average rank of third. Walking and cycling improvements also received mixed support but received a lower average rank, equal to safety improvements.

**Table 1 – Weighted average and average ranking by projects (public survey results)**

Project Type	Weighted Average*	Average Ranking
Public Transport	2.56	1
Local Roads	2.79	2
State Highways	3.03	3
Walking and Cycling	3.28	=4
Safety	3.28	=4

\*weighted by rank (1 to 5) and percentage of respondents by project type (sample size: all 13,054 survey responses).

32. A summary of the public survey results, and with sub-group analysis for young people under 35, people that live in South Auckland and Māori, can be found in Attachment B. A more detailed summary will be provided as a late Agenda attachment.
33. Survey results for young people, south Auckland local board areas and Māori were examined in more detail. Young people ranked state highways last, while South Auckland and Māori respondents were broadly aligned to overall results, albeit with slightly more support for State Highways. This indicates that underrepresented groups had a range of views.
34. The RTC considered the overall representation issue but decided not to make any specific changes as a result. Concerns with this approach are noted in the Council Group impacts and views section.

## Written and local board feedback

35. 120 pieces of written stakeholder feedback were received. These were generally supportive of the overall direction of the RLTP but highlighted issues of interest. For example:
- the Automobile Association provided support for priority non-discretionary projects and emphasis on PT, but noted that PT and time of use charging are not enough to resolve congestion on their own and more emphasis on other areas, such as optimisation, is required
  - a significant number of stakeholders noted support for increased funding for PT and walking and cycling

- the National Road Carriers Association wanted to see a stronger emphasis on freight
  - the Federated Farmers seeking more investment in rural areas
  - A petition supported by 1,391 people seeking bringing forward investment in the Unsealed Roads Improvement programme
  - Bike Auckland sought greater investment in walking and cycling
  - The Campaign for Better Transport sought more funding to be allocated towards PT, with less emphasis on State Highways projects.
36. The strongest criticism of the RLTP was made by All Aboard Auckland who stated that the draft RLTP does not go far enough to address reduction of greenhouse gas emissions so it does not align with Auckland Council's wider climate change obligations and its Transport Emissions Reduction Pathway (TERP).
37. Overall, the local boards supported:
- The prioritisation of PT improvements in the Draft RLTP.
  - Local road improvements and walking and cycling improvements were mentioned by around 75% of the local boards. These suggestions were typically specific to their local area, for example, a specific intersection or a pathway requested by the community.
38. Approximately half of local boards supported additional funding for the Local Board Capital Transport Fund. A smaller number also supported the Northwest Rapid Transit project, State Highway investment (note however, some also opposed); local walking and cycling; further removal of rail levels crossings; and increased provision of park and ride facilities.
39. Local Board Views on the Draft Auckland Regional Land Transport Plan 2024-2034 are attached as Attachment C and can also be found in chapter three of the RLTP 2024-2034 (Attachment A).

### Key changes following consultation

40. Several amendments have been included in the final RLTP to reflect public feedback.
41. One of the more significant changes was to apply an additional score of 3.5, within the ranking system, to discretionary State Highway Capacity Improvements projects to bring their median ranking from fifth in the draft RLTP to third place overall. This aligns with how the public ranked project types through the consultation survey. It also improves RLTP alignment with the GPS. The results of this process were tested and approved by the RTC.
42. There are some issues with selectively increasing the scoring of only State Highway Capacity Improvements based on the public feedback. Particularly, that this adjustment does not reflect the value for money direction set out in the LTP, which also partially offsets the consideration of the scale and cost of projects in the RLTP prioritisation methodology (i.e. State Highway projects tending to be large capital-intensive projects). Further details with this approach are noted in the Council Group impacts and views section.
43. This change lifts the ranking of State Highway capacity projects by 13 to 30 places out of a total possible 113 projects, including lifting the Waitemata Harbour Crossing project worth \$7.25billion from rank 62 to rank 33 (the most significant uplift value wise). This creates a small risk in changing the way that NZTA may allocate funding across activity classes, but it does not impact project ranking within individual activity classes. It may also have an impact on what the RLTP defines as Auckland's regional priorities, as it is putting State Highway capacity projects closer to PT improvement projects.

