

Minutes

Regional Transport Committee

Date: 18 June 2021
 Time: 9.00AM – 9.51AM
 Venue: Room 1.04, Auckland Transport, 20 Viaduct Harbour Avenue, Auckland
 Board and Councillor Attendees: Adrienne Young-Cooper, Chair
 Wayne Donnelly
 Kylie Clegg
 Mary-Jane Daly
 Tommy Parker
 Abbie Reynolds
 Darren Linton
 Steve Mutton
 Gwyneth McLeod

Executives/Presenters: Jenny Chetwynd - EGM Planning and Investment
 Hamish Bunn - GM Investment, Planning and Policy
 Mark Fleming - Principal Adviser, Investment Planning
 Andrew Downie - Governance Lead
 Tamarisk Sutherland - Governance Specialist

| Item | Topic | Update / Actions | Responsible |
|------|--|------------------|-------------|
| 1. | Welcome/Acknowledgements | | |
| | The Chair opened the meeting and welcomed all present. She noted that the draft Regional Land Transport Plan 2021 – 2031 (RLTP) would be presented to Auckland Council’s Planning Committee for endorsement at its meeting of 24 June 2021 and subsequently to the Auckland Transport Board for approval at its meeting of 28 June 2021. | | |
| 2. | Opening Karakia | | |
| | The Chair led the karakia. | | |

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| 3. | Apologies | | |
| | Dr Jim Mather. Nicole Rosie. | | |
| 4. | Interest Register – Declarations/Conflicts | | |
| | Mr Mutton advised that he was the Director of Regional Relationships at Waka Kotahi New Zealand Transport Agency. The Chair noted this was a statutory appointment so not a conflict of interest. Ms Daly advised that she had not taken part in any discussions related to development of or investment in Drury through the development of the RLTP, given her position as a director of Kiwi Property Group Limited. | | |
| 5. | Approval of the Draft RTC Minutes – 29 April 2021 | | |
| | The committee approved the minutes of the meeting on 29 April 2021 as a true and accurate record. (Ms Reynolds Mr Parker): Carried. | | |
| Items for Approval | | | |
| 6. | Regional Land Transport Plan 2021-2031 | | |
| | The EGM Planning and Investment presented the RLTP, noting that: <ul style="list-style-type: none"> • 18 months of work, analysis, consultation and reflection has gone into the plan. • It meets the objectives of both Council and government. • It includes identification of policy initiatives for the first time. • It is a significant package of transport related investment for the next 10 years. Feedback was sought from the community during the preparation process and incorporated. This included: <ul style="list-style-type: none"> • Support for active mode transport from many areas of the community. • Feedback from the Road Carriers Association that supporting efficient movement of freight transport is important. • Feedback from the Automobile Association that the RLTP did not reflect the needs of how the majority of people move around the region (i.e. by car). | | |

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| | <ul style="list-style-type: none"> Feedback from certain groups that the RLTP does not go far enough in terms of reducing carbon dioxide emissions. <p>The EGM Planning and Investment noted that the RLTP is consistent with the objectives and outcomes of the Government Policy Statement on Land Transport 2021/22 – 2030/31 and meets the requirements of the Land Transport Management Act 2003.</p> <p>The EGM Planning and Investment passed to Mr Bunn who noted:</p> <ul style="list-style-type: none"> The lengthy process to develop the draft RLTP, including multiple meetings with the Regional Transport Committee along with the Auckland Transport Board and its committees. That the RLTP has been developed in consultation with Council staff, the Ministry of Transport and Waka Kotahi New Zealand Transport Agency (Waka Kotahi) and supported by Cabinet through the Auckland Transport Alignment Project (ATAP). The draft RLTP was unanimously endorsed by Council's Planning Committee. That the RLTP is comprised of \$31 billion of direct investment and \$36 billion of investment when contributions from Aucklanders are included, the largest ever amount. This includes extensive funding of rapid transport, such as the City Rail Link and Eastern Busway. A significant focus on sustainable public transport and active modes, with 60% of the funding going towards sustainable modes, including 200km of safe cycling routes. No substantial road capacity is added, beyond that which is already in construction or in design, under the RLTP beyond 2026. Substantial investment in rapid transit such as CRL, Eastern Busway, extension to the Northern Busway, electrification to Pukekohe, enhancement to bus services to the Northwest, and including the initial phases of the Northwest Busway and Airport to Botany. \$580 million of investment in Connected Communities. A shift in emphasis of the investment programme over time towards sustainable modes, including to address climate change challenges. That the package includes only \$2 billion of discretionary funding which would enable enhanced mobility access to the transport network, freight efficiency, growth in the form of brownfields investment and investing in public transport and active modes. | | |

