



**Legend**

**Freight**

- Level 1A
- Level 1B
- Level 2
- Level 3

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**From:** [Lou Lennane](#)  
**To:** [Hamish Bunn \(Auckland Transport\)](#)  
**Subject:** info  
**Date:** Tuesday, 10 December 2024 8:19:00 am  
**Attachments:** [image001.png](#)

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Hi Hamish

Thanks very much for the discussions yesterday, helpful. I think in terms of the time available, there are 2 key things that would be beneficial:

- Mapped examples of where the freight network operates on local roads/streets - maybe 2 examples mapped that show it clearly – local streets where freight is moving and reason why – e.g. to access freight hub
- A definition of a local road and a connector road – (if it is different from the classification in 2013 AT framework). We would need the same kinds of parameters that doc describes – traffic flow numbers, presence of PT in each classification, parking enablement, lane numbers – all the fields that are in the code of practice 2013 framework

Alternatively, confirmation that we can continue to refer to the 2013 framework – would be good to know the volume differences in the future connect roading structure. The maps I sent you last night seem to show things differently to what you produce using Future Connect? These needs testing somehow so we can understand how different it looks when you map local and connector roads

Today is really the last day for this so if you want to have a catch up later to see where you are at, that would be good.

PS – no idea if it is collector or connector? The AT doc has collector/connector

Cheers  
Lou

**Lou Lennane**

Tāmaki Makaurau Rautaki Hōtaka Kaea | Auckland Strategic Programme Lead  
Te Manatū Waka | Ministry of Transport

M: s 9(2)(a) | [l.lennane@transport.govt.nz](mailto:l.lennane@transport.govt.nz) | [www.transport.govt.nz](http://www.transport.govt.nz)



**From:** [Hamish Bunn \(AT\)](#)  
**To:** [Lou Lennane](#)  
**Subject:** More maps  
**Date:** Friday, 13 December 2024 12:46:41 pm

---

Lou

Please see attached for updated maps. We have made the local board boundary more visible and added a basic key into the title. We are also referring to collectors rather than connectors.

I have provided the s 9(2)(f)(iv) option with and without that title.

I have also provided a set for Howick if that is useful.

Currently working on a map of the overall road hierarchy (did you still want that?)

Cheers

Hamish

**Hamish Bunn | Group Manager System Strategy and Policy**

**Strategy & Governance Division, Auckland Transport**

**Mobile** s 9(2)(a)

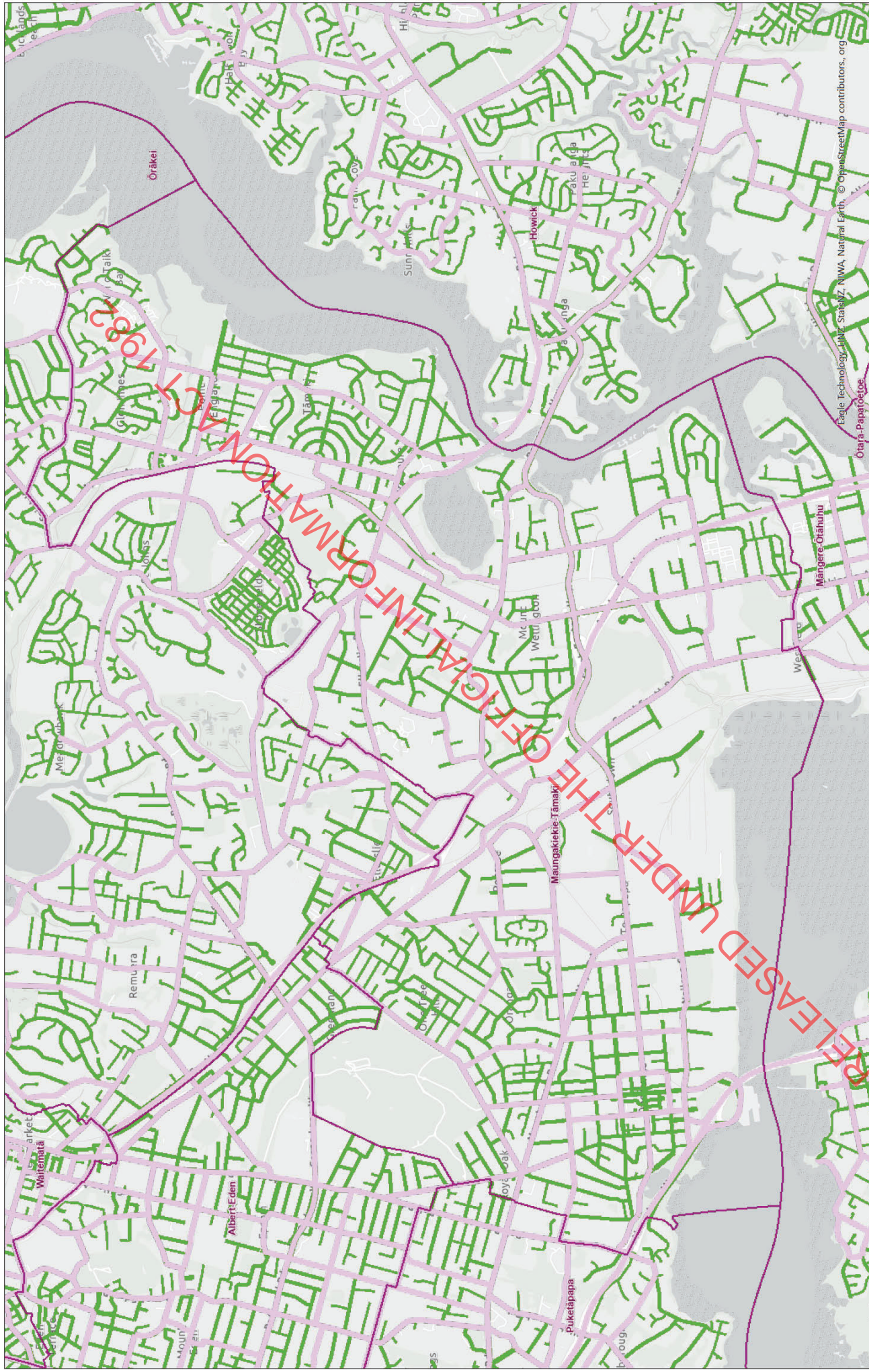
[Hamish.Bunn@at.govt.nz](mailto:Hamish.Bunn@at.govt.nz)

