

2021 – 2031 Regional Land Transport Plan

For decision:

For noting:

Ngā tūtohunga / Recommendations

That the committee:

- a) Acknowledge and thank the submitters and the local boards for their time and effort in preparing their submissions.
- b) Notes the independent assurance that the 2021-2031 Regional Land Transport Plan (RLTP) was developed in accordance with the Land Transport Management Act (2003) (LTMA).
- c) Agree that it is satisfied that the RLTP complies with the LTMA including that it:
 - i. contributes to the purpose of the LTMA; and
 - ii. is consistent with the Government Policy Statement on Land Transport 2021/22- 2030/31 (GPS).
- d) Adopt the significance policy presented in Appendix 11 of the RLTP (in accordance with Section 106(2) of the LTMA).
- e) Approve the proposed changes from the draft RLTP outlined in this paper resulting from feedback during the consultation period and where appropriate as a result of changes to Central Government programmes funded from outside the National Land Transport Fund (the New Zealand Upgrade Programme) and Central Government policy (the Clean Car Discount) announced after the commencement of consultation on the draft Regional Land Transport Plan.
- f) Recommend the attached RLTP:
 - i. to Auckland Council's Planning Committee (Planning Committee) for endorsement at its meeting on 24 June 2021, noting minor changes may to be made to it prior to this meeting to reflect for clarity and consistency purposes.
 - ii. to the Board of Auckland Transport (board) for approval at its meeting on 28 June 2021, noting minor changes may to be made to it prior to this meeting to reflect for clarity and consistency purposes.
- g) Agree that minor and technical changes may to be made to the RLTP with the approval of the Chief Executive prior to submission to Planning Committee and the board.

Te whakarāpopototanga matua / Executive summary

1. The RLTP was publicly consulted on between 29 March 2021 and 2 May 2021 using the special consultative procedure and approximately 5,800 submissions were received.
2. There were a wide range of responses from the public, local boards, Planning Committee, and stakeholder groups. The local boards were strong in their support for more investment in footpaths and asset renewals. There was also strong support for investment in travel choices, safety, and asset management from the public and stakeholder groups.
3. There were two particular areas of criticism of the RLTP – that the programme did not do enough to address climate change and should be substantially reprioritised to increase investment in sustainable modes; and, that the programme does not do enough to address congestion and needs reprioritisation to address freight connectivity issues.
4. A number of changes are proposed following feedback from the consultation process and the announcement on 4 June 2021 from the Minister of Transport on the New Zealand Upgrade Programme (NZUP); however significant changes to increase or reprioritise the programme are limited by funding constraints and the impact to other priority areas to enable an effective, efficient and safe transport system in the public interest.
5. The committee must also be satisfied that the RLTP is consistent with the GPS. The analysis at Attachment 5 shows the RLTP is consistent with the GPS as it seeks to achieve a set of objectives that are consistent with the four GPS investment priorities, follows an investment direction that is consistent with the GPS, and, is forecast to achieve outcomes that are consistent with the Primary Outcomes and delivery expectations included in the GPS.
6. The committee is now requested to approve the proposed changes and to recommend the RLTP to the Planning Committee for its endorsement and to the board for approval.

Ngā tuhinga ō mua / Previous deliberations

Date	Report Title	Key Outcomes
March 2021	Approval of the Draft Regional Land Transport Plan 2021 – 31	The committee: <ol style="list-style-type: none"> i. approved the attached Draft Auckland RLTP 2021-31 for public consultation, noting minor changes will continue to be made to it prior to public release to reflect RTC feedback, and for clarity and consistency purposes. ii. endorsed the proposed approach to public consultation on the draft – RLTP, planned to take place between 29 March and 2 May 2021.

Date	Report Title	Key Outcomes
		iii. delegated to the Chair and Deputy Chair of the AT Board the approval of the final draft RLTP for release, and approval of the Statement of Proposal required under Section 83 of the Local Government Act for consultation purposes. iv. noted that following consultation, the draft final RLTP will be presented back to the RTC where the committee will consider any amendments to the document and recommend it to Council for endorsement and the AT Board for formal approval.
Various	N/A	The committee was briefed at a number of workshops on the issues raised by the submitters following the closure of consultation on 2 May 2021.

