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Draft Auckland Rapid Transit Plan

For decision: For noting:

Ngā tūtohunga / Recommendations

That the Auckland Transport Board (board):

- a) Notes the feedback received on the draft Auckland Rapid Transit Plan (ARTP) from Auckland Council's Transport and Infrastructure Committee (TIC) workshop on Wednesday 26 July 2023,
- b) Recommends the ARTP to the TIC for endorsement.
- c) Notes that the ARTP will be presented to the board for final approval.

Te whakarāpopototanga matua / Executive summary

1. Rapid transit transport comprises a land-based public transport which is fast, frequent (operating at set standards for duration and frequency), reliable and operates on a dedicated, segregated right of way. In Auckland, the Rapid Transit Network (RTN) comprises the heavy rail network and busway network. It is important for the region as providing efficient and high-capacity access, and is a significant catalyst for land use and economic growth/development.
2. The ARTP is a 30-year reference case for where rapid transit should be progressed across the region. Its role is to act as a starting point for individual project investigations and decisions, while protecting the 'network view'. We have prepared this plan because individual projects have been proceeding without awareness or consideration of the impacts of their decisions on network infrastructure and services, and without a detailed future network end-point.
3. The ARTP was originally commissioned by the Auckland Transport Alignment Project (ATAP) Governance Group and has been developed in collaboration with Council and Waka Kotahi New Zealand Transport (Waka Kotahi) staff over the past three years.
4. Auckland Council councillors recent feedback on the draft plan emphasised a need to ensure the plan was not viewed as a static or permanent position, rather a reference case that will need to be agile as our context changes, decisions are made, and innovation emerges. Councillors supported the idea that the ARTP represents Auckland's views of what is best for Auckland and as such is a useful reference point for negotiations with central government. Councillors also sought additional information on the details behind the ARTP development and canvassed the need for the plan to be the subject of public consultation.

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5. Costs and funding are not a core component of the plan, as these are best managed at a project level and at the time the corridors are being progressed. The ARTP will not be consulted on, as it will be updated regularly and there are other opportunities for public input.
6. The ARTP will be recommended by the board to the TIC for endorsement, prior to final approval by the board as a point of reference for future transport planning. We are progressing conversations with Waka Kotahi staff about the nature of approval (if any) that might be sought from the Waka Kotahi Board.

Ngā tuhinga ō mua / Previous deliberations

7. Previous deliberations on this plan are outlined below.

Date	Report Title	Key Outcomes
16 August 2023 Design and Delivery Committee (committee)	ARTP	The committee recommended the plan to the board. The committee supported the need for Waka Kotahi to endorse the plan as it currently stands, as a point of reference ahead of decisions on key rapid transit projects being made. They agreed the plan will need to be updated once those decisions are made. The committee also encouraged engagement with local boards, to inform them of the plan once released.
July 2023 TIC workshop	ARTP	Councillors sought clarity on the role of the plan and sought assurance that it would remain agile to accommodate change, and innovation over time. Councillors canvassed the need for public consultation on the document, noting that this might not be ideal as the documents serve as a technical reference point that will need to remain agile and so will change at regular intervals; and that Aucklanders will be comprehensively engaged on all aspects of the plan as individual components are rolled out. Councillors noted the value of the plan being Auckland’s view of what Auckland’s long-term needs are, and that this should serve as an effective communication and advocacy piece. Councillors discussed and sought advice on how this advocacy would be most effective. Councillors sought to understand some of the technical analysis behind the key routes in the plan, with questions on specific parts of Auckland.

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June 2023 Committee	ARTP	The committee supported the proposed outcomes of the ARTP and approved workshopping the ARTP with Council. The committee wanted more info and detail on the plan, and a full workshop was scheduled for August, so that additional detail can be provided.
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Te horopaki me te tīaroaro rautaki / Context and strategic alignment

8. Rapid transit is defined as high frequency road/rail based public transport services operating unimpeded on its own right of way. In Auckland, this means the heavy rail and busway network. Auckland needs rapid transit as it carries significant numbers of people in an efficient manner between key destinations which would otherwise require significant motorway investment. The role of rapid transit in Auckland is to act as the spine which links the rest of the bus and ferry services which connect lower-level destinations.
9. Rapid transit performs an increasingly important role in Auckland, reinforced by the National Policy Statement on Urban Development, which sets specific development parameters around rapid transit stations. In Auckland, the RTN informs land use decisions (via the Auckland Council Future Development Strategy) and local public transport planning (via the Regional Public Transport Plan (RPTP)). The ARTP is an extrapolation of the original RTN map outlined in the Auckland Plan 2050.
10. The ARTP has been developed over the last three years in collaboration with Auckland Council and Waka Kotahi, with a dedicated working group, modelling investigation and multi-agency steering group, overseen by the ATAP Governance Group.
11. The process of developing the network involved identifying a long list of corridors, testing them through modelling and supporting assessments (such as land use development potential – using Council’s latest thinking around the future priority development areas for the region - and access improvement, such as people throughput, travel time and destination access) and assessing them with different modes and timing. The analysis, using assumptions from existing plans and decisions, results in a network which is similar to the 2016 ATAP network, but with further detail around modes, delivery staging and some additional corridors. It also reflects the reality of outcomes since 2016, with new rapid transit delivered, such as eastern busway.
12. The role of the board in this process, as kaitiaki of Auckland’s transport system, is to provide the technical confidence to the council that the plan is sound, integrates well, and will enable Auckland’s transport system to meet Council’s outcomes and expectations. Council’s role is to endorse this plan as meeting its needs and expectations. As such, the ARTP will be recommended to the Council by the board for its endorsement, and then approved by the board as a point of reference for future planning.