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 $s_9(2)(f)(iv)$ 

### Strategic Roads and Collectors (Pink) vs Local Roads (Green)

Scale 1-33870 @ A3

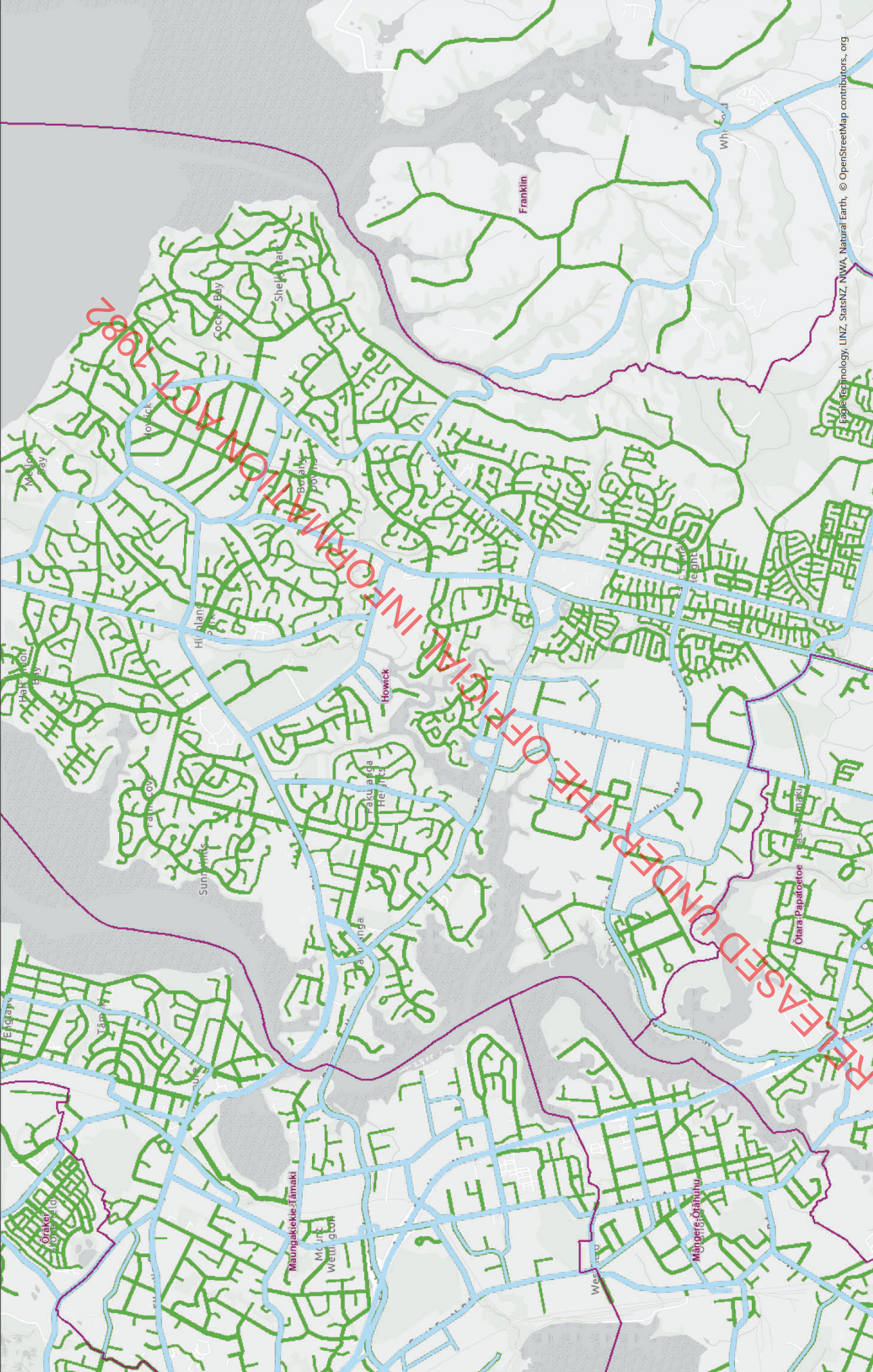
Date: 13/12/2024

Date: \_\_\_\_\_ Job Code: \_\_\_\_\_



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**Strategic Road, PT & Freight Networks (Blue) vs Local and Collector Roads (Green)**

