

Auckland Regional Land Transport Plan 2024-2034

Public feedback report



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About this report

From 17 May to 17 June 2024 Auckland residents were invited to provide feedback on the draft Regional Land Transport Plan 2024-2034 (RLTP).

The RLTP is the 10-year plan for Auckland's transport network. It is updated every three years and details the areas that Auckland Transport, NZ Transport Agency Waka Kotahi and KiwiRail will focus on to respond to our region's transport challenges. It outlines the proposed 10-year investment programme for transportation projects.

We received **13,108 submissions**, including **92 submissions** from partners and stakeholders on behalf of their constituents, and **21 submissions** from local boards.

This report outlines the public feedback received on the draft RLTP. The feedback from our partners, elected members, and key interest groups is available in full on the [RLTP webpage](#).

Respondents provided feedback through a mix of 'tick-box' and open-ended questions.

The **key findings** are outlined below in the [Summary](#) section.

For a **deeper dive** into the feedback, you can find more detail in the [What we heard](#) section.

Summary

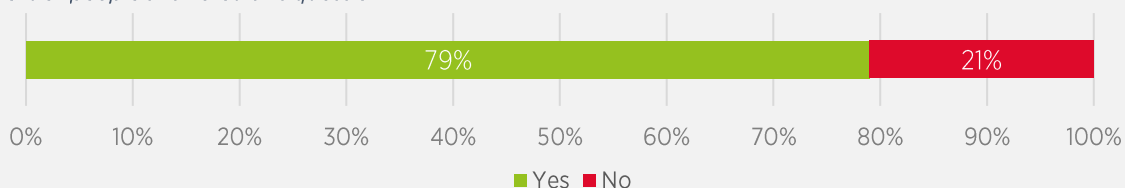
Overall feedback on the draft RLTP

Respondents were asked about the **challenges, priorities, and projects** outlined in the draft Regional Land Transport Plan.

The majority of respondents agreed that the draft plan accurately captured the issues facing Auckland, correctly identified the main transport priorities, and included the important projects and programmes. The public ranking of project types has been used to inform the final RLTP.

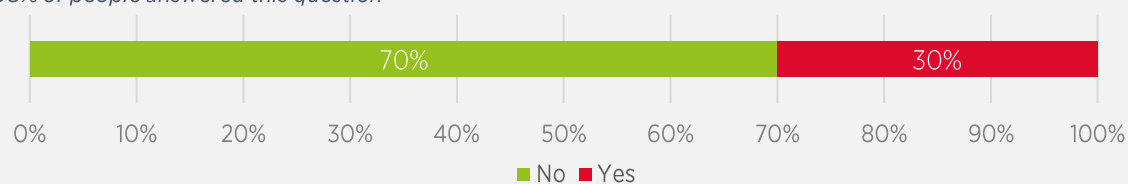
Have we correctly identified the most important challenges?

99% of people answered this question



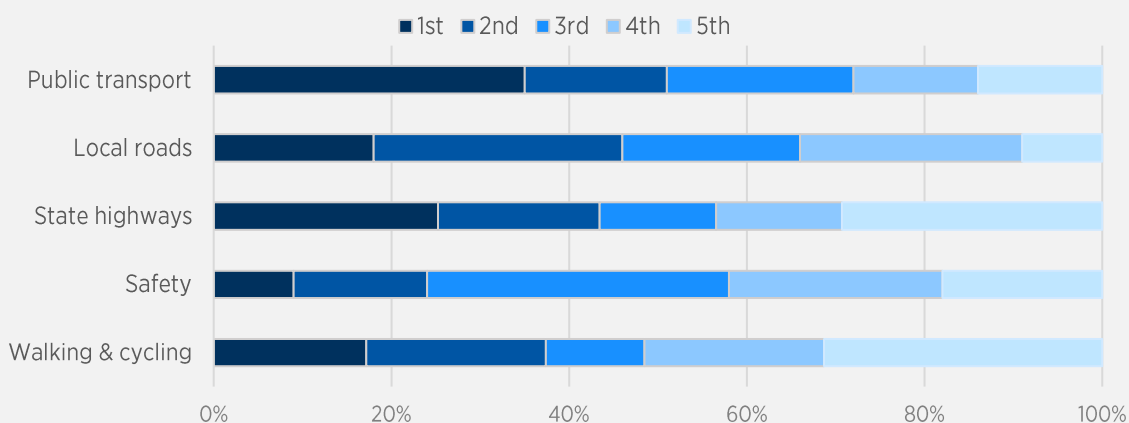
Are we missing anything from the draft RLTP priorities?

98% of people answered this question



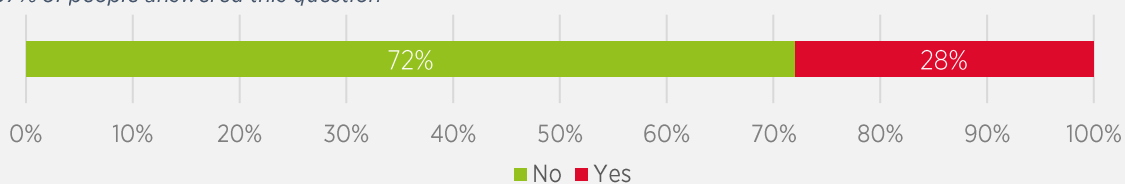
Rank the project types

90% of people answered this question



Are there any missing projects that you feel should be included?

97% of people answered this question



Challenges & priorities

20% of respondents suggested a **challenge** facing Auckland's transport system that we missed. The most frequently suggested challenges were:

	Mentioned by
Road maintenance	218
Travel time and congestion	210
Road travel for personal vehicles	205

28% suggested a priority we missed. The top suggested **priorities** were:

	Mentioned by
Public transport affordability	268
Improving personal vehicle transport	264
Maintenance of existing infrastructure	195

Projects

27% told us about a project to include in the RLTP, and 21% suggested a project to remove. The most frequently mentioned projects were:










Include		Mentions	Remove or reduce		Mentions
Second harbour crossing		148	Cycle lanes & cycle infrastructure		344
Light rail		148	East-West Link		158
Active modes connection over harbour		136	Rooding & personal vehicle focus		98

You can read more about the feedback we received in the [Public feedback](#) section.

Consultation process & activities

We received public feedback on the draft Regional Land Transport Plan 2024-2034 from 17 May to 17 June 2024. Oral submissions were heard by the Regional Transport Committee over two days, 26 and 27 June 2024.

To promote the RLTP consultation, we:

 <p>created an online consultation webpage</p>	 <p>sent flyers to 550,000 Auckland households</p>	 <p>ran advertisements on electronic billboards</p>
 <p>ran social media advertisements</p>	 <p>ran newspaper advertisements</p>	 <p>held 20 drop-in information sessions around the region</p>
 <p>provided copies of the draft plan to all libraries</p>	 <p>held hearings to receive 34 oral submissions</p>	 <p>held 2 online drop-in information sessions</p>

The RLTP summary and survey were translated into Te Reo Māori, New Zealand Sign Language, Simplified Chinese, Samoan, and Hindi.

The public provided feedback using an online survey on the [consultation webpage](#) or a paper form provided at all libraries across the region (see a [copy of the feedback form](#) at the end of this report).

We sought specific feedback from the public on:

- Whether we correctly identified the most important transport challenges facing Auckland
- The priorities we used to determine the rankings of discretionary projects & programmes
- Which project activity classes are most important
- What projects to add and/or remove from the draft plan

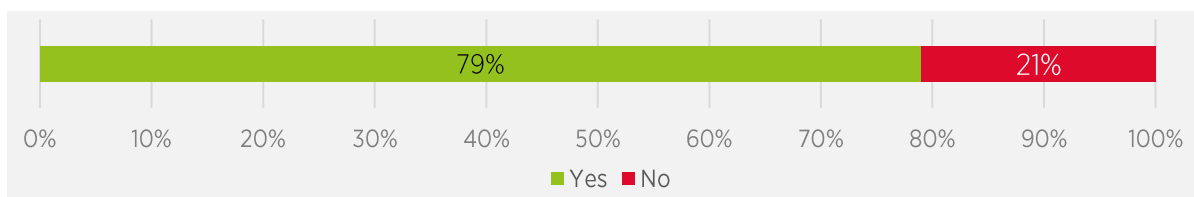
What we heard

The challenges facing Auckland

The draft RLTP aims to fund solutions to five key challenges for Auckland’s transport system:

- **Access & connectivity** – the capacity and reach of our transport system,
- **Asset condition** – the state of our roads, sidewalks, bridges, and more,
- **Climate change and the environment** – including pollution and air & water quality,
- **Safety** – for residents and visitors, and supporting healthy active modes of transport, and
- **Travel choices** – the ability to choose the way you travel.