44. However, the overall prioritization still emphasises PT and local road investment – for example 88 percent of proposed RLTP investment in PT infrastructure and 48 percent of proposed investment in local roads, by value, is a higher priority than the Waitemata Harbour Crossing (i.e. ranked 1-32). The RLTP itself continues to emphasize the need for additional funding towards PT infrastructure, with the overall summary noting:
- *Importantly, the overall ranking of new ‘discretionary’ projects within this RLTP reflects the feedback of over 13,000 Aucklanders who submitted during consultation – more than twice the feedback received during the Draft RLTP 2021 consultation. They saw investment in faster and more reliable PT as the highest priority, followed by projects on the local road network, state highway capacity improvements, walking and cycling, and safety.*
  - *The next step for this RLTP is for it to be considered by the NZTA Board, which must take it into account when making funding decisions in the National Land Transport Plan. We look forward to these decisions reflecting the clear guidance Aucklanders have provided, through this RLTP, about their priorities for the future of transport in the region.*
45. The summary to the ‘Response’ section also notes:
- *To better deliver on regional priorities, more funding needs to be allocated to PT Infrastructure projects, particularly in the first three years. This is critical to align with public expectations and support the region’s plans for increased network capacity, improved productivity, lower emissions and compact city development.*
46. Other changes include:
- A small increase in the weighting given, within the ranking system, to the Faster and more Reliable PT Regional Objective offset by a small reduction in the weighting given to the continued decarbonisation of the transport system towards the 2050 Target Regional Objective. However, this had a minor impact on the median ranking of PT projects pre-and post-RLTP changes.
  - Rephrasing of some projects in response to Stakeholder feedback as follows:
    - the Unsealed Roads Improvement Programme has been increased in year one and two by \$6.3 million and \$6.1 million respectively, with offsets later in the programme to achieve a ‘flat’ funding profile over time.
    - Increasing year one of the Bus Access and Optimisation programme by \$5.2 million
    - Increasing year one of the Bus and Transit Lanes programme by \$3.1 million to enable accelerated planning to ramp up the delivery pipeline.
  - Bringing forward the above budget spent is offset by a deferral of \$26 million from years one and two for the Ferry Decarbonisation Stage One project, which reflects a revised delivery approach to the project.
  - Allocation of an additional \$600m of transport funding in the outer years, budget which was approved through the LTP 2024 to make PT faster, more reliable and easier to use, and to optimize the transport network, as follows:
    - \$503m to support the delivery of the Takaanini level crossings. This takes the total RLTP allocation for Takaanini level crossings to \$550m, \$47m for phase 1 and \$503m for phase 2. This allocation will enable AT to remove and grade separate some of the highest priority level crossings post CRL to improve train frequency, reliability and overall safety.



- An increase of \$92 million to the Park and Ride programme. While other alternatives were considered based on local board priorities, including spreading the funding across cycling, grade separation of level crossings and park and ride, this approach reflects the RTC's workshop preference to direct the funding where it could have a meaningful impact on a specific project or programme.
- Additional text has been added within the RLTP to reflect how the proposed programme addresses freight, rural issues, growth, equity, and emissions reduction.

### Seeking Endorsement for finalisation

47. We now seek the committee's endorsement for the RLTP as a whole, including the changes in response to public feedback outlined above.

### Implications of not endorsing the RLTP

48. In the event that the committee does not endorse this RLTP to the AT Board for approval, the AT Board would still need to decide whether or not to approve the 2024 RLTP. If the 2024 RLTP is not approved, then the 2021 RLTP will remain in effect. This would mean that Auckland would not have a RLTP that reflects most recent Council or government priorities and would significantly weaken the case for funding AT's programme, along with investments by NZTA and KiwiRail.
49. The full transport and financial implications of such a scenario would need to be further investigated.

### Tauākī whakaaweawe āhuarangi Climate impact statement

50. The RLTP has included climate change and resilience considerations within its overall prioritization framework, with a specific Regional Objective for "Continued Decarbonisation of the transport system towards the 2050 target" being 12.5% of the overall weight given to strategic objectives (out of 100%). Emissions reduction outcomes are also supported by the 'Faster, More Reliable PT' Regional objective, which has a 27.5% weighting.
51. The RLTP proposes significant investment in areas that will support mode shift and a reduction in emissions and emphasises PT infrastructure as the highest general priority for discretionary investment across the top 30 ranked projects. Continued decarbonisation of the PT network and specifically the PT fleet are also proposed.
52. However, there is a large portion of the RLTP's non-discretionary and discretionary investment that is proposed to go towards local roads and State Highways, which will have some implications on Auckland's ability to meet emissions reduction targets set in Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan and TERP.

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

53. Auckland Council staff have actively inputted into the RLTP development process. While Auckland Council staff are comfortable with much of the process, it needs to be noted they have expressed some concerns on the process used to elevate the rankings of State Highway projects based on public feedback. These concerns were considered by the inter-agency working group but were not adopted. These concerns relate to:
- That the survey sample used may not fully represent the views of all Aucklanders, particularly people between the age of 15 and 34 (18 percent of the survey sample versus 29 percent of census 2023 population), but also women, Māori, Asian and Pacific peoples. People under the age of thirty-five were less supportive of State highway, and Māori or respondents from southern local board areas were more supportive of State Highways. Not adjusting the results of the survey to ensure it is more representative of current census population could risk over emphasising the

views of some groups and the proposed RLTP changes. The RTC considered this issue and was comfortable with the proposed change.

- The process of allocating a median placement of project types within the list of 113 ranked projects does not consider the scale of cost allocated against the project types (for example, State Highways have \$12.8 billion of investment prioritised between projects ranked 1 and 33, and Local Roads \$9.7 billion). As such, this is arguably not fully reflective of the LTP value for money direction. The RTC considered the issue of scale of investment allocated against project types and were comfortable with the change.