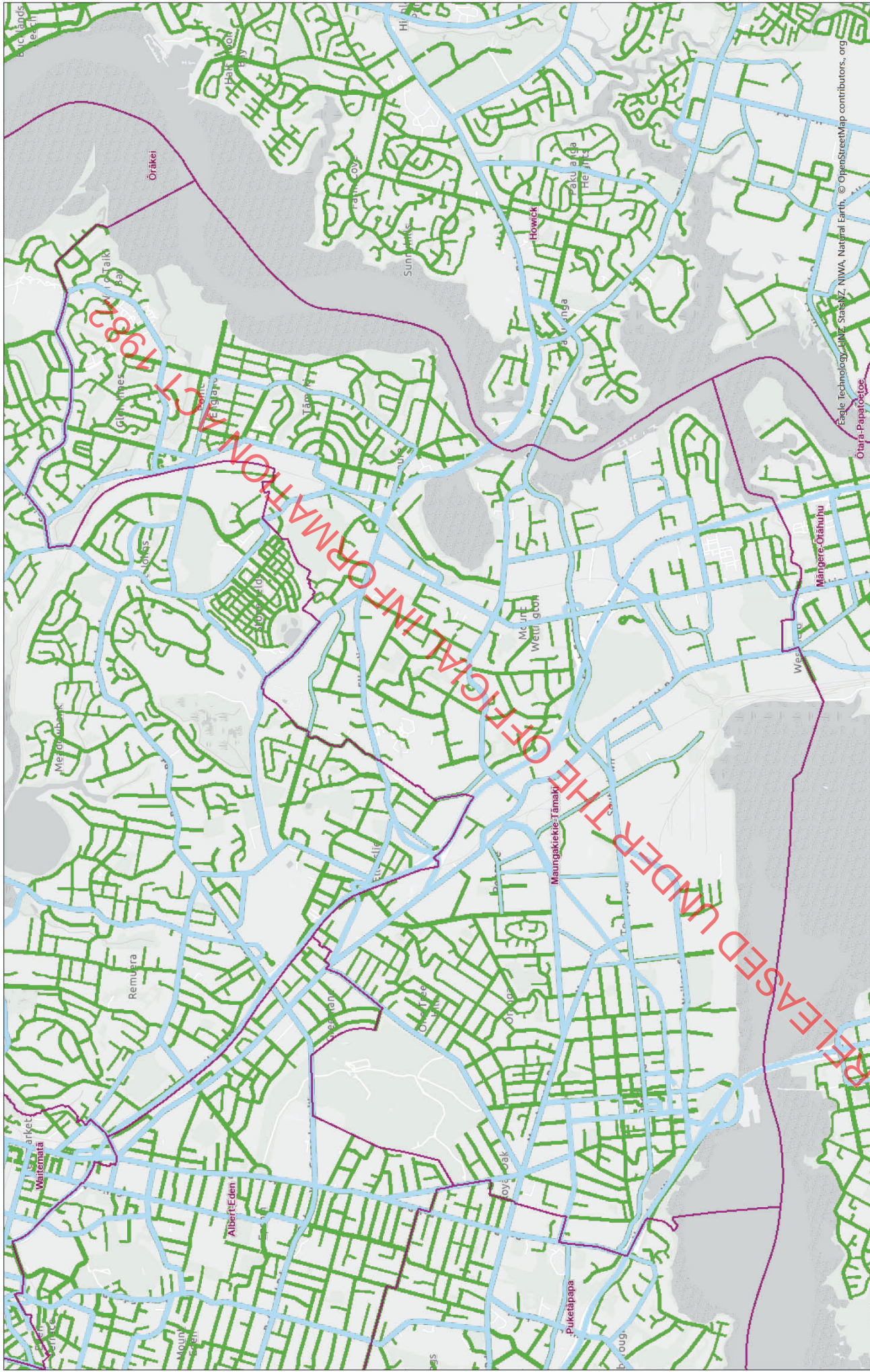
0 0.25 0.45 0.9  
Kilometres

Scale 1:33,879 @ A3

Date: 13/12/2024  
Job Code:







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### Strategic Road, PT & Freight Networks (blue) vs Collector & Local Roads (green)

0 0.25 0.5 1.0 Kilometres  
Scale 1:33,879 @ A3  
Date: 13/12/2024  
Job Code:



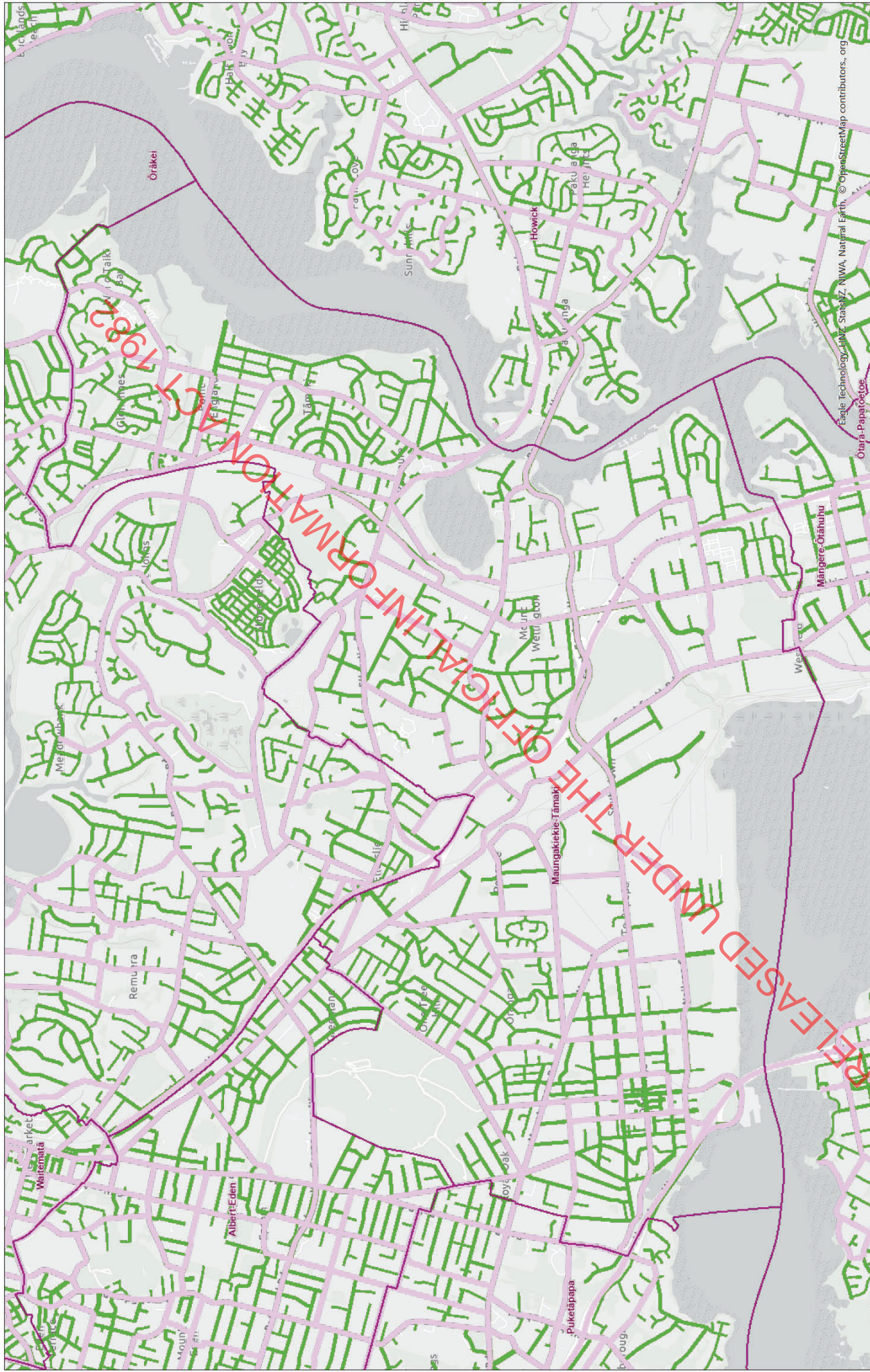












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### Strategic Roads and Collectors (Pink) vs Local Roads (Green)



Scale 1-33 870 @ A3

Date: 13/11/2024

Date: \_\_\_\_\_ Job Code: \_\_\_\_\_



**From:** [Hamish Bunn \(AT\)](#)  
**To:** [Lou Lennane](#)  
**Subject:** FW: Howick A3  
**Date:** Tuesday, 17 December 2024 9:35:51 am  
**Attachments:** [Outlook-wv3jycmh.png](#)

---

FYI, maps should be ok. Attached is a working version. We will clean up the labels to include more on the collectors and declutter a bit.

We should be able to produce a regional version that shows arterials and collectors, but without labels.

Cheers

Hamish

**Hamish Bunn | Group Manager System Strategy and Policy**  
**Strategy & Governance Division, Auckland Transport**

**Mobile** s 9(2)(a)

[Hamish.Bunn@at.govt.nz](mailto:Hamish.Bunn@at.govt.nz)

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---

**From:** Shelale Mazari (AT) <[Shelale.Mazari@at.govt.nz](mailto:Shelale.Mazari@at.govt.nz)>  
**Sent:** Tuesday, 17 December 2024 9:14 am  
**To:** Hamish Bunn (AT) <[Hamish.Bunn@at.govt.nz](mailto:Hamish.Bunn@at.govt.nz)>  
**Subject:** Howick A3

Ngā mihi,

**Shelale Mazari | Senior Transport Planner**

**Integrated Network Planning | Strategy & Governance**

Auckland Transport

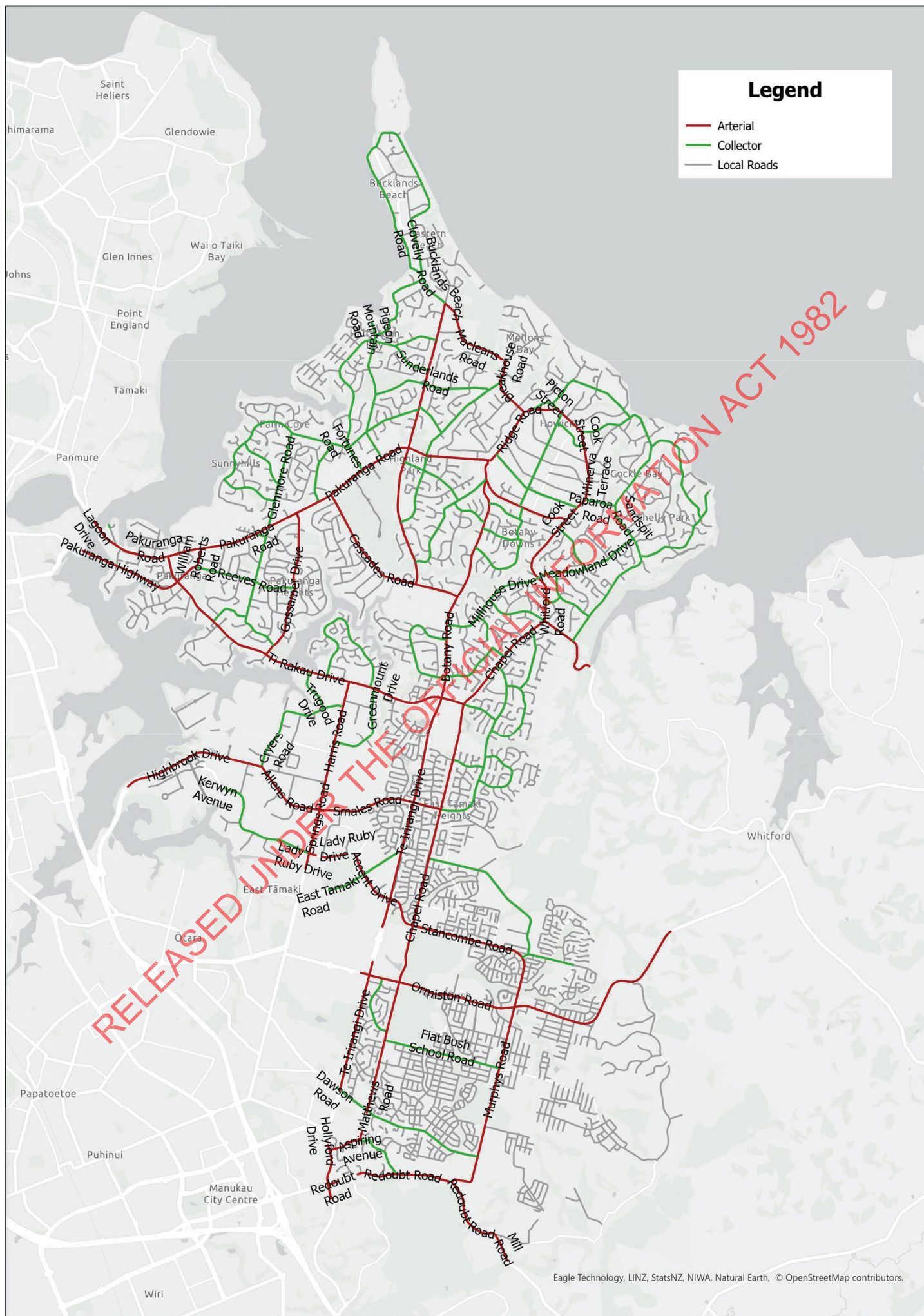
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**From:** [Hamish Bunn \(AT\)](#)  
**To:** [Lou Lennane](#)  
**Subject:** RE: Freight corridors  
**Date:** Friday, 31 January 2025 12:10:46 pm  
**Attachments:** [image001.png](#)  
[image002.jpg](#)