Most people felt that the plan did capture the transport challenges we face in Tāmaki Makaurau:



The respondents that selected “No” were asked to tell us the biggest challenge we missed, and 2,614 people (19%) provided a response. Most people either:

- emphasised the importance of one of the challenges already raised,
- identified challenges they didn’t support, or
- suggested a missing challenge.

The most frequently mentioned response was a challenge highlighted by the draft RLTP – the state of our assets, or as respondents referred to it, road maintenance.

The ten most mentioned suggested challenges were:

<p>221 mentioned</p>	<p>Road maintenance</p> <ul style="list-style-type: none"> ▪ <i>“Quality of our existing roads.”</i> ▪ <i>“Poor maintenance of existing roading infrastructure leading to dangerous driving conditions.”</i> ▪ <i>“All the bad potholes and poor repairs doing damage to our cars as we can’t see them.”</i>
<p>212 mentioned</p>	<p>Travel time and congestion</p> <ul style="list-style-type: none"> ▪ <i>“Road traffic, it’s too difficult to move around the city in a car”</i> ▪ <i>“Travel Time. the speed limits are simply too slow and too many speed bumps”</i> ▪ <i>“Congested roads with pollution”</i>
<p>199 mentioned</p>	<p>Improving road travel for personal vehicles</p> <ul style="list-style-type: none"> ▪ <i>“The fact that wider roads, fewer lights and more car access are essential to help Auckland grow.”</i> ▪ <i>“Your focus is all about getting people out of cars and not making it convenient for people to use cars.”</i> ▪ <i>“Efficient movement of cars trucks and vans around the city. The economy depends on this.”</i>

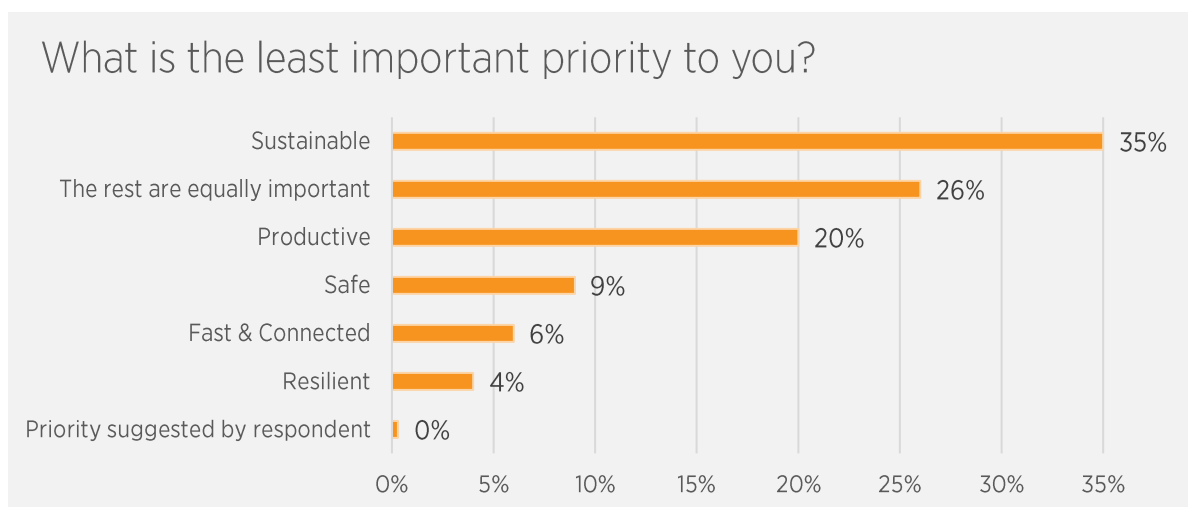
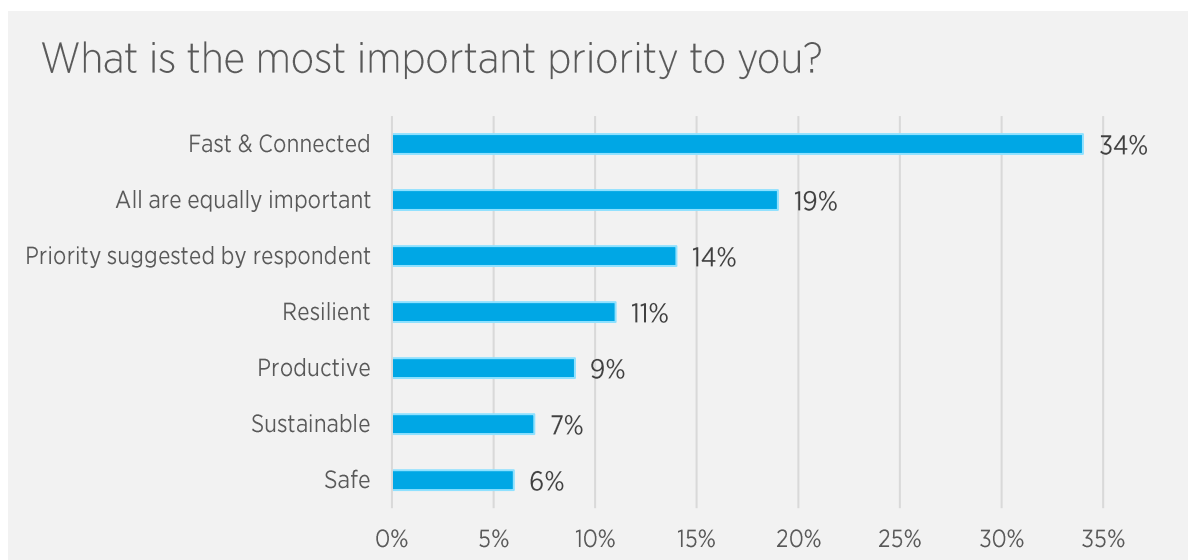
<p>179 mentioned</p>	<p>Reduce the emphasis on climate change</p> <ul style="list-style-type: none"> ▪ <i>“Climate change as presented in the plan has too high priority”</i> ▪ <i>“Reduce funding for safety and climate change issues”</i> ▪ <i>“It is not what is missing, it is what is included: climate change should be omitted.”</i>
<p>145 mentioned</p>	<p>Building more roads or lanes</p> <ul style="list-style-type: none"> ▪ <i>“Not enough roads, build roads, stop building cycle lanes”</i> ▪ <i>“Better and bigger roads for cars to drive on”</i> ▪ <i>“Far greater and more motorways”</i>
<p>108 mentioned</p>	<p>The reliability and accessibility of public transport</p> <ul style="list-style-type: none"> ▪ <i>“Reliability - many public transport in Auckland are not always on time or cancels out a lot.”</i> ▪ <i>“Consistency and availability of service”</i> ▪ <i>“Public transport that is world class and on time every day”</i>
<p>96 mentioned</p>	<p>Affordability of public transport</p> <ul style="list-style-type: none"> ▪ <i>“Affordable access and connectivity. The buses are fine, the cost is not.”</i> ▪ <i>“It is almost at a point where it is cheaper to drive than use AT services”</i> ▪ <i>“Accessibility in terms of price of public transport.”</i>
<p>80 mentioned</p>	<p>Efficiency of our existing roads</p> <ul style="list-style-type: none"> ▪ <i>“Increasing the efficiency of the existing roading network.”</i> ▪ <i>“Using existing roads better. Not requiring enough off street car parking with high density units.”</i> ▪ <i>“Traffic light phasing. Single BIGGEST issue, esp in CBD.”</i>
<p>71 mentioned</p>	<p>Increase focus on public transport</p> <ul style="list-style-type: none"> ▪ <i>“A better public transport system that all can use - takes too long and too many changes of buses to get anywhere”</i> ▪ <i>“A focus on the public transport system. I travel by bus on the Northern Express regularly and am utterly horrified by the sheer number of cars - very few having more than the driver inside.”</i> ▪ <i>“Less money on roads, more money on public transport.”</i>
<p>60 mentioned</p>	<p>Reduce the emphasis on cycling</p> <ul style="list-style-type: none"> ▪ <i>“Not missing anything but don't agree with more cycling path.”</i> ▪ <i>“Too much emphasis on cycling”</i> ▪ <i>“There are not limited option for Aucklanders to walk and cycle. There are TOO many cycle lanes for the 1% that cycle”</i>