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| | <ul style="list-style-type: none"> That it is estimated the RLTP, in combination with confirmed government policies, will enable a 5% reduction in carbon emissions during the 10 years from 2021 – 2031. The Chair observed that a 16% increase in the region's population is expected between 2021 and 2031. <p>Mr Bunn advised that management are aware that more action on climate change is required, and that policy levers (including the clean car standard and biofuels) and action from Central Government are needed.</p> <p>Mr Bunn noted that modelling work had been completed to evaluate travel behaviours. This used the Auckland Forecasting Centre's dynamic multi-modal model, which was externally peer reviewed during its development. Modelling included assumptions around vehicle efficiency from Waka Kotahi. Several scenarios were modelled for the 2016 – 2031 period which demonstrated extensive road user pricing interventions would be required to alter travel behaviours enough to come close to achieving climate change objectives.</p> <p>Mr Donnelly noted the feedback provided by the Automobile Association and that it would be incumbent on the organisation to deliver alternatives to single occupancy vehicle use via public transport or active modes given there would be no substantial additional road capacity was added to the network beyond 2026. Mr Fleming presented to the committee, noting that the draft RLTP was approved for public consultation in late March 2021. A period of consultation and engagement ran from 29 March to 2 May 2021 and included:</p> <ul style="list-style-type: none"> Print and digital media. Hui with mana whenua. Drop-in centres, presentations to advisory groups. Hearings for submitters to present in person. Consultation with Council's Planning Committee and the 21 local boards. <p>Mr Fleming advised the committee that in response to feedback on the draft RLTP gathered during the consultation and engagement process and from the Auckland Council's Planning Committee, the following changes were included in the final version:</p> <ul style="list-style-type: none"> An additional \$20 million investment over ten years in new footpaths over the current \$49 million in the draft RLTP. \$12 million for the Dairy Flat Highway and The Avenue intersection to address safety concerns. | | |

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| | <ul style="list-style-type: none"> • 25% share of funding for the Hill Street intersection in Warkworth. The draft RLTP had indicated that this project would be fully funded by Waka Kotahi although this now seems to be unlikely. • Bringing forward \$2 million of funding for a Lake Road detailed business case and design. • Confirmation 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 facilitate the economic growth of regional New Zealand. <p>Mr Fleming also advised the committee that changes to the New Zealand Upgrade Programme (NZUP) were being incorporated, noting that on 4 June 2021, the Minister of Transport announced changes to NZUP which included:</p> <ul style="list-style-type: none"> • A revised scope for the Mill Road project. • Confirmation of three rail stations in Drury and Paerata. • A separate walking and cycling bridge across the Waitemata Harbour. <p>Mr Fleming advised the committee that the above changes would be reflected in the text and tables of the final RLTP. He also noted that other changes would be made to the investment programme to reflect an updated capital profile, including efficiency savings of \$5 million and National Land Transport Funding for bus and ferry services. Funding of \$90m has also been included in the first three years of the RLTP for establishment, investigation and consenting work related to the Auckland Light Rail project.</p> <p>Mr Fleming indicated that in his opinion the right balance had been found in the RLTP, given the funding available, to address the key themes of reducing emissions and congestion and the varied feedback provided by the community and interest groups during the consultation process.</p> <p>Mr Fleming then advised the committee of several technical changes to the RLTP that ensure its compliance with the Land Transport Management Act 2003.</p> <p>The EGM Planning and Investment outlined the work that had begun with Council to determine a set of pathways to achieve a substantial reduction in CO2 emissions from the transport system in Auckland over the next decade, in line with Council's modelling of a 64% reduction included in the Council's Climate Action Plan. She noted that reducing emissions would need to be a combination of reducing vehicle kilometres travelled and vehicle efficiency measures, and that a wide range of policy, behaviour and investment levers would be considered.</p> <p>The EGM Planning and Investment confirmed the compliance of the RLTP with section 14 of the Land Transport Management Act 2003 and the independent assurance provided by Simpson Grierson of the processes followed by Auckland Transport in preparation of the RLTP.</p> | | |

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| | <p>The committee:</p> <ul style="list-style-type: none"> a) Acknowledged and thank the submitters and the local boards for their time and effort in preparing their submissions. b) Noted 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) Agreed that it is satisfied that the RLTP complies with the LTMA including that it: <ul style="list-style-type: none"> 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) Adopted the significance policy presented in Appendix 11 of the RLTP (in accordance with Section 106(2) of the LTMA). e) Approved 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) Recommended the attached RLTP: <ul style="list-style-type: none"> 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 28June 2021, noting minor changes may to be made to it prior to this meeting to reflect for clarity and consistency purposes. g) Agreed 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. <p>(Mr Donnelly Ms Daly): Carried.</p> | | |
| 7. | General Business | | |
| | The Chair asked for a briefing on the work management is doing with Auckland Council to reduce carbon emissions. | | |



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| | The EGM Planning and Investment noted that the methodology is being worked on currently and will be confirmed by August 2021. | | |
| 8. | Closing Karakia | | |
| | The Chair led the closing karakia. The meeting finished at 9.51am. | | |
| Next Meeting – N/A | | | |

Signed as a true and correct record

17 Sep, 2021 8:32:00 AM GMT+12
Adrienne Young-Cooper
 CHAIR

10 Sep, 2021 2:50:32 PM GMT+12
Wayne Donnelly

10 Sep, 2021 2:30:29 PM GMT+12
Kylie Clegg

10 Sep, 2021 12:23:30 PM GMT+12
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10 Sep, 2021 9:36:01 AM GMT+12
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