---

Looks good, suggested addition in red.

Roads that are heavily used by freight vehicles and/or provide key links between freight hubs **and destinations**, including 'first and last mile' connections. Planning and design of these routes should consider, at a minimum, the efficient movement of freight vehicles

Cheers

Hamish

**Hamish Bunn | Group Manager System Strategy and Policy**  
**Strategy & Governance Division, Auckland Transport**  
**Mobile** s 9(2)(a)  
[Hamish.Bunn@at.govt.nz](mailto:Hamish.Bunn@at.govt.nz)  
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---

**From:** Lou Lennane <[L.Lennane@transport.govt.nz](mailto:L.Lennane@transport.govt.nz)>  
**Sent:** Friday, 31 January 2025 11:54 am  
**To:** Hamish Bunn (AT) <[Hamish.Bunn@at.govt.nz](mailto:Hamish.Bunn@at.govt.nz)>  
**Subject:** RE: Freight corridors

Hi Hamish

Thanks for this. I'll need to use plainer english, does this capture it? – We are looking for a roading definition in this context so have left out the rail reference

"Roads that are heavily used by freight vehicles and/or provide key links between freight hubs, including 'first and last mile' connections. Planning and design of these routes should consider, at a minimum, the efficient movement of freight vehicles."

**Lou Lennane**

Tāmaki Makaurau Rautaki Hōtaka Kaea | Auckland Strategic Programme Lead  
Te Manatū Waka | Ministry of Transport

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---

**From:** Hamish Bunn (AT) <[Hamish.Bunn@at.govt.nz](mailto:Hamish.Bunn@at.govt.nz)>  
**Sent:** Friday, 31 January 2025 11:47 am  
**To:** Lou Lennane <[L.Lennane@transport.govt.nz](mailto:L.Lennane@transport.govt.nz)>  
**Subject:** FW: Freight corridors

Lou

The official definition of the strategic freight network is in red below. However, if you want a shorter version you could go with the following:

"Road and rail routes that are heavily used by freight vehicles and provide key links between areas of



freight generation and attraction, including 'first and last mile' connections at a local level. Planning and design of these routes should consider, at a minimum, the efficient movement of freight vehicles."

### Freight Strategic Network

The Freight Strategic Network is made up of roads and rail. The main functions are to link major areas of freight generation and attraction; minimise the impact of freight movement on the community; provide roads and routes capable of accommodating the largest vehicles (within normal legal limits); and offer convenient and reliable travel for freight between key locations.

#### Strategic Network:

- **Rail Network and Level 1A**

Transport corridors of the highest strategic value to freight movement, including Railways, the Motorways and most of the State Highways (typically the Waka Kotahi, NZ Transport Agency road network), and Arterials where efficient freight movements must be actively supported to maintain Levels of Service through active planning and design

- **Level 1B**

Roads of the highest strategic value to freight movement being arterials where efficient freight movements must be actively supported to maintain Levels of Service, where competing modes and land uses require active management

- **Level 2**

Local freight networks within strategic freight areas where there are no competing land use demands i.e. the land adjacent to these roads are primarily used for industrial / commercial purposes and free from sensitive community or other residential impacts. Planning and design should consider the efficiency of freight movements

- **Level 3**

Freight networks connecting to / between strategic freight areas where planning and design should consider the efficient movement of freight, noting that land uses adjacent to the road are such that the impacts of freight movement requires active management

#### Supporting Network:

- **Access**

Roads within strategic freight areas or industrial zones where access for freight must be maintained to support the adjacent land use. Access roads will generally be those that function as the first/last leg of a journey. Planning and design should support freight movement and access.

- **Other**

Overdimension, Overweight and Ferry routes

Cheers

Hamish

**Hamish Bunn | Group Manager System Strategy and Policy**

**Strategy & Governance Division, Auckland Transport**

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[Hamish.Bunn@at.govt.nz](mailto:Hamish.Bunn@at.govt.nz)

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**From:** Lou Lennane <[L.lennane@transport.govt.nz](mailto:L.lennane@transport.govt.nz)>

**Sent:** Wednesday, 29 January 2025 10:46 am

**To:** Hamish Bunn (AT) <[Hamish.Bunn@at.govt.nz](mailto:Hamish.Bunn@at.govt.nz)>

**Subject:** RE: delegations manual

**Delegations manual email removed as out of scope**

Thanks Hamish..

Could you also please send me a sentence or 2 that describes a 'strategic freight corridor' – or whatever term you would like to use to describe the roads that should have protection/consideration over them to prevent the RCA powers/decisions interfering with flow. I'm OK on the PT side but some help on the freight would be appreciated

Thanks

Lou Lennane

Tāmaki Makaurau Rautaki Hōtaka Kaea | Auckland Strategic Programme Lead

Te Manatū Waka | Ministry of Transport

s 9(2)(a) | [L.lennane@transport.govt.nz](mailto:L.lennane@transport.govt.nz) | [www.transport.govt.nz](http://www.transport.govt.nz)





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**From:** [Hamish Bunn \(AT\)](#)  
**To:** [Lou Lennane](#)  
**Subject:** RE: Bylaw questions  
**Date:** Thursday, 20 February 2025 5:29:00 pm  
**Attachments:** [image001.png](#)

---

Lou

Did Joe come back to you?