The RLTP priorities

To plan the additional transport investment beyond maintaining Auckland’s roads and key network assets, Auckland Transport and its partners NZ Transport Agency Waka Kotahi, KiwiRail and Auckland Council used five criteria to prioritise projects that will help keep Auckland moving forward:

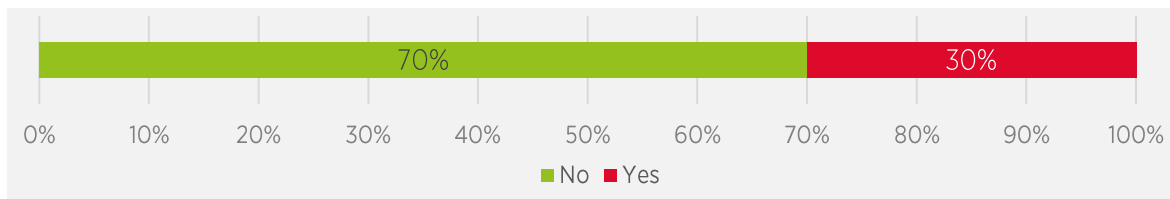
1. **Fast & connected** – Improvements that make public transport faster, more accessible, and more reliable
2. **Resilient** – Investments that ensure our network is ready for challenges (natural and man-made)
3. **Productive** – Projects that support regional growth and productivity
4. **Safe** – Investments that support a network that gets everyone home safely
5. **Sustainable** – Investments that help us reduce our transport emissions

We asked respondents which were the most and least important priorities to them. More than one in three people told us **Fast & Connected** was the top priority and **Sustainable** was the least important.



The **priorities suggested by respondents** are summarised on the next page.

Only 30% of respondents told us the list of priorities was incomplete.



People who selected “Yes,” the draft RLTP was missing a priority, were asked to tell us what priority we missed and 28% provided a response.

The most frequently missing priorities identified were:

<p>Affordability of public transport</p> <ul style="list-style-type: none"> “Make public transport cheaper than using private vehicles” “Cheap, affordable, efficient public transport system. It is very expensive to travel.” “Fast, connected AND ACCESSIBLE. The cost of transport in Auckland is too high.” 	<p>268 mentions</p>
<p>Improving personal vehicle transport</p> <ul style="list-style-type: none"> “Make it faster for vehicles as well.” “Ensuring that those who drive private vehicles can do so, unencumbered and arrive at their destination without having to navigate ridiculous infrastructure changes imposed by AT.” “Fast and efficient movement of cars, truck and vans.” 	<p>264 mentions</p>
<p>Maintenance of existing infrastructure</p> <ul style="list-style-type: none"> “Road and Footpath repairs.” “Fix the potholes/erosion and maintenance on current roads must be a priority.” “Greater emphasis on road maintenance while public transport options increase.” 	<p>195 mentions</p>
<p>More roads or lanes</p> <ul style="list-style-type: none"> “More capacity for road network to provide a good level of service.” “Add more car lanes and reducing bottlenecks created by bus lanes and cycle lanes.” “Additional lanes on major roads.” 	<p>171 mentions</p>
<p>Frequency and reliability of public transport</p> <ul style="list-style-type: none"> “Greater frequency of buses, trains & ferries.” “Reliability and convenience of public transport should be your number one goal.” “Reliable - the frequency and connectivity of public transport is key.” 	<p>146 mentions</p>
<p>Invest in and encourage public transport, walking, and cycling</p> <ul style="list-style-type: none"> “Affordable and effective public transport with safe options to use other ways of transport (cycling/walking).” “Active mode-shift to encourage more walking and cycling particularly for shorter journeys.” “Focus on encouraging people to take public transport and leave cars.” 	<p>138 mentions</p>






<p>Travel choice</p> <ul style="list-style-type: none"> ▪ <i>“Make Auckland more connected with many options on how to get from A to B.”</i> ▪ <i>“Individual choice to travel how, when, where safely.”</i> ▪ <i>“Diversity. Having more options for travel choices, especially around choke points like harbour crossings.”</i> 	<p>130 mentions</p>
<p>Specific project</p> <p>These respondents highlighted a specific project as a priority – e.g., a second harbour crossing, a busway to Silverdale, more frequent sailings for the Gulf Harbour Ferry, etc. These mentions are counted in the Projects and programmes section.</p>	<p>129 mentions</p>
<p>Extend the reach of rail public transport</p> <ul style="list-style-type: none"> ▪ <i>“More rail routes”</i> ▪ <i>“Expand rail so it’s available to more than a small percentage of the city”</i> ▪ <i>“Rail - I can’t see how a city the size of Auckland can progress without a good rail system.”</i> 	<p>104 mentions</p>
<p>Reduce congestion</p> <ul style="list-style-type: none"> ▪ <i>“better and faster traffic flows for private cars.”</i> ▪ <i>“Improve traffic flow and reduce congestion at peak times. Not everyone can travel to their destination on public transport or on a cycleway.”</i> ▪ <i>“Reducing traffic and the time people spend sitting in cars.”</i> 	<p>99 mentions</p>

The projects and programmes

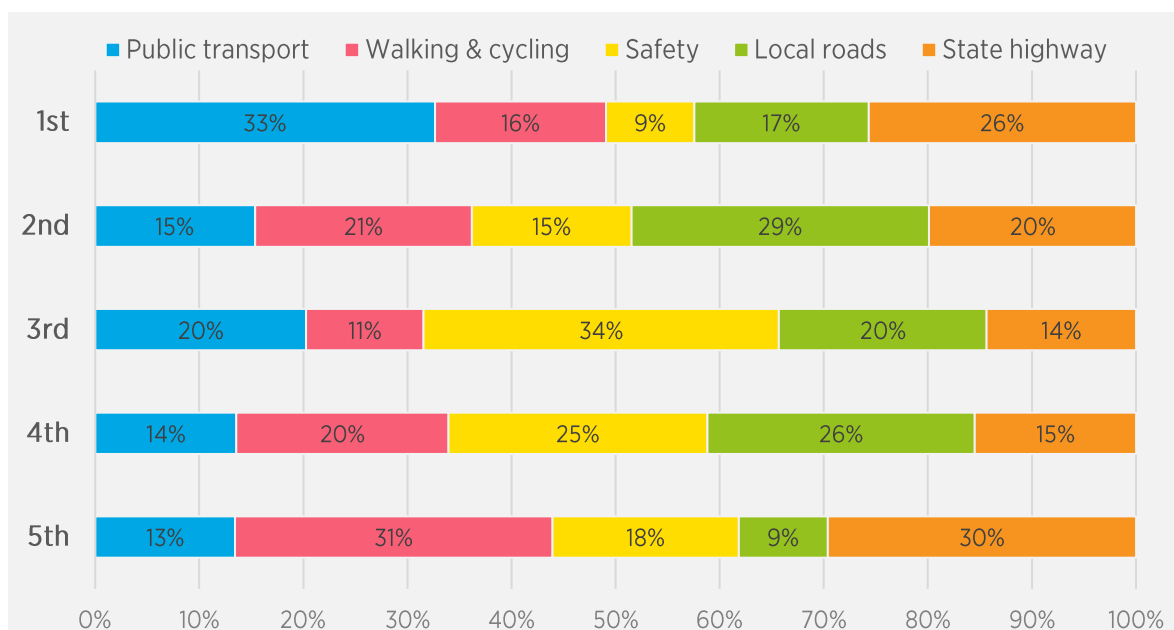
Respondents were asked to **rank** the types of projects that are included in the draft Regional Land Transport Plan and 90% of people responded to this question.

Investing in public transport was considered most important by respondents, followed by local road improvements. State highway improvements received both strong support and strong opposition, ending up ranked 3rd most important with an average (mean) rank of around 3. Walking and cycling improvements and safety improvements were ranked closely at 4th and 5th.

The ranking by respondents, based on mean ranking and confirmed by two other analyses, was:

1 st	2 nd	3 rd	4 th	5 th
				
Public transport	Local roads	State highways	Safety	Walking & cycling
2.56 average rank	2.79 average rank	3.03 average rank	3.28 average rank	3.28 average rank

Respondents most frequently prioritised public transport improvements and local road improvements in first and second place, and ranked walking and cycling and state highway improvements at the bottom of their rankings.