Te horopaki me te tīaroaro rautaki / Context and strategic alignment

7. The RLTP (Attachment 1) outlines Auckland region’s 10-year programme of activities for investment undertaken by AT, Waka Kotahi New Zealand Transport Agency (Waka Kotahi), and KiwiRail to improve Auckland’s transport system. It identifies the key land transport objectives, a range of capital and operational expenditure activities, a programme of policy advocacy, and monitoring measures.
8. The RLTP is the culmination of 15 month’s work combining the Auckland Transport Alignment Project 2020 update (ATAP) and the development of the RLTP. The RLTP reflects the ATAP agreements between Auckland Council and central government. The RLTP is also consistent with the funding made available in Council’s Long-Term Plan (LTP), and with the Regional Fuel Tax Scheme.
9. The draft RLTP was consulted on between 29 March 2021 and 2 May 2021 using the Special Consultative Procedure and the principles of consultation outlined in section 83 of the Local Government Act 2002. Proposed changes have been identified following feedback from the consultation process and the announcement on 4 June 2021 from the Minister of Transport on the NZUP.
10. The draft RLTP has been updated to reflect the proposed changes and is now presented in Attachment 1 as the draft final RLTP.

Ngā matapakinga me ngā tātaritanga / Discussion and analysis

11. This RLTP represents the most efficient (as defined in the GPS) transport package to advance the Central Government and Auckland Council objectives for the transport system within the funding available. This package reflects a significant allocation of funding to support improved access, mode shift, greenhouse gas reductions, investing in the Vision Zero approach to road safety – while ensuring an appropriate level of renewals.

12. For Auckland to successfully meet its challenges and realise its full potential over the longer term investment in infrastructure and services must run alongside some significant policy and regulatory changes. This RLTP, for the first time, proposes a number of policy responses to realise the full potential of the benefits in investing in infrastructure and services. Many of these require significant advocacy from Auckland Transport (AT) and Auckland Council to Central Government to progress, including the following areas:
- Climate Change (refer to the section Ngā whaiwhakaaro o te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations).
 - Access equity (implementing a 50% discount on public transport fares for Community Services Card holders).
 - Safety (penalties, enforcement, speed limit reviews).
 - Congestion pricing (through The Congestion Question).

Feedback from Consultation

13. The draft RLTP was widely consulted on to seek the views of Iwi, elected members, stakeholders and the wider public. AT received 5,818 submissions, including 110 from partners and stakeholders. This included submissions from all 21 democratically elected local boards who together represent Auckland's communities.
14. The Consultation Summary Report is provided in Attachment 2, and the Local Board Feedback on the RLTP is provided in Attachment 3

Summary of Mana Whenua Feedback

15. AT presented at 5 hui attended by 12 Iwi and received written submissions from Te Ākitai Waiohū, Ngāti Whātua Ōrākei Whaimāia and Te Uri o Hau.
16. Generally speaking, there was support for travel choices, active modes and public transport; however, there were concerns at the 'low' prioritisation of funding for the environment, sustainability and climate change; and the potential impact on policy changes and electric vehicles on lower socio-economic communities.

Summary of Public Feedback

17. 53% of respondents felt that the RLTP correctly identified the challenges facing transport in Auckland, down from 73% in the previous RLTP. Of those that did not select 'yes', many took the opportunity to: emphasise the importance of one of the challenges already raised, identify challenges they didn't support, or give a specific example of a project or activity they felt was important.
18. For each of the focus areas in the draft RLTP, between 68% - 91% of submitters said they were very or moderately important areas to allocate funding towards, with the highest support being for travel choices, particularly public transport. This strong support for public transport was reflected across all categories in the consultation.

19. When asked what could be included or excluded from the RLTP, there was a large proportion of submissions identifying that Penlink and Mill Road should be removed, and that more should be done to discourage car use and be stronger on climate change. Overall, many respondents saw roads as a low priority and only “roads” received more responses that they should not be a priority compared to that they should be a priority.
20. A majority of submitters felt the policy changes proposed were very or moderately important to deliver an effective and efficient transport system.