Cheers

Hamish

**Hamish Bunn | Group Manager System Strategy and Policy**

**Strategy & Governance Division, Auckland Transport**

**Mobile** s 9(2)(a)

[Hamish.Bunn@at.govt.nz](mailto:Hamish.Bunn@at.govt.nz)

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---

**From:** Lou Lennane <L.Lennane@transport.govt.nz>

**Sent:** Thursday, 20 February 2025 1:17 pm

**To:** Joemier Pontawe (AT) <Joemier.Pontawe@at.govt.nz>; Hamish Bunn (AT) <Hamish.Bunn@at.govt.nz>

**Cc:** Andrew McGill (AT) <Andrew.McGill@at.govt.nz>

**Subject:** Re: Bylaw questions

Hi Hamish

Many thanks.

Jo- I've tried you on the number above but couldn't reach you. Is there a good time today to call you?

Thanks

Lou

Get [Outlook for iOS](#)

---

**From:** Hamish Bunn (AT) <[Hamish.Bunn@at.govt.nz](mailto:Hamish.Bunn@at.govt.nz)>

**Sent:** Thursday, February 20, 2025 9:44:06 AM

**To:** Lou Lennane <[L.Lennane@transport.govt.nz](mailto:L.Lennane@transport.govt.nz)>; Joemier Pontawe (AT) <[Joemier.Pontawe@at.govt.nz](mailto:Joemier.Pontawe@at.govt.nz)>

**Cc:** Andrew McGill (AT) <[Andrew.McGill@at.govt.nz](mailto:Andrew.McGill@at.govt.nz)>

**Subject:** FW: Bylaw questions

Lou

Joe Pontawe should be the right place to start.

I think his mobile is s 9(2)(a)



Joe – can you please help out Lou when she gets in contact.

Cheers

Hamish

**Hamish Bunn | Group Manager System Strategy and Policy  
Strategy & Governance Division, Auckland Transport**

**Mobile** s 9(2)(a)

[Hamish.Bunn@at.govt.nz](mailto:Hamish.Bunn@at.govt.nz)

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---

**From:** Lou Lennane <[L.Lennane@transport.govt.nz](mailto:L.Lennane@transport.govt.nz)>

**Sent:** Wednesday, 19 February 2025 5:37 pm

**To:** Hamish Bunn (AT) <[Hamish.Bunn@at.govt.nz](mailto:Hamish.Bunn@at.govt.nz)>

**Subject:** Bylaw questions

Hi Hamish

I have a couple of bylaw operational questions which I am hoping you can connect me to the right person(s) on?

Things like:

Under the Activities in the Road Corridor bylaw – if a contractor is doing footpath renewals (as part of an AT renewals programme) how does the bylaw work – the contractor applies for all the ‘written approvals/permits’ needed to ?? – an AT staff member?

Trying to understand the relationship of the AT board (who has made the bylaw) and AT staff – who are granting permits/approvals etc. As I understand it bylaws (s22AB of the LTA) cannot be delegated to staff (they require a committee or board to consider). The way this bylaw is written doesn't seem to use the words ‘make a resolution.....’ it seems more operational – like obtain written approval

Might be better to be able to chat to someone, apologies, not my area of expertise so any AT help would be welcomed

Thanks

Lou

**Lou Lennane**

Tāmaki Makaurau Rautaki Hōtaka Kaea | Auckland Strategic Programme Lead  
Te Manatū Waka | Ministry of Transport

s 9(2)(a)

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## Breanna Hawthorne

---

**From:** Megan Tyler <Megan.Tyler@aucklandcouncil.govt.nz>  
**Sent:** Friday, 1 March 2024 9:36 am  
**To:** Karen Lyons; s 9(2)(a)  
**Subject:** Legislation change - RLTP

Morena kōrua,

Karen, thank you very much for the phone call this morning. I appreciate the work you and your colleagues are doing.

I understand from you that you have been asked by the Minister to progress legislation change around RLTP. The purpose of this email is to e-introduce you to s 9(2)(a) our LG legal expert who has drafted the legislation change that I think you have seen.

Please feel free to contact s 9(2)(a) directly – I've included her in this email and her mobile is s 9(2)(a).

Ngā mihi,

Megan

Megan Tyler | Chief of Strategy  
Chief Planning Office, Auckland Council

Mobile s 9(2)(a)

EA – Marilyn Bosnich

Mobile s 9(2)(a)

Level 15, 135 Albert Street, Auckland Central

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**Breanna Hawthorne**

---

**From:** s 9(2)(a)  
**Sent:** Tuesday, 14 May 2024 9:36 am  
**To:** Karen Lyons  
**Subject:** FW: Transport local bill  
**Attachments:** s 9(2)(ba)(i)

Hi Karen

Attached is the latest version of the draft bill is attached – this is the version that the MO shared with the Minister's office in January this year.

Will look at meeting times later today.

Ngā mihi

s 9(2)  
(a)



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## Breanna Hawthorne

**From:** Karen Lyons  
**Sent:** Monday, 20 May 2024 6:41 pm  
**To:** s 9(2)(a); Michael Burns (Auckland Council); s 9(2)(a); katy.bexley@aucklandcouncil.govt.nz; David Hawkey (Auckland Council); s 9(2)(a); Greg Mossong; Breanna Hawthorne; Emily Frew; Kayla Herbert; Matthew Green  
**Subject:** Meeting Agenda: Options for transport planning and decision-making

Kia ora

Tomorrow is an initial meeting to discuss scope of this work and also to begin to build a shared understanding of issues.