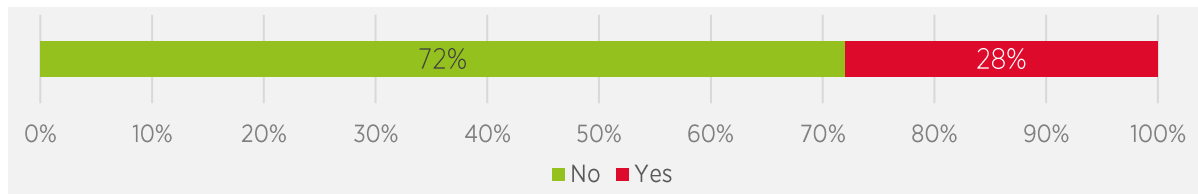


State highway improvements received a mixed response – one in four respondents ranked state highway improvements most important (1st), and just short of one in three ranked it least important (5th).

Safety and walking and cycling improvements had similar overall scores, but walking and cycling was ranked least important by the most people.

Auckland’s draft Regional Land Transport Plan included projects like network optimisation (dynamic lanes and bus lanes), Northwest rapid transit and Lake Road improvements, which were prioritised based on how well their outcomes align with the RLTP priorities.

Respondents were asked if there were any projects not in the draft plan that they felt should be included, and 28% of people felt something was missing from the plan:













27% of people suggested a project. Respondents frequently suggested more should be invested in rail, and a particular concern was improved connections over the Waitematā Harbour.

The most frequently mentioned projects and programmes respondents wanted to see in the draft plan were:

	Light rail	148 mentions
	Second harbour crossing	148 mentions
	Active modes connection over harbour	136 mentions
	Airport rail link	107 mentions
	More roads or lanes	104 mentions
	Speed bump and speed management removal	96 mentions
	Cycle infrastructure	92 mentions
	Extend rail network to the North Shore	82 mentions
	Generally more rail investment	80 mentions
	Specific local road improvements	80 mentions

Because there is limited expected funding over the next decade, respondents were asked which projects should be **removed** in favour of the project they identified was missing. People either suggested a specific project listed in the plan, or a more general area of funding they wanted to see reduced – e.g., investment in cycle lanes, or focus on personal vehicles.

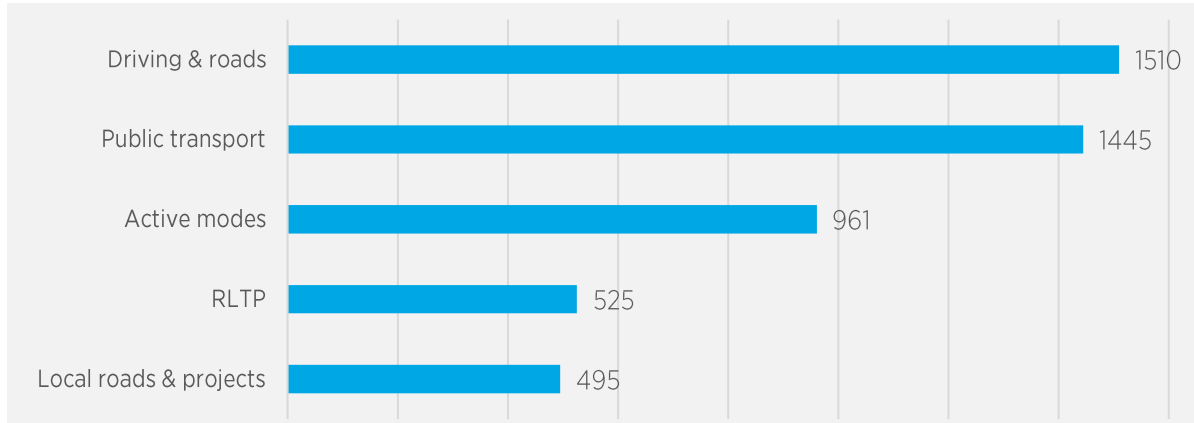
The most frequently mentioned projects or investment areas identified for removal from the draft plan were:

	Reduce cycle lanes and infrastructure investment	344 mentions
	East West Link project	158 mentions
	Reduce focus on roads and personal vehicles	98 mentions
	State Highway 1 Warkworth to Wellsford project	92 mentions
	Reduce speed bumps and raised crossing investment	77 mentions
	Reduce state highway investment	74 mentions
	Lower Cost Cycleways programme	67 mentions
	Mill Road improvements project	58 mentions
	Cycling for Climate Action programme	56 mentions
	Reduce sustainability and climate focus	50 mentions

Additional comments

The final question asked respondents if they had any additional feedback, beyond the challenges, priorities, and projects of Auckland’s draft RLTP and 33% of people provided additional feedback.

Most of the feedback was around driving and public transport. The top five topics by number of mentions were:



The most frequently mentioned feedback themes in the Additional Comments responses were:

	Public transport is important and should be prioritised <i>Mentioned by 3.7% of all respondents</i>
	Speed bumps and raised crossings should be removed <i>Mentioned by 2.5% of respondents</i>
	Roads are important and should be prioritised <i>Mentioned by 2.3% of respondents</i>
	Active modes are important and should be prioritised <i>Mentioned by 2.2% of respondents</i>
	Cycling is not important and should not be funded <i>Mentioned by 2.1% of respondents</i>

You can read in depth about the feedback we received in the topic breakdowns below, which details feedback themes that were mentioned by more than 65 people (0.5% of respondents).

Driving & road comments

Driver experience and roading investment attracted the highest number of comments in the Additional Comments section.

Feedback on investment was mixed, but clear on a few points – respondents raised concerns about speed bumps and raised crossings and emphasized the need to invest in Auckland’s roads.

Reduce speed bumps and raised crossings

- *“Too much speed bumps are not good idea. No good for the vehicle and driving.”*
- *“Stop wasting money on all raised crossings and get rid of the roat that is traffic management.”*
- *“Speed bumps in residential places are causing more traffic and also taking long for emergency services to reach us.”*

327
mentions

Roads are important and should be prioritised

- *“Roading has to be the priority”*
- *“Restore focus on roads, cars and parking”*
- *“I believe we must build better roads for private commuters.”*

304
mentions

Increase speed limits

- *“Stop reducing speed limits in Auckland and surrounding areas.”*
- *“Ensure speed reductions are reversed in line with the current government policy”*
- *“Return speed limits to what they were 10 years ago.”*

115
mentions

Fix congestion

- *“Traffic flow needs to be improved. The current loss of productivity is absurd.”*
- *“#1 problem is traffic is getting worse and worse especially on motorways.”*
- *“It is paramount that everything is done to ensure smooth flow of traffic on our roading system to ensure transport costs are kept as low as possible and so that people are able to get to their destinations without due delay.”*

113
mentions

Prioritise personal vehicle use

- *“The current plan overly emphasizes public transport and cycling. Must be efficient for private transport”*
- *“Private transport is constantly being neglected with poor road conditions and bus lanes being poorly designed”*
- *“More emphasis needs to be placed on use of private cars.”*

84
mentions

Deprioritise personal vehicle use

- *“It is vital that car dependency be reduced or eliminated. Public and active transport modes must be prioritised.”*
- *“Far too much focus and the lions share of the funds is placed on roads for primarily single occupancy cars, especially state highways.”*
- *“You need to focus more on reducing the number of car journeys - the focus here is still following the ‘the car is king’ mantra”*

70
mentions

Public transport comments

As throughout the feedback on the draft plan, respondents were clear that public transport should be prioritised. People told us we need to invest more in rail transport – as public transport primarily, but for freight as well – and raised concerns about the cost of public transport fares.