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Ngā matapakinga me ngā tātaritanga / Discussion and analysis

13. The plan outlines a preferred 30-year RTN for Auckland. It explains what rapid transit is in the Auckland context, why it has an important role for the future of the region and how rapid transit can be delivered, including the roles of the various players. It outlines the chosen future rapid transit corridors, their preferred modes and a high-level staging approach. It provides details on each of the proposed corridors, outlining their role in the network and why they are needed, while also emphasising the important role the existing rapid transit corridors play.
14. Three priority corridors for the region are identified: North Shore; North-West; and City Centre to Māngere. These should ideally operate as a single system for operational and customer experience benefits. The draft plan is attached in Attachment 1.
15. Significant analysis was undertaken in developing this plan. This included multiple modelling rounds to test the case for potential corridors across Auckland, consider appropriate modes and technologies, examine relative priority and sequencing and then understand the interface between corridors from an operational and customer perspective. The process included a selection from long-list to short list, with sensitivity testing. Criteria for identify and assessing potential rapid transit corridors were based on the rapid transit objectives and included forecast demand, opportunity for significant mode shift, opportunity to address access deficiencies, opportunities for urban development, congestion impacts and deliverability. Attachment 2 outlines the results of the long list corridor analysis which underpinned the final network.
16. Indicative costing of the delivery of the network (in 2023) have been identified. However, these are not included so that the risks of providing an unrealistic starting point, and of locking in cost expectations at very early stages of planning are managed. Detailed costings would be generated (along with decisions on mode, alignment, stations etc) as part of the business cases for individual lines. Any cost would therefore be pre-emptive and could negatively impact future funding findings.
17. The plan is not a definitive, locked in position on mode, timing, alignment etc. Instead, it is a reference case – a starting point for future investigation through individual projects. It highlights the regional view, to be tested at a corridor view. It will be updated as each decision is made on an individual corridor basis, including government decisions on funding, and technological advancement. Its core value is in having an agreed starting point and indicative end goal. It is already providing this role informally, but it is time to have a formal recognition of the network plan, together with public openness on the planned way forward.
18. Given the continually evolving position on the future network, and its primary role as a technical point of reference, public engagement on the plan is not proposed, as any plan would be redundant by the time any consultation would occur. Instead, consultation will occur through other forums: on the network as a whole via the Auckland Plan / RPTP; and on a corridor level by individual project consultations.
19. The plan is intended to put a line in the sand and represent what best meets Auckland's needs for the future. It should serve as an effective communication and advocacy piece in conversations with the government and other providers on new proposals and funding discussions. Thought will need to be given as to how to use the plan as an effective advocacy tool.

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Ngā tūraru matua / Key risks and mitigations

20. The following key risk exists for this paper:

Risk	Mitigation
The ARTP is perceived as a final, locked in position for Auckland, rather than a technical point of reference for advocacy and future planning, resulting in reluctance to endorse it, a call for public consultation and a delay in its practical application	Consistent, clear communication of its purpose and function, and a commitment to transparent and regular review and updates to the ARTP.

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

21. There are no direct financial implications arising from recommending the ARTP to TIC. Ongoing resources will be required to keep the ARTP current and continue to contribute to the development of individual RTN projects.

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

22. A significant expansion of public transport (with the RTN at its core) will be essential to reducing emissions and tackling the climate crisis. The ARTP will guide development of that future core.

Ngā whakaaweawe me ngā whakaaro / Impacts and perspectives

Mana whenua

23. Several rounds of regional hui have been held with mana whenua on the plan and their input has led to the plan articulating the commercial aspirations of Māori (in terms of land development around rapid transit), guiding that Māori cultural identity being incorporated into designs of rapid transit stations, and that rapid transit deliver on Māori wellbeing aspirations.

Ngā mema pōti / Elected members

24. Local boards will be informed of the plan following its endorsement.

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Ngā rōpū kei raro i te Kaunihera / Council Controlled Organisations

25. Eke Panuku will be briefed on this plan post Council and Board endorsement.

Ngā kiritaki / Customers

26. Public consultation is undertaken on a range of other plans and projects that inform the ARTP. These include the Auckland Plan, Regional Land Transport Plan, RPTP, and on individual corridors as part of business cases. The ARTP will reflect decisions made on these plans and projects, based on public feedback, and thereby reflect the views of Aucklanders.

27. The release of the ARTP will be accompanied by clear communications about the plan's purpose, to ensure customers understand what it is and why it is necessary.

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

28. There are no health, safety or wellbeing considerations associated with recommending the ARTP to the TIC.

Ā muri ake nei / Next steps




29. The ARTP will be presented to the TIC for endorsement at its 21 September 2023 meeting, prior to being presented to the board for final approval on 26 September 2023.

Ngā whakapiringa / Attachments

Attachment number	Description
1	Draft ARTP
2	Corridor assessment results

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Te pou whenua tuhinga / Document ownership

Submitted by	Luke Elliott Principal Planner Rapid Transit Network Andrew McGill Head of Integrated Network Planning  
Recommended by	Jenny Chetwynd Executive General Manager Planning and Investment 
Approved for submission	Dean Kimpton Chief Executive 