Summary of Local Board Feedback

21. All local boards were provided with a specific briefing on the RLTP and projects in their local board area as part of the consultation process.
22. Most of local boards endorse the proposed investment package in the RLTP to reinstate the Local Board Transport Capital Fund to \$20 million, with many noting that this fund has been crucial in achieving smaller scale local improvements, particularly for pedestrians and cyclists.
23. The majority of the local boards support the investment in travel choices (active modes and public transport) and asset management. Local boards were particularly strong in their support for improved walking infrastructure and smaller localised projects to improve community outcomes, which is addressed in changes proposed below.
24. There was support for investment in climate change with concerns including the impacts of sea level rise, extreme weather events (including drought), wave inundation, flood-prone areas and run-off systems, and slips.
25. Several local boards noted that low renewal expenditure over the 2018-2021 period (including due to budget impacts from the COVID-19 pandemic) has created a renewal backlog and support increased investment in road renewal, rehabilitation, and maintenance. Local boards see “like-for-like renewals” as a risk in terms of affecting transformational shifts to meet the challenges of growth and climate change. The renewal approach should include a review process that tests for mode shift opportunities rather than a default to like-for-like replacement.

Summary of Stakeholder Feedback

26. A wide variety of stakeholder and advocacy groups submitted on the RLTP advocating for more action on climate change, more action to improve congestion and provide choices, and to enable equitable access (particularly in relation to footpaths). A snapshot of the key submissions are as follows:
 - a. The submissions from Bike Auckland and the Public Transport Users Association indicated that whilst they support the direction of the RLTP, more needed to be invested in better travel choices, and less investment in roads.
 - b. The submission from All Aboard Aotearoa (A coalition of climate and transport advocacy groups, including Generation Zero, Bike Auckland, Movement, Women in Urbanism, Greenpeace, Lawyers for Climate Action NZ) indicated that their view was that the RLTP does not comply with the law and should be overhauled because it fails to consider climate change in the context of the public interest. This group has indicated that they may seek a judicial review if the RLTP is approved.

- c. New Zealand Automobile Association (AA) indicated that their view was that the current approach 'would be a transport programme that severely degrades levels of service in for the transport mode that the vast majority of Aucklanders depend on', and called 'for an appropriate level of balance between encouraging public transport use and the need to adequately support private vehicles'. Their members indicated that they want to see 'a balance between roading improvements, and upgrades and extensions to the public transport network – not solely a focus on one or the other'
- d. The Auckland Business Forum, Road Transport Association and the National Road Carriers submitted that the RLTP reflects a strategy that is too heavily weighted towards public transport and not enough was being done to ease congestion for people and freight which make up the majority of the users of the network. They would like to see more done to ease congestion with a focus on improving congestion for freight and the economy, rather than arresting the decline.

Proposed changes to the RLTP following consultation

27. Overall, we see much of the consultation feedback providing support for the direction of the RLTP, and particularly strong support for investment in public transport which is a key theme of the RLTP. However, in many cases respondents wanted the RLTP to do more and sought higher investment in favoured areas. While further investment - particularly in public transport, active modes and to support freight - would be desirable, there is limited opportunity to increase investment due to funding constraints.
28. Within the feedback, there were two particular areas of criticism of the RLTP. The first was that the programme did not do enough to address climate change and should be substantially reprioritised to increase investment in sustainable modes. The second was that the RLTP does not do enough to address congestion and needs reprioritisation to address freight connectivity issues.
29. The emphasis of this RLTP in addressing congestion is to focus on providing effective alternative modes of travel to address demand, rather than increasing network capacity for vehicles (especially private single occupancy vehicles). It is acknowledged, however, that there is a risk that the uptake of the alternative modes fails to avoid more severe congestion especially in the medium term. For this reason, the RLTP advocates for the implementation of policy levers to accelerate the uptake of alternative modes.
30. Although the RLTP is consistent with the outcomes in these key GPS priority areas, we agree with the submitters that it is desirable to seek better outcomes in terms of emission reductions and improving freight connectivity (amongst other areas). However, we are also cognisant that there is limited opportunity to reprioritise the RLTP towards one area without compromising other GPS priorities or the overall contribution to efficiency, effectiveness, safety, or the public interest. Scenario testing as part of ATAP indicated that any significant reprioritisation of activities is unlikely to make a significant difference to greenhouse gas emissions.
31. Although there is limited flexibility for major change, several refinements are proposed address more localised issues. These reflect areas where there is significant feedback from consultation and/or local boards; there is a community expectation as a project was included in the previous RLTP; planning was underway; they can be funded within the current funding arrangements; and they are consistent with the GPS and the intent of ATAP.
32. Notwithstanding the above, the committee's ability to change the investment programme in the RLTP is limited to activities that fall under section 16(3)(b) of the LTMA. i.e. have been proposed for inclusion by AT, Auckland Council or Waka Kotahi and funding must be being

sought from the NLTF. The committee cannot remove or amend any 'regionally significant' expenditure on activities that are funded from sources other than the National Land Transport Fund; or remove or amend a significant rail activity proposed by KiwiRail.