<p>Public transport is important and should be prioritised</p> <ul style="list-style-type: none"> ▪ <i>“Public transport should come first.”</i> ▪ <i>“Important to prioritise investment into bus and train networks to decrease travel time and increase reliability”</i> ▪ <i>“Public transport to these fast-growing suburbs is critical to keep up with the demand of housing etc.”</i> 	<p>486 mentions</p>
<p>Rail transport is important and should be prioritised</p> <ul style="list-style-type: none"> ▪ <i>“More rail. Passenger rail AND especially freight rail.”</i> ▪ <i>“Rail improvements of all kinds should be far and away the highest priority.”</i> ▪ <i>“Give us Trains, Trains, and more Trains both above and below ground with a fit for purpose network.”</i> 	<p>152 mentions</p>
<p>Public transport fares are too expensive and should be reduced</p> <ul style="list-style-type: none"> ▪ <i>“Bus fares have crept up to prohibitively high levels for the average, low-income worker.”</i> ▪ <i>“Dropping fare prices will make public transport more attractive to those of us who could take public transport to work but the cost is putting me off when it's cheaper to drive my EV”</i> ▪ <i>“Spend on Free public transport to get ppl using it rather than spending on new roads and upgrades.”</i> 	<p>142 mentions</p>
<p>Frequency and reliability needs to be improved</p> <ul style="list-style-type: none"> ▪ <i>“Please improve public transport by making it more frequent, more reliable, with more routes.”</i> ▪ <i>“We really need to build confidence in public transport by investing in maintaining and enhancing the network so it is reliable and quick.”</i> ▪ <i>You need to make public transport and active transport a viable option for people. It must be more frequent and more reliable.</i> 	<p>97 mentions</p>
<p>The bus network is important and should be prioritised</p> <ul style="list-style-type: none"> ▪ <i>“To address congestion in Auckland it's imperative that we improve the reliability and speed of our bus system”</i> ▪ <i>“Less motorways and more busways. Remove parking in areas of high traffic and turn them into 24/7 busways. Increase bus timetabling”</i> ▪ <i>“Bus network needs to be grown to different directions. Too hard to get across the town”</i> 	<p>94 mentions</p>

Other key topics

Beyond comments on the two primary ways people move around Auckland – by car and public transport – respondents shared comments on active modes (walking and cycling), the draft plan itself, and local area issues.

The comments on walking and cycling projects were mixed – some respondents wrote that investing in active modes of transport is crucial to Auckland’s transport future and others told us it was wasteful. The conflicting public opinion is clear in the top feedback themes, where comments telling us that cycling *should not* be prioritised was mentioned as often as comments supportive of investing in walking and cycling:

Active modes are important and should be prioritised <i>“Prioritisation of cycling and walking needs to move up the list, need more safe separated cycle ways and walkways.”</i>	281 mentions
Cycling is not important and should not be funded <i>“Stop spending so much money on cycleways as they benefit so few and the spend is not proportionate to their use.”</i>	272 mentions
Cycling is important and should be prioritised <i>“Making cycle-commuting safe would mean less pressure on the roads for motorists, a healthier population, lower carbon emissions. It should have a very high priority”</i>	220 mentions

The draft plan itself was the fourth most common topic. The most frequent comment, mentioned by around 1% of people, was a concern that there is an agenda or a specific bias behind the plan. These respondents often said they saw a bias against personal vehicles, though some expressed the reverse – a bias toward personal vehicles at the expense of walking and cycling investment.

Concern there is an agenda behind the draft plan <i>“AT is trying to impose their political and social will on Aucklanders, through reduced speed limits, speed humps on main roads, cycleways no one uses, bus lanes that reduces the use of the road asset.”</i>	155 Mentions
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The fifth most common topic were local projects. People requested action on a local concern, e.g., a dangerous intersection or congested road, or a project in the draft plan like changes to State Highway 16 or Lake Road in Takapuna. The most common responses have been included in the [Projects & Programmes](#) section above.

Specific area or road of concern	84 mentions
Specific project	78 mentions

Local board feedback

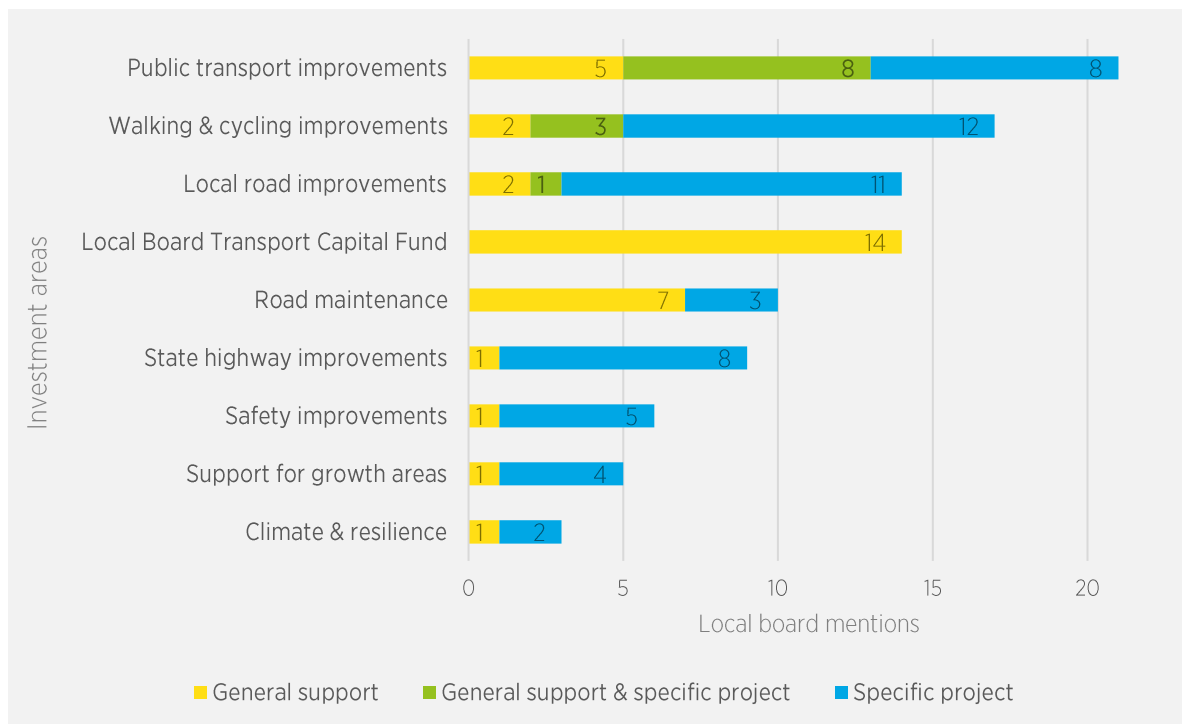
All 21 of Tāmaki Makaurau’s local boards, which together represent all of Auckland’s residents, provided submissions on behalf of their constituents.

Local boards submitted through an oral submission at the RLTP hearings on 26 and 27 June 2024 or through written submissions; most of Auckland’s local boards elected to submit both ways.

Overall local boards told us they supported the prioritisation of public transport improvements in the draft plan.

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 – e.g., a specific intersection or a pathway requested by the community.

About half of the local boards highlighted their support for additional funding for the Local Board Capital Transport Fund, which is a fund dedicated to local priority for investment, e.g., walking and cycling upgrades and safety improvements in their local board area.

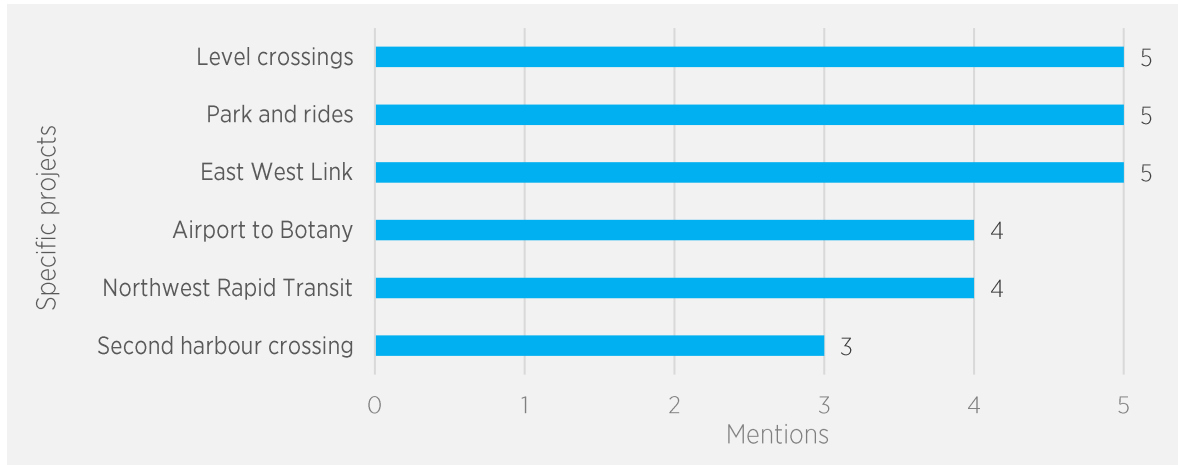


While much of their submissions were focused on local issues, the local board submissions raised a few projects multiple times. We heard requests to prioritise upgrades to rail level crossings around the region, as well as invest in park and rides to support people taking public transport.