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

54. 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.
55. 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.
56. Local Board feedback is outlined at paragraphs 37 to 39, appended to this report as Attachment C and summarised as per chapter 3 of RLTP. The RTC considered feedback from local boards and noted the particular emphasis on the Local Board Capital Fund which is proposed for \$227 million over ten years. Also, the RTC agreed to make this a non-discretionary item in the RLTP. The allocation of additional \$92 million for the park and ride programme also reflected feedback from a number of local boards.

## Tauākī whakaaweawe Māori Māori impact statement

57. Mana Whenua were 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 the Regional Transport Committee considering options for prioritising the Auckland Transport Capital programme.
58. Engagement with Mana Whenua has identified several key areas of interest for Māori. These, and the RLTP response are outlined below<sup>1</sup>.

Issue	RLTP response
<b>Equity</b> – 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 kilometres travelled reductions. Includes specific PT access to marae	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.
<b>Assets</b> – greater focus on renewals and maintenance of the transport system to ensure it is fit for purpose	This RLTP proposes a significant increase in renewals funding to ensure the system is appropriately maintained and renewed.

<sup>1</sup> This replicates the advice provided to the 9 May TIC committee.

Issue	RLTP response
<p><b>Accessibility</b> - 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 Targeted Rate.</p>
<p><b>Safety</b> – 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 continuing investment in improving safety and reducing deaths and serious injuries. This includes a focus on speed reduction around schools.</p>
<p><b>Partnership</b> – 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

59. The RLTP takes its funding assumptions for the AT capital and operating programmes from the LTP. As such, changes to the LTP transport funding envelope increasing from \$13.4billion to \$14billion (excluding CRL investment) have been reflected in the RLTP. Likewise, minor phasing changes between years 1 and 3 have been made to respond to stakeholder and public feedback. These changes do not impact the overall LTP funding envelope.
60. Based on previous years' funding received by AT and confirmation of funding across activity classes by the final GPS, it is highly likely that the NZTA will not fully fund AT's proposed programme. The risk is greater for PT infrastructure improvements, driven by the RLTP requesting more than 100% of the available NLTF funding for PT for NZ (at mid-point GPS funding range) during the first three years. This will put at risk the deliverability of the LTP transport programme during the first three years.
61. Therefore, it is likely that AT's RLTP programme will need to be revised when funding decisions are made by NZTA in September 2024. This will be done in partnership with Auckland Council, and it may involve ascertaining whether projects that do not receive NZTA subsidy should be either fully funded by Auckland Council or deferred. Final implications on the LTP 2024 would need to be worked through.
62. Beyond what has been raised above, there are no immediate financial implications arising from the endorsement of the RLTP.



## Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

63. The top three risks are summarised alongside the proposed mitigation in the below table.

Risk	Trigger	Mitigation
<b>NLTP funding decisions</b>	It is highly likely that not all of the AT projects included in the RLTP will receive co-funding from the NLTF.	There will be a need for a further review of funding allocations for AT's projects in October 2024 after the NLTP is published. At this point AT will work with Auckland Council to determine what next steps might be taken for those projects and programmes that are unlikely to receive NZTA funding.
<b>Public credibility</b>	The draft RLTP that we consulted on is, for the most part, an unconstrained funding bid estimated to cost \$63billion (\$27billion more than the RLTP 2021), and it includes major projects that are unlikely to all be funded for delivery within the next 10 years.	When the NLTP funding decisions are made, and the RLTP is reviewed because of it, public communication will be essential to manage public expectations.
<b>RLTP changes</b>	Moving \$11.9billion of State Highway investment from the bottom half of the ranked RLTP programme to the top half isn't that well aligned with Auckland Council's direction and may reduce the emphasis on PT being the top priority.	PT is still the top priority across the RLTP, and narrative reflects this. AT and Auckland Council will continue to advocate to central government for greater NTLF funding for PT in Auckland.

## Ngā koringa ā-muri Next steps

64. AT staff will take the RLTP for approval to the AT Board on 30 July 2024. Following this approval, the RLTP 2024 will be submitted to NZTA for NLTP funding consideration.
65. NZTA will consider their NLTP for adoption on 31 August 2024. Following this and in early September, the NLTP and Auckland's RLTP will be published.
66. Following the publication of the NLTP, AC and AT staff will work through any funding implications and RLTP/LTP changes required.

Item 7

## Ngā tāpirihanga Attachments

No.	Title	Page
<a href="#">A⇒</a>	Auckland Regional Land Transport Plan 2024-2034	
<a href="#">B⇒</a>	Public Survey Feedback Results (Summary)	
<a href="#">C⇒</a>	Local Board Views on the draft Auckland RLTP 2024-2034	

## Ngā kaihaina Signatories

Authors	Jose Gonzalez - Principal Transport Advisor Robert Simpson - Manager Transport Strategy Hamish Bunn - Group Manager System Strategy and Policy (AT)
Authorisers	Stacey Van Der Putten - Acting Chief Executive (AT) Louise Mason - General Manager Policy Megan Tyler - Director Policy, Planning and Governance Barry Potter - Director Resilience and Infrastructure