33. The details of the proposed changes are outlined in Attachment 4, and include:

- a. An additional \$20 million investment over ten years in new footpaths, responding particularly to local board advocacy in this area.
- b. Inclusion of \$12.5 million (uninflated) to address safety and efficiency issues with the intersection of Dairy Flat Highway (DFH) and the Avenue Intersection.
- c. Providing a 25% local share for Hill Street Intersection (Warkworth).
- d. Progressing the Business Case for Lake Road by spreading the allocated funding such that \$1m is allocated in each of 2021/22 and 2022/2 financial years
- e. Auckland-Wellington Regional Passenger Services - including commentary to the effect that work is underway to investigate the feasibility of a North Island inter-regional passenger rail service operating on the North Island Main Trunk Line to provide alternative travel options and work towards a low carbon transport system that enables economic growth.
- f. Modifying the text and tables to reflect the Ministers' announcement on 4 June 2021 of changes to the NZUP. These changes do not trigger a need to reconsult on the RLTP.
- g. Changes to the AT capital and operating programmes to align with Council's LTP, as well as updates to the Waka Kotahi and KiwiRail programmes. These are set out in Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts
- h. Including commentary to demonstrate AT's commitment to work with Local Board around the funding and allocation of smaller local projects that improve community outcomes. This continues the success of what we have achieved with the local boards in the last 12 months.
- i. Various technical changes to ensure that it fully meets the requirements of the LTMA and remains consistent with ATAP
- j. Acknowledgement of the Clean Car Package announced by the Minister of Transport on 13 June 2021

34. The financial implications of the proposed changes are outlined in Paragraph 45 under Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

Satisfying the key statutory requirements of the RLTP

35. In reaching a decision to recommend the RLTP for approval by the board, the committee must be satisfied that the RLTP meets the requirements of the Land Transport Management Act 2003, including being satisfied that the RLTP:

- a. contributes to the purpose of the LTMA (section 14(1)(a)(i) LTMA), which is also aligned with AT's statutory purpose (section 39 Local Government (Auckland Council) Act 2009));

- b. is consistent with the GPS (section 14(1)(a)(ii) LTMA);
 - c. other matters in section 14 of the LTMA; and,
 - d. is in the form and contains the content required under section 16 of the LTMA (the proposed changes to the draft RLTP to reflect this requirement are outlined in Attachment 4).
36. Attachment 5 sets out in full how these legislative requirements have been satisfied during the development of the RLTP and by the final RLTP itself.
37. In particular, the committee must be satisfied that the RLTP contributes to the purpose of the LTMA, which is to contribute to an effective, efficient, and safe land transport system in the public interest (noting that the GPS defines public interest as a transport system that that supports economic, social, cultural and environmental wellbeing). The analysis at Attachment 5 shows that is achieved in the RLTP by setting out a range of investments that will support an effective and safe transport system and advance public interests. The investment programme is efficient as it has been rigorously tested and prioritised through the ATAP interagency process.
38. The committee must also be satisfied that the RLTP is consistent with the GPS. The analysis at Attachment 5 shows the RLTP is consistent with the GPS as it seeks to achieve a set of objectives that are consistent with the four GPS investment priorities; follows an investment direction that is consistent with the GPS; and, is forecast to achieve outcomes that are consistent with the Primary Outcomes and delivery expectations included in the GPS.
39. Attachment 6 also provides assurance of the advice in Attachment 5 that the analysis is legally sound.

Implications of deciding not to adopt the RLTP

40. In the event that the committee does not recommend the RLTP to the board for approval:
- a. the 2018-28 RLTP would remain in effect.
 - b. AT would only be able to access funds from the National Land Transport Fund (NLTF) to the extent that is provided for in the National Land Transport Plan (NLTP) at any time (which is unlikely to provide for any activities in the 2021-2031 RLTP until that RLTP is approved by the board).
41. The implication is that a decision not to recommend the RLTP:
- a. is likely to impact on \$345 million of new activities over the next three years, including (but not limited to): CRL Day one activities; Northwest bus improvements, Airport to Botany Rapid Transit Route Protection, and Decarbonisation of the Ferry Fleet Stage 1; Minor Cycling and Micromobility (Pop-Up Cycleways); supporting electric vehicles; and safety activities.
 - b. may impact on the ability to access the increase in funding required to deliver the activities continuing from 2018-28 RLTP into this RLTP, including (but not limited to): EMU Rolling Stock and Stabling Tranche for CRL, Connected Communities; Urban Cycleways Programme; and, Glenvar Road/East Coast Road intersection and corridor improvements.