The prioritisation of the East West Link project was spoken against by four local boards, who recommended funding could be used elsewhere. One other local board requested that the

shared path and environmental initiatives that were in the previous East West Link proposal are retained.

The Airport to Botany project and Northwest Rapid Transit project were both mentioned by four local boards for higher prioritisation, and a second harbour crossing was mentioned by three.

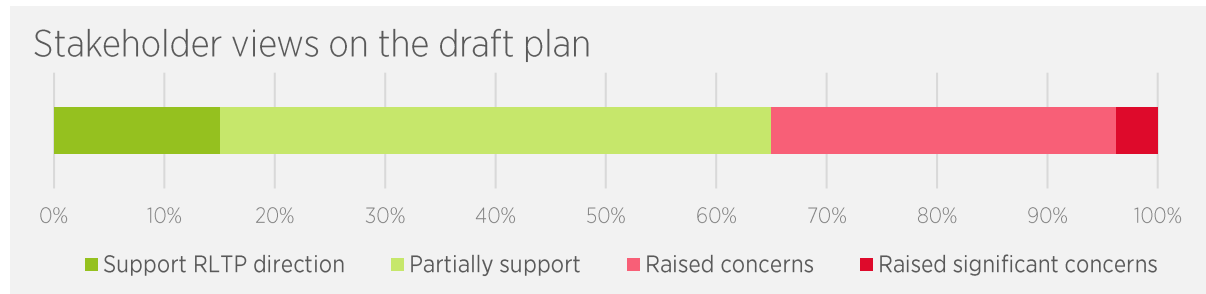


You can read these submissions in full on the [RLTP webpage](#).

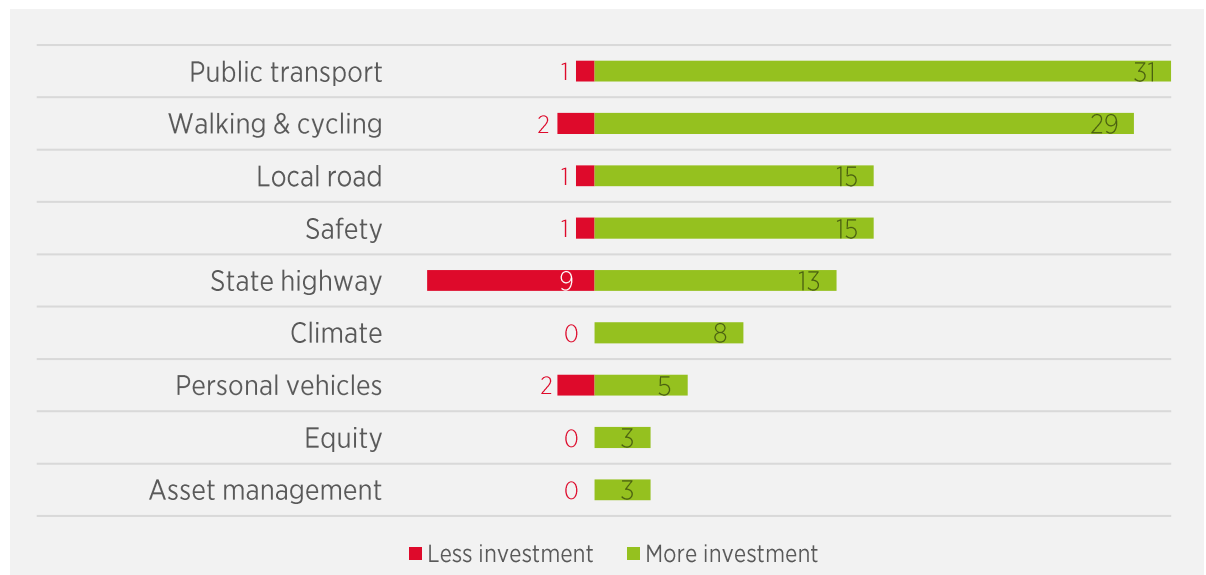
Key stakeholder feedback

We received 92 submissions from partners and stakeholders, including a petition that received 1,391 signatures. Most of the submissions were from community or business groups.

Most stakeholders' submissions aligned with the direction of the RLTP. Those that did not raised concerns about the overall investment levels across areas like public transport or local roads, or the prioritisation of specific projects and programmes.

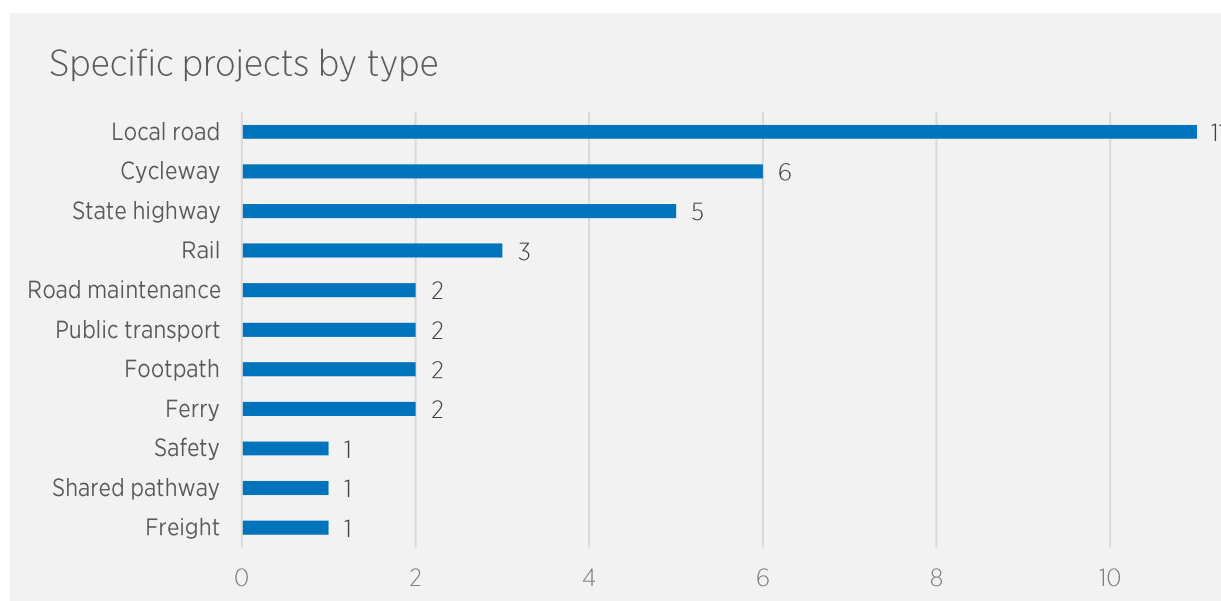


Stakeholder submissions suggested changes to the RLTP priorities and planned investment or focused on specific projects or issues in their local area. Most changes to the plan suggested increased funding for public transport and walking and cycling investments.



Around a third of stakeholder submissions requested a specific project to be added to the plan, prioritised higher or given additional funding.

Most of the specific projects were local road improvements, specific cycleways, or state highway investments – for example, Lake Road, Takapuna, improvements, the Meadowbank Kohimarama Connectivity Project, and the State Highway 16 Brigham Creek to Waimauku safety improvements.



Below is a list of these submitters. Their feedback can be read in full on the [RLTP website](#).

