

## **In confidence**

Minister of Transport

Cabinet Development Committee

## **Auckland Transport Alignment Project (ATAP) 2021-31 Investment Package**

### **Proposal**

1. This paper seeks agreement from Cabinet on an indicative package of investment for transport in Auckland for the 2021-31 period, developed by the Auckland Transport Alignment Project (ATAP). The package gives effect to the priorities of the Government and Auckland Council (the Council).

### **Relation to Government priorities**

2. The ATAP 2021-31 investment package contributes to the Government's objectives of building a productive, sustainable and inclusive economy by enabling greater transport choice in Auckland and moving people and goods faster through investment in public transport, walking and cycling and roads. Safety is also a key component of the package.
3. The package also enables more connected communities through increased investment in public and active transport and network connectivity through urban areas.
4. Transition to a clean, green and carbon-neutral New Zealand is also supported by this investment, with significant investment in public transport and active modes encouraging people to move away from the private car.

### **Executive Summary**

5. ATAP is a strategic exercise to align transport priorities, funding and investment of the Government and the Council. It develops an indicative package of transport investments for Auckland (the ATAP package) to inform statutory processes and individual project and programme business cases.
6. The Minister of Finance, the Mayor and Deputy Mayor of Auckland, Auckland Council Planning Committee Chair, Chair of the Independent Māori Statutory Board and I (the parties) asked for advice on an investment package for Auckland for 2021-31.
7. A large part of the ATAP 2021-31 package is a continuation of ATAP 2018-28 with an on-going commitment to projects now in construction, renewing existing assets and supporting public transport operational expenditure.
8. The ATAP 2021-31 package invests in public transport, walking and cycling, safety and integrating modes of transport through key region-wide programmes. Developing Auckland's rapid transit is key to the public transport network.
9. The work has prioritised investment to produce an indicative package of investments that can be funded from current Government and Council plans.
10. Around \$31 billion of transport funding is available for investment in Auckland over the next decade. Funding is provided by:

- 10.1. the National Land Transport Fund (NLTF) - \$16.3 billion
  - 10.2. Crown funding for the City Rail Link (\$1.3 billion) and for the New Zealand Upgrade Programme (\$3.4 billion)
  - 10.3. Auckland Council - \$10.0 billion including \$1.3 billion for City Rail Link
  - 10.4. Covid Response Recovery Fund (CRRF) - \$85 million for sections of the Te Whau Pathway and State Highway 16 Interim Bus Improvements.
11. The Government Policy Statement on Land Transport 2018-28 (GPS) includes an expectation that Auckland will receive \$16.3 billion from the NLTF over the period 2021-31. [REDACTED]
- Withheld under section 9(2)(g)(i) of the Official Information Act 1982
12. The ATAP 2021-31 package will deliver significant benefits to Auckland. These include improvements to the public transport system in Auckland, delivery of large scale projects including the City Rail Link (CRL), investment in rail electrification and continued investment in walking and cycling. The ATAP 2021-31 package is expected to result in the following outcomes:
- 12.1. acceleration of the shift from cars to public transport, walking and cycling with these modes expected to absorb approximately 64 per cent of increased trip demand. Public transport mode share increases from 7 per cent to 11 per cent in the morning peak
  - 12.2. a reduction in greenhouse gas emissions per capita but a small increase in total emissions with the forecast Auckland population increase outweighing any positive overall change
  - 12.3. an increase in accessibility to jobs by a 30 minute car journey by 14 per cent and an increase in accessibility to jobs by a 45 minute public transport journey by 60 per cent (noting employment growth of 19 per cent across the Auckland region)
  - 12.4. improved safety outcomes with an expected reduction in deaths and serious injury of 60 per cent by 2030
  - 12.5. a reduction in congestion for bus passengers and on arterial routes, but significant increases in congestion on the motorway network and a 10 per cent increase in congestion overall. Officials' work on congestion pricing in Auckland indicates that the introduction of a modest congestion charge across the strategic corridors would result in an 8-12 per cent decrease in congestion across the region.
13. Delivering these investments is a collective responsibility for the Government and Auckland Council. I support the recommendation of the ATAP agencies that further work continue to look at the most efficient and effective way of funding transport in Auckland through the NLTF, alongside new funding and financing options as enabled through the Infrastructure Funding and Financing Act.

14. To help address transport equity in Auckland, there is an allocation of funding to enable a public transport concession for Community Service Card holders pilot for Auckland included in this package. This is expected to be implemented through the AT Hop Card. If the pilot is successful I would look to a wider rollout nationwide.
15. The ATAP 2021-31 investment package reduces per capita emissions through encouraging people to shift away from private motor vehicle travel to public transport, walking and cycling options. However, if the package is viewed in isolation, total transport emissions in Auckland will rise over the period in question due to population growth. This makes it clear that additional measures are required to reduce overall emissions in line with the Government's ambitions and the indicative direction taken by the Independent Climate Change Commission. While the Transport Emissions Action Plan remains under development, it is clear to me that further levers across infrastructure, behaviour and technology will need to be applied.