42. Notwithstanding the advice, if the RLTP is approved, a variation to the RLTP may be prepared during the 6-year period to which it applies in accordance with s18D of the LTMA. This allows the committee to prepare a variation to the RLTP where good reasons exist, or at the request of Waka Kotahi or Auckland Council.

Significance Policy

43. Section 106(2) of the LTMA requires the committee to adopt a policy that determines significance in respect of activities included in the RLTP and variations to the RLTP and requires a separate resolution to the RLTP approvals. The significance policy is included in the Appendix 8 of the RLTP.

44. The significance policy in the RLTP has been amended to include a definition of a Significant Activity in line with the legislation.

Ngā tūraru matua / Key risks and mitigations

Key risk	Mitigation
Failure to deliver policy change: The desired outcomes for carbon emissions reductions are not achieved due to lack of the necessary policy intervention from Central Government.	Engage actively with the Ministry of Transport (MOT), with the support of Auckland Council, to advocate for policy changes required. Work closely with Auckland Council to develop an Auckland specific Climate Change pathway
Funding availability: Changes to available funding, or inability by AT to access National Land Transport Fund (NLTF) funding for the full programme, will result in an inability to deliver the full RLTP programme and will affect achievement of the outcomes and targets.	Continue to advocate to MOT and Waka Kotahi to progress work to enable the full funding allocation of the programme.
Statutory Compliance: The RLTP is not compliant with legislation, and is successfully challenged through a judicial review, resulting in the inability to access funds from the NLTF.	AT has undertaken a comprehensive review (including independent legal review) to ensure that the RLTP meets statutory requirements

Ngā ritenga-ā-pūtea me ngā rauemi / Financial and resource impacts

45. The impact of the proposed changes to the RLTP and alignment with Council's LTP are as follows:

- a. **Source of funding for the new footpaths, DFH/Avenue intersection and Hill St (Warkworth) local share:** Through AT's Portfolio Management approach, we propose that these projects be delivered when and if funding becomes available due to delivery of another project being delayed. This reflects the very limited options to make adjustments to AT's capital programme, given the current priorities to fund committed projects, complete major projects such as Eastern Busway, EMUs and infrastructure to support the CRL, and Urban Cycleway Programme, as well as priorities such as One Local Initiatives.
 - b. **Operating Funding:** AC has approved an additional \$5 million p.a. operating funding for AT to provide new bus and ferry services. When coupled with savings to be identified by AT and co-funding from Waka Kotahi, a total of \$200 million (excluding farebox revenue) would be available for new bus and ferry services, compared to the draft RLTP. Initial indications from Waka Kotahi are that AT will not receive all the NLTF funding we requested for public transport operations and road renewals in the first three years of the programme. AT is working with Auckland Council on mechanisms for mitigating the funding shortfall.
 - c. **Capital Funding:** AC's capital funding for AT has been re-phased to reflect (i) AT's confidence in shifting to a \$820 million capital programme in 2021/22; (ii) AT's capex profile in the draft RLTP which exceeded funding in 2024/25 and 2025/26, and (iii) the Council's own funding parameters. While the total funding is the same over ten years, this has required a re-phasing of AT's capital programme, with around \$450 million re-profiled from the 2021-26 to the 2026-31 period
46. The Auckland Council draft LTP provides for a \$7.5 billion opex programme and an \$11.4 billion capex ((including Waka Kotahi financial assistance, but net of direct revenue) programme over the next 10 years. The RLTP is now aligned with the funding outlined Auckland Council's LTP.
47. Waka Kotahi and KiwiRail have also made changes to the timing and costs of some activities in their programme. These changes together are not material in the context of the 10-year programme.