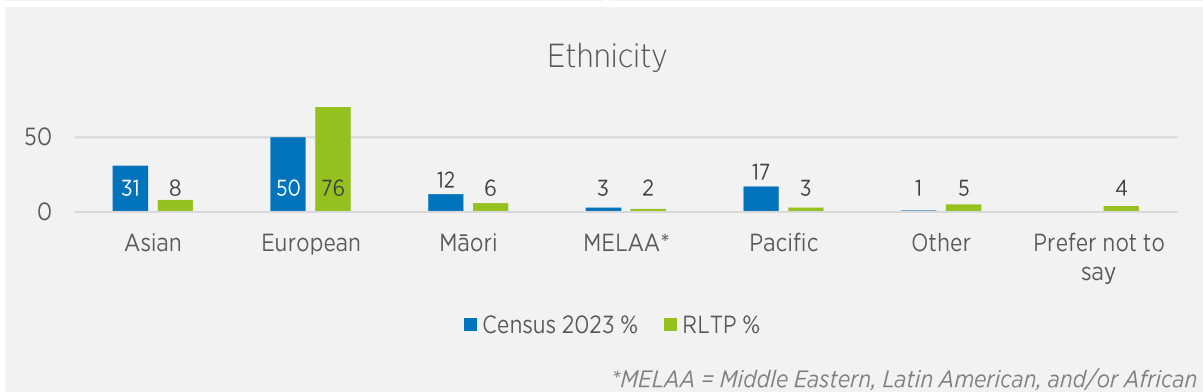
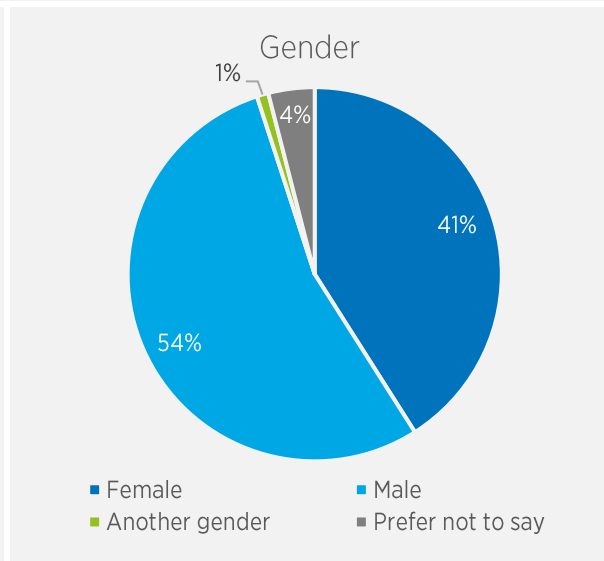
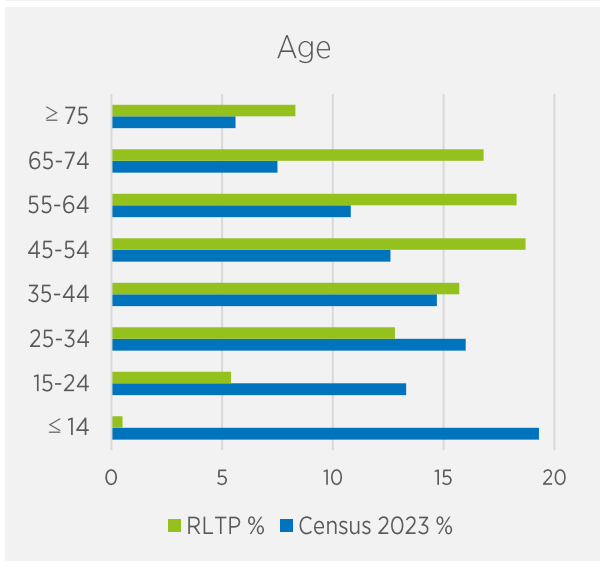
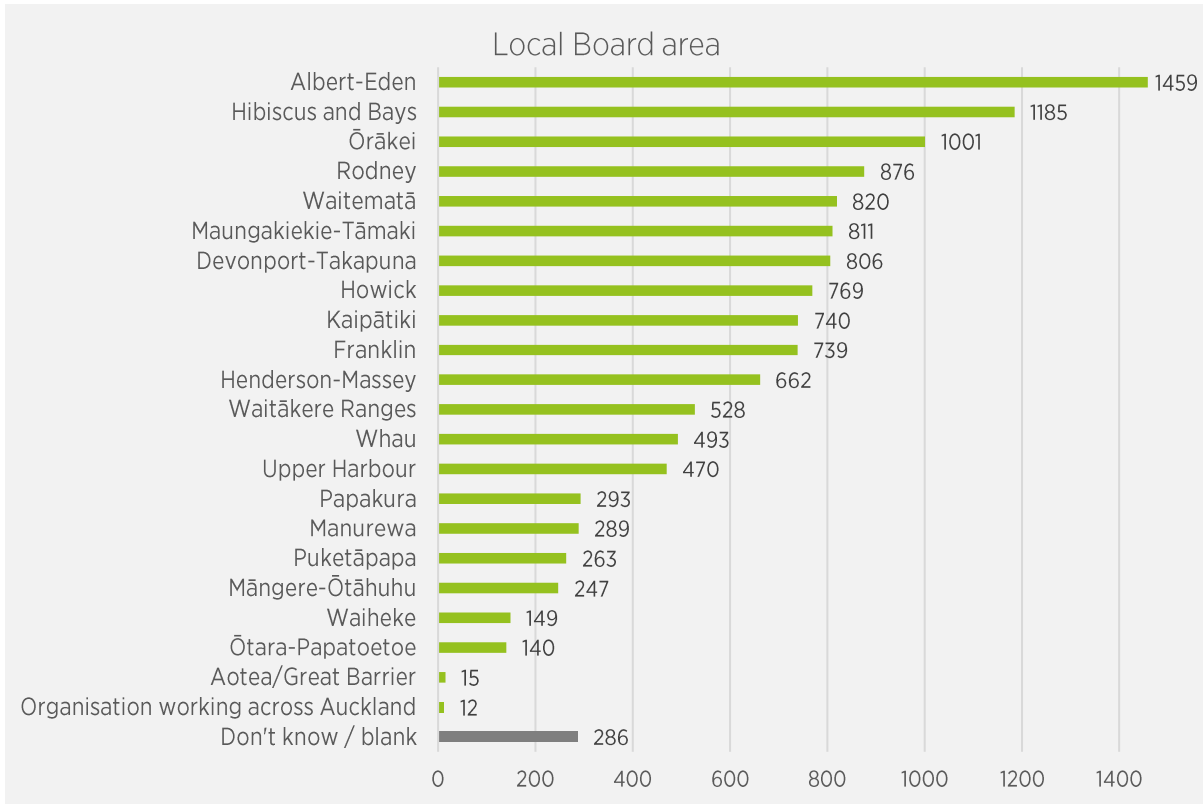
Iwi	
Te Ara Rangatu o Te Iwi o Ngaati Te Ata Waiohua	
Petition	
Petition to frontload Unsealed Road Improvements Programme funding (1,391 signatures)	
Government	
Kaipara District Council Kaiwaka-Mangawhai Ward Councillors Rachael Williams and Mike Howard	New Zealand Defence Force Waikato Regional Transport Committee
Ministry of Education National Public Health Service	Whangārei District Council
Schools	
Churchill Park School Puparium School	Selwyn College Tirimoana Primary School

Community, resident, advocacy, and business groups

100 Prices Road Ltd	Hauraki Express Ltd
Active Legal Solutions Ltd	Karaka Residents & Ratepayers Association
Active Transport Trust	Landowners & Contractors Association Inc.
Aktive	Living Communities Auckland
Albany Community Action Trust	Long Bay Residents' Association
All Aboard New Zealand	Manukau Bike Burb
Arvida Limited	Matvin Group Limited
Auckland Airport	Meadowbank and St Johns Residents Association
Auckland North Community and Development	Meadowbank St Johns Residents Association
Auckland Pilipino Trust	Mt Albert Baptist Church
Automobile Association	National Road Carriers
Belaire Ferries	Neil Construction
Bike Auckland	Newmarket Business Association
Bike Sunnynook	Northern Action Group Inc.
Brake	Northwest Business Network
BRONZ Auckland	One Mahurangi Business Association
Bus and Coach Association	Onehunga Business Association
Cabra Developments Ltd	Parnell Business Association
Campaign for Better Transport	Penrose Business Association
Carbon Neutral New Zealand Trust	Plymouth Brethren
CCRG - Auckland City Centre Residents' Group	Project Forever Waiheke
Clarks Beach Public Wharf Society	Property Council New Zealand
Clarks Beach Waiau Pa Residents Association	Pukekohe Business Association
Clevedon Cares Incorporated	Rosebank Business Association
Conifer Grove Residents Association	Safety Collective
Deaf Aotearoa	Sandringham Business Association Inc
Devonport Business Association	Senior Focus
Disabled Persons Assembly New Zealand	Spark New Zealand Trading Limited
Doctors for the Northern Cycle Pathway (DOC-NCP)	Sustainable Paremoro
Dominion Road Business Association	Talavou Village
East City Community Trust	Te Atatū Peninsula Business Association
Evidence Based Eating lifestyle medicine group	Te Atatū Rangers (GirlGuiding New Zealand)
Federated Farmers of New Zealand	Te Henga Community Hub

Fletcher Living	Titirangi Residents & Ratepayers Assoc
Franklin Trails - Community Group	Tumeke Cycle Space
Friends of Te Ara Ki Uta Ki Tai	Upper Waitemata Ecology Network
Glenelg Ratepayers Association	Waitakere Ranges Protection Society
Greater Auckland	Warkworth Area Liaison Group
Grey Power	Whakaupoko Landcare
HAPVRA Hunua, Ararimu, Paparimu Valley Resident's Association	Whau Coastal Walkway Environmental Trust

Who we heard from



Attachment: Feedback form

Have your say
on the **Regional Land Transport Plan 2024-2034**

Before you give feedback, please read the draft Regional Land Transport Plan available at haveyoursay.at.govt.nz or get hold of a physical copy from any Auckland Council library or service centre.