Here is a suggested agenda and happy to add anything from the Auckland Council side.

- Minister's Request – MoT
- Scope – work through list of options to be considered - all
- Intent of 2015 legislation – Greg to describe intent and then Auckland Council to discuss why it doesn't work in practice

- s 9(2)(ba)(i)

### Options

1. Status Quo (to include examination of whether existing levers are being fully used)
2. Move RLTP powers from AT to AC

s 9(2)(ba)(i)

4. Executive powers for the Mayor over AT including looking at powers the Minister of Transport has over NZTA

Ngā mihi  
Karen

**Karen Lyons**  
Pou Whakahaere Director – Auckland  
Auckland Policy Office  
**Te Manatū Waka Ministry of Transport**

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**From:** s 9(2)(a)  
**To:** Karen Lyons  
**Subject:** FW: Options work  
**Date:** Tuesday, 21 May 2024 9:59:04 am  
**Attachments:** image001.png

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Hi Karen

Ahead of our meeting today, this earlier report sets out in more detail the issues, options and recommendations to pursue new legislation for transport in Auckland.

[https://infocouncil.aucklandcouncil.govt.nz/Open/2023/08/20230817\\_TICCC\\_AGN\\_11401\\_WEB.htm](https://infocouncil.aucklandcouncil.govt.nz/Open/2023/08/20230817_TICCC_AGN_11401_WEB.htm)

s 9(2)(a)

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**From:** s 9(2)(a)  
**Sent:** Monday, May 13, 2024 5:29 PM  
**To:** Karen Lyons <K.Lyons@transport.govt.nz>  
**Subject:** RE: Options work

Hi Karen

You can access the last report here.

[https://infocouncil.aucklandcouncil.govt.nz/Open/2023/09/20230928\\_GB\\_AGN\\_11267\\_WEB.htm](https://infocouncil.aucklandcouncil.govt.nz/Open/2023/09/20230928_GB_AGN_11267_WEB.htm)

s 9(2)(ba)(i)

I'm still tracking down the latest version of the Draft Bill and hope to get that to you tomorrow.

s 9(2)(a)



**From:** [Karen Lyons](#)  
**To:** [s 9\(2\)\(a\)](#) [Nic Garthwaite](#)  
**Subject:** FW: Options work  
**Date:** Monday, 13 May 2024 5:32:00 pm  
**Attachments:** [Transport Planning Options.docx](#)  
[image001.png](#)

---

Hi [s 9\(2\)\(a\)](#)

Monday 20 and Monday 27 look flexible for me and so if any time on these days works for AC people please let me know and we can block in some time

Nic -from our end - Breanna, Emily, Greg, Matthew, Kayla – can you please check diaries to see if any times on these dates don't work

Ngā mihi  
Karen

**Karen Lyons**  
Pou Whakahaere Director – Auckland  
Auckland Policy Office  
**Te Manatū Waka Ministry of Transport**

[s 9\(2\)\(a\)](#) | [K.Lyons@transport.govt.nz](mailto:K.Lyons@transport.govt.nz) | [www.transport.govt.nz](http://www.transport.govt.nz)

Personal Assistant: Nic Garthwaite | [s 9\(2\)\(a\)](#) E: [N.Garthwaite@transport.govt.nz](mailto:N.Garthwaite@transport.govt.nz)



---

**From:** Karen Lyons  
**Sent:** Monday, May 13, 2024 5:23 PM  
**To:** [s 9\(2\)\(a\)](#)  
<[claire.gomas@aucklandcouncil.govt.nz](mailto:claire.gomas@aucklandcouncil.govt.nz)>  
**Subject:** Options work

Hi [s 9\(2\)\(a\)](#)

Good to catch up.

Attached is the type of table we could aim for as a product – feel free to amend

From here:

Week 20 May – MOT and AC officials meet to confirm scope of each action

Week 27 May – MOT and AC officials meet to compare notes on advantages and disadvantages – we populate and circulate prior to enable a meaningful discussion

We will send through some blocks of time to help get the meetings arranged

Ngā mihi  
Karen

**Karen Lyons**  
Pou Whakahaere Director – Auckland  
Auckland Policy Office  
**Te Manatū Waka Ministry of Transport**

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Option	Description	Extent of change	Advantages	Disadvantages
Status Quo – use existing levers				
Move responsibility of the RLTP to Auckland Council	Legislative change to develop, approving and amending the Regional Land Transport Plan from Auckland Transport to Auckland Council. This also requires Auckland Council being enabled to set up a Regional Transport Committee			
Auckland Integrated Transport Management Bill	s 9(2)(b)(i)			
Additional powers for the Mayor over Auckland Transport				

## Breanna Hawthorne

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**From:** Karen Lyons  
**Sent:** Friday, 31 May 2024 5:26 pm  
**To:** s 9(2)(a)  
**Cc:** Greg Mossong; Emily Frew; Logan Rainey; Matthew Green; Kayla Herbert  
**Subject:** RE: Transport Planning/Accountability work  
**Attachments:** Auckland Council levers over RLTP\_for AC comment.docx; Transport Planning Options\_for AC comment.docx

Kia ora s 9(2)(a)

s 9(2)(g)(i)

I have attached a table with our thoughts to date and questions. I understand that you may not have fully fleshed out how you see the s 9(2)(ba)(i) working but we need to have some understanding between us of how this would work to be able to assess. We also acknowledge that you and the team have given a lot more thought than we have to these ideas and so we are seeking to understand.

If we could get your thinking filled out in the A3 format as well as your assessment of status quo levers sent on Wednesday (and attached here for easy reference) before we meet on Wednesday that would be very helpful.