Ngā whaiwhakaaro ō te taiao me te panonitanga o te āhuarangi / Environment and climate change considerations

48. The RLTP's key contribution to emissions reduction is investment in infrastructure and services support mode shift away from private vehicles and towards public transport and active modes. Additionally, the RLTP also contributes through the electrification of public transport services, like buses and trains.
49. With this investment and confirmed future government policy as at May 2021 (fuel efficiency standards and biofuel requirements), transport GHG emissions are expected to reduce by approximately 1% (between 2016 and 2031) – despite Auckland's population being expected to grow by 22% over the same period. This based on the regional transport model outputs including vehicle emissions parameters published by Waka Kotahi and the MOT. Over the 2021-31 period, the reduction in emissions is estimated to be in the order of 5% – despite Auckland's population being expected to grow by 16%.

50. Draft national emissions targets to 2030, for the entire country for all sectors, is a 20% reduction on 2019. The MOT is currently consulting on actions necessary to meet the target, and by the end of 2021, they are required to announce policies that achieve the target.
51. Te Tāruke-ā-Tāwhiri: The Auckland Climate Plan (ACP) is more aggressive in seeking a greater reduction in transport emissions than the MOT. AT is working with Council to develop an AT Emissions Reduction Plan to identify pathways and the additional significant policy changes needed to align with the ACP scenario. These pathways will describe the actions required by AT, Council, and government. This approach reflects the LTP requirements for AT to support the implementation of actions identified in the ACP.
52. The climate change actions provide environmental and well-being co-benefits from reduced air pollution. The RLTP also has a target for water run-off from roads, which will improve water quality. The capital projects will also support environmentally focused programmes on minimising construction waste and water use and improving biodiversity through greening the network with more trees and vegetation.
53. In looking at the long-term the RLTP takes into account the target of reaching net zero emissions by 2050, through the objective of *Improving the resilience and sustainability of the transport system and significantly*. This objective is addressed through the investment in alternative modes.
54. The RLTP also considers the 2050 forecast and notes that the accelerated uptake of low emissions vehicles (e.g. EV's) is vital to reduce road transport emissions. This is reinforced by the Minister's announcement of the Clean Car package on 13 June 2021 which aims to uptake of low emission vehicles by introducing a range of measures that will help meet New Zealand's 2050 net zero target, including a proposed rebate on the sale of new and used EV's.

Ngā reo o mana whenua rātou ko ngā mema pooti, ko ngā roopu kei raro i te maru o te Kaunihera, ko ngā hāpori katoa / Voice of mana whenua, elected members, Council Controlled Organisations, customer and community

55. This area was covered in Feedback from Consultation

Ngā whaiwhakaaro haumaruru me ngā whaiwhakaaro hauora / Health, safety and wellbeing considerations

56. The RLTP contributes to reduced harm from the transport system through the adoption of Vision Zero principles along with:
- Investment in AT's Safety programme (a wide-ranging programme that includes safer speeds, investment in high risk corridors and intersections and improving outcomes for vulnerable users), Mara and Papakainga Turnouts programme, School Speed Management and other safety programmes, as well as Waka Kotahi's Safer Networks and other programmes.
 - A major investment in mode shift, to encourage a greater uptake of this safer mode of travel.
 - The delivery of over 200 kms of new or improved cycling infrastructure.
 - The promotion of a number of policy levers to make the transport system safer.
57. The Safety Programme delivered under this RLTP is expected to prevent over 1,760 deaths and serious injuries during the next 10 years and deliver a 67 per cent reduction in annual deaths and serious injuries by 2031. This result is in line with the Vision Zero for Tāmaki Makaurau Transport Safety Strategy.



Ā muri ake nei / Next steps

58. Following recommendation of the RLTP by the committee, it will be presented to:
- Planning Committee for their endorsement at its meeting on 24 June 2021; and
 - the board for their approval at its meeting on the 28 June 2021.

Ngā whakapiringa / Attachments

Attachment number	Description
1	Regional Land Transport Plan 2021 – 31
2	Full Public Feedback Report
3	Submissions from local boards, partners and key interest groups
4	Proposed Changes to the draft RLTP
5	How the draft RLTP 2021-2031 meets the requirements of section 14 of the LTMA
6	Independent Assurance

Te pou whenua tuhinga / Document ownership

Submitted by	Hamish Bunn Group Manager – Investment Planning and Policy, Planning & Investment	
Recommended by	Jenny Chetwynd Executive General Manager Planning & Investment	
Approved for submission	Shane Ellison Chief Executive	