If you're unable to access our website or need assistance completing the form, please call us on **(09) 355 3553**. If you would like to present your views in person or via an audio-visual link, please email ATengagement@at.govt.nz or call **(09) 355 3553** to book a time slot. The hearings will be held 26-27 June 2024 at 20 Viaduct Harbour Avenue, Auckland.

please give your feedback by 17 June 2024

KiwiRail **NZ TRANSPORT AGENCY**

Contact information

If you'd like to receive updates on the progress of the Regional Land Transport Plan, please provide your email address.

Name _____
 Suburb _____
 Email address _____

The next questions are optional. We want to make sure we are hearing from a wide range of people that represents everyone that lives in the Auckland region. We ask these questions to help us better understand who we are hearing from.

What age group do you belong to?
 14 or younger 15-24 25-34 35-44
 45-54 55-64 65-74 75+
 I prefer not to say

Which gender do you identify with?
 Female Male Another gender
 I prefer not to say

Which ethnic group(s) do you identify with?
 NZ European / Pākehā Māori Samoan
 Tongan Cook Island Māori Other Pacific ethnicity
 Chinese Indian African
 Middle Eastern Latin American Other Asian
 Other European
 Another group (please specify) _____
 I prefer not to say

Is your iwi/hapū mana whenua o Tamaki Makaurau?
 Yes No Not sure

Which iwi or hapū of Tamaki Makaurau are you affiliated with?

Mailing details

FreePost Authority No. 233462
 Engagement Team
 Auckland Transport
 Private Bag 92250
 Victoria Street West
 Auckland 1142

Consultation: Regional Land Transport Plan 2024

Auckland's draft plan has included projects like network optimisation (dynamic lanes and bus lanes), Northwest rapid transit, and Lake Road improvements, which have been prioritised based on how well their outcomes align with the RLTP priorities.
 You can read more about all of the projects and programmes in the draft plan.

Are there any projects that are not in the draft plan that you feel should be included?

Yes No

What project do you think is missing from the draft RLTP?

There is a limited amount of expected funding over the next 10 years. **To add a new project to the RLTP, another project would have to be removed from the plan.** Let us know what planned project should be removed in favour of the project you mentioned above.

Comments

Thank you for sharing your thoughts on the draft Regional Land Transport Plan challenges, priorities, and projects.

Do you have any additional comments on the draft Regional Land Transport Plan that you would like to share?

Yes No

Please provide your comments below

Auckland continues to grow, and within the next decade almost 2 million people will call the region home.

This presents a number of challenges to the region's transport system, and more broadly our way of life. We need to find solutions to ensure Auckland is a safe, climate-friendly and productive city.

The Regional Land Transport Plan (RLTP) is the 10-year plan for Auckland's transport network.

We're asking for your feedback about the type of region you want Auckland to be and the **challenges, priorities, and projects** laid out in the draft plan.

Your feedback will be used to shape the final Regional Land Transport Plan, which will be sent to NZ Transport Agency (NZTA) to be considered, along with the plans from around the rest of Aotearoa New Zealand for funding over the next 10 years.

The last day for submissions is **Monday, 17 June**.

Are you providing feedback as an individual or as an organisation?

- An individual
- The official representative of an organisation

What organisation are you representing?

What local board area do you live in?

Challenges

The draft Regional Land Transport Plan aims to find solutions to the challenges Auckland is facing:

- Access and connectivity**
Easy and equitable access to work, education, and leisure locations is made more difficult by weak spots in our transport system and the increasing demand of our growing population.
- Asset condition**
Cost increases and past under-investment in renewing our roads and other assets is leading to the deterioration of our existing transport assets, which impacts levels of service and leads to greater costs over time.
- Climate change and the environment**
Greenhouse gas and emissions, particularly from private vehicle use, are contributing to climate change and creating air quality and water pollution issues.
- Safety**
Transport-related deaths and serious injuries remain unacceptably high, and there are limited opportunities for Aucklanders to support better health outcomes through walking and cycling.
- Travel choices**
A lack of options and high levels of car dependency as the city grows makes it difficult for Auckland to grow as a city and a region.

Have we correctly identified the most important challenges facing Auckland?

- Yes No

If you answered no, what is the single biggest challenge we're missing?

Priorities

Maintaining and renewing our roads and other transport assets so they are fit for purpose, and finishing committed projects, is a key objective. These projects and programmes have been given first priority for funding.

Beyond maintenance and renewals, Auckland Transport, in partnership with NZ Transport Agency, KiwiRail and Auckland Council, have used five criteria to prioritise the **additional projects and investments** that can help keep Auckland moving forward over the next decade.

The priorities are:

- Fast & connected** – Improvements that make public transport faster, more accessible, and more reliable, e.g.
 - Quicker and more reliable journeys on buses, trains, and ferries.
 - Providing more options and choice when it comes to public transport across the city.
 - Resilient** – Investments that ensure our network is ready for challenges, e.g.
 - Protecting roads and other infrastructure to ensure they are less vulnerable to storms and flooding.
 - Productive** – Projects that support regional growth and productivity, e.g.
 - Rolling out technology to better manage traffic flow and make journeys quicker and more reliable at peak times.
 - Delivering cost-efficient cycleways and walking routes to give people more choices on how they want to travel.
 - Safe** – Investments that support a network that gets everyone home safely, e.g.
 - Continuing the road safety programme to prevent deaths or serious injuries over the next 10 years.
 - Sustainable** – Investments that help us reduce our transport emissions, e.g.
 - Continue the roll-out of our electric bus fleet and deliver the first phase of electric ferries.
- These criteria have helped AT and its partners determine which projects and programmes are included in Auckland's draft RLTP, beyond ensuring our roads and assets are maintained.

Are we missing anything from the draft RLTP priorities?

- Yes No

If you answered yes, what one priority would you add to the RLTP priorities?

Which priority is most important to you?

- Fast & connected**
- Resilient**
- Productive**
- Safe**
- Sustainable**

Which priority is least important to you?

- Fast & connected**
- Resilient**
- Productive**
- Safe**
- Sustainable**
- The priority you suggested
- The priorities are all equally important

Projects

The Regional Land Transport Plan is both a plan and a bid for funding from the Government. Auckland's final RLTP will go to NZ Transport Agency (NZTA) for review along with the regional plans from all over New Zealand.

From all the regional plans, NZTA will create a National Land Transport Plan later in the year, which sets out how the Government will fund transport projects from 2024 to 2034.

Funding is constrained. We expect to have enough to maintain the network and run services, but choices need to be made about the types of new projects we prioritise in our funding bid.

To help us understand what types of projects should be prioritised for funding, please rank how important the following transport improvements are to you from 1 to 5 (1 being of the highest importance, and 5 being the lowest).

Public transport improvements

More upgrades to the rail network, new busways and bus lanes, electric ferries, improved bus stations and ferry terminals.

Walking & cycling improvements

New and upgraded footpaths, more cycleways and shared paths.

Safety improvements

Safe and appropriate speed limits, more safety around schools and ways to slow speeds (like speed bumps and safety barriers).

Local road improvements

Intersection upgrades, new technology to improve traffic flow and travel times.

State highway improvements

New motorways, new access to main roads, build roads of national significance.