And if you could please send on to the AC team

Ngā mihi  
Karen

**Karen Lyons**  
Pou Whakahaere Director – Auckland  
Auckland Policy Office  
**Te Manatū Waka Ministry of Transport**

s 9(2)(a) | [K.Lyons@transport.govt.nz](mailto:K.Lyons@transport.govt.nz) | [www.transport.govt.nz](http://www.transport.govt.nz)

Personal Assistant: Nic Garthwaite | s 9(2)(a) E: [N.Garthwaite@transport.govt.nz](mailto:N.Garthwaite@transport.govt.nz)



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**From:** s 9(2)(a)  
**Sent:** Thursday, May 30, 2024 3:22 PM  
**To:** Karen Lyons <[K.Lyons@transport.govt.nz](mailto:K.Lyons@transport.govt.nz)>  
**Subject:** Transport Planning/Accountability work



Hi Karen

Apologies for the delay in responding, s 9(2)(a)

We have been working on the A3 table too (however, not the last option – Ministerial powers - so much) and it will be good to see how this compares with the work you are doing.

One of the things we have been thinking about when considering the pros and cons of the options is agreeing the problem we are trying to solve, as this has an implication for how you assess each option.

Essentially, we see the context and problem(s) as:

s 9(2)(ba)(i)

It would be good to discuss this next week and whether you agree with the problems, and whether the focus is on democratic oversight of AT/transport planning and investment or broader system issues.

s 9(2)(a)

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**From:** Karen Lyons <[K.Lyons@transport.govt.nz](mailto:K.Lyons@transport.govt.nz)>

**Sent:** Wednesday, May 29, 2024 1:41 PM

**To:** s 9(2)(a)

**Cc:** Emily Frew <[E.Frew@transport.govt.nz](mailto:E.Frew@transport.govt.nz)>; Logan Rainey <[L.Rainey@transport.govt.nz](mailto:L.Rainey@transport.govt.nz)>

**Subject:** [EXTERNAL] Transport Planning/Accountability work

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Hi s 9(2)(a)

As we mentioned in our meeting we are keen to get Auckland Council's views on what current levers are and aren't working. We need to consider these in light of these questions:

- How do they help Auckland Council direct/govern transport planning
- How do they help Auckland Council ensure AT is being accountable to the Governing Body

We think for the Minister we should use exact wording in legislation as in this table. If we have missed anything or got anything wrong then of course happy to amend.

In addition to working on the A3 it would be very useful for us if we can get a table like this filled in.

We have been a but squeezed with other priorities but plan to have the A3 to send to you with our notes by the end of the week. Some of this will be questions rather than definitive views as we are still needing to understand some ideas a bit more through our next discussion with you.

Ngā mihi  
Karen

**Karen Lyons**  
Pou Whakahaere Director – Auckland  
Auckland Policy Office  
**Te Manatū Waka Ministry of Transport**

M: s 9(2)(a) | [K.Lyons@transport.govt.nz](mailto:K.Lyons@transport.govt.nz) | [www.transport.govt.nz](http://www.transport.govt.nz)

Personal Assistant: Nic Garthwaite | s 9(2)(a) | E: [N.Garthwaite@transport.govt.nz](mailto:N.Garthwaite@transport.govt.nz)



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#### MINISTRY OF TRANSPORT

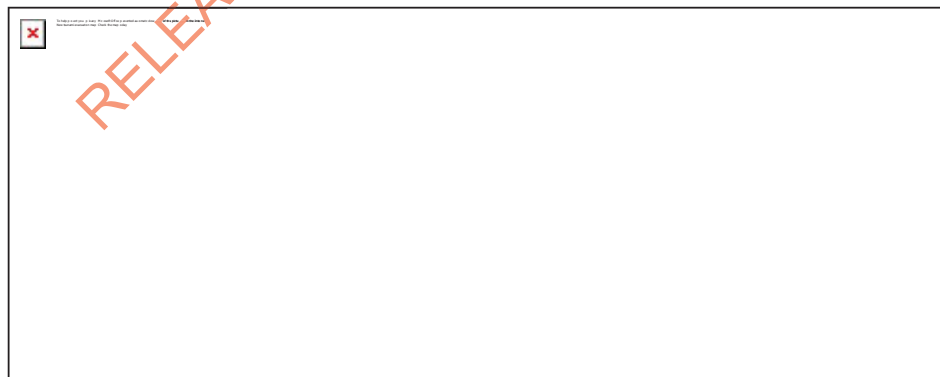
**Wellington (Head Office)** | Ground Floor, 3 Queens Wharf | PO Box 3175 | Wellington 6011 | NEW ZEALAND | Tel: +64 4 439 9000 |

**Auckland** | NZ Government Auckland Policy Office | Level 7, 167B Victoria Street West | PO Box 106238 | Auckland City | Auckland 1143 | NEW ZEALAND | Tel: +64 4 439 9000 |

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Option	Description	Extent of change	Advantages	Disadvantages	Questions
Move responsibility of the RLTP to Auckland Council	<p>Legislative change that would see the power to develop, approve and amend the RLTP shift from AT to Auckland Council.</p> <p>Amendments to the LTMA and LGACA would allow Auckland Council to form a Regional Transport Committee (RTC) and as such, prepare the RLTP.</p> <p>In Auckland's case, the RTC currently comprises the directors of the Auckland Transport Board, including the Chief Executive of the New Zealand Transport Agency (NZTA), and a representative from KiwiRail.</p> <p>Elsewhere in NZ, the RTC comprises elected members and a representative from NZTA, and for Wellington and Auckland a representative from KiwiRail.</p> <p>The proposed model for Auckland would also include the Chair of Auckland Transport and 1 person appointed by the Independent Maori Statutory Board</p>	s 9(2)(g)(i)			
s 9(2)(ba)(i)		s 9(2)(ba)(i)			

Option	Description	Extent of change	Advantages	Disadvantages	Questions
	s 9(2)(ba)(i)	s 9(2)(g)(i)			
Additional powers for the Mayor over Auckland Transport	empower the Mayor of Auckland to direct AT to a greater degree. The question has been asked what it would like if the Mayor had similar powers over AT as the Minister had over NZTA.				

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