## **Background**

16. ATAP aims to align the transport priorities of the Government and the Council through officials, including a Chief Executive's Governance Group, working together to provide advice to the parties. The strategic approach encompasses prioritising investment, making best use of existing networks and maximising opportunities to influence travel demand. Every three years ATAP develops an indicative package of transport investments for Auckland (the ATAP package) to inform statutory processes and individual project and programme business cases. Commencing in 2016, this process has enabled a step change in investment planning for Auckland.
17. We (the parties) asked for this work to be completed in time to provide direction to the Regional Land Transport Plan (RLTP) and National Land Transport Programme processes. As an alignment and consensus-building exercise between the Government and the Council, ATAP provides strong direction to these processes.

## **Agreed objectives**

18. The Terms of Reference, developed by the parties, sets out the following agreed Government and Auckland Council objectives:
  - 18.1. enabling Auckland's growth through a focus on intensification in brownfield areas and with some managed expansion into emerging greenfield areas
  - 18.2. accelerating better travel choices for Auckland (modeshift)
  - 18.3. better connecting people, places, goods and services
  - 18.4. improving resilience and sustainability of the transport system and significantly reducing the greenhouse emissions it generates
  - 18.5. making Auckland's transport system safe by eliminating harm to people
  - 18.6. ensuring value for money across Auckland's transport system through well targeted investment choices.
19. Officials have developed the ATAP package by assessing project-specific information, transport network modelling and utilising existing business case recommendations. They have followed the direction of the Terms of Reference in

considering how transport can improve outcomes in access, health, safety and the environment as well as support Auckland's growth.

### **The primary focus is continuing our record investment through NZ Upgrade and ATAP 2018**

20. The ATAP 2021-31 package largely progresses the ATAP 2018-2028 programme agreed early in the last term. This reflects the continuation of overall direction through the Terms of Reference and, given we are three years on, a significant portion of funding is allocated to projects that are in construction or under contract.
21. The ATAP 2021-31 package includes already committed projects in construction such as the CRL and the Eastern Busway and funding for specific projects under the New Zealand Upgrade Programme, the Covid Response Recovery Fund and Auckland Light Rail.
22. The Government is investing \$4.15 billion more into Auckland's transport than in the 2018-28 ATAP, primarily resulting from funding made available for large scale projects in Auckland through the New Zealand Upgrade Programme (NZUP). It was assumed previously that funding for these projects would be shared between central and local Government.
23. Major projects that the ATAP agencies recommend as high priorities for investment over the next decade within funding expected from current plans are listed below.

#### **ATAP 2021-31 Key Projects**

- City Rail Link
- State Highway 1 Ara Tūhono Puhoi to Warkworth
- State Highway 1 Northern Corridor (includes busway extension to Albany)
- Penlink (includes land for future public transport priority lanes)
- Light Rail (City centre to Mangere corridor as a priority)
- Eastern busway (Panmure-Botany)
- Northern Pathway (Westhaven to Akoranga)
- Rail electrification to Pukekohe and extension of third main rail line (Wiri to Quay Park)
- City Centre Bus Improvements
- Mill Road
- Walking and cycling programme
- Significant programme of safety improvements
- Integrated bus, cycle and safety programme
- Network optimisation and technology programme
- Additional electric trains
- Public transport concession card for Community Services Card holders

### **The proposed package balances a number of constraints**

24. Auckland Council's funding contribution remains the same as it was in 2018-28 with approximately \$10 billion of funding which includes \$1.5 billion of Auckland Regional Fuel Tax with the remainder (\$8.5 billion) sourced through rates. Auckland Council argue it is limited because Covid-19 has had an impact on Auckland Council's revenue.

25. This has caused some ATAP projects have been deferred to future years, but still within the 2021-31 period. To avoid future deferral of projects, the draft Auckland Council ten year budget (Long-term Plan) includes a proposal to raise rates and increase debt. Central Government does not think it is sufficient and expect further investment to be required.
26. The contribution from the National Land Transport Fund remains the same in ATAP 2021-2031 as in ATAP 2018-2028 at \$16.3 billion due to the Government's decision not to increase fuel excise duty or road user charges this term. At the same time, forecast revenue has reduced over the period as a result of COVID-19.
27. In the last three years the funding required for operational costs and asset renewals have increased by over \$2 billion and there have also been some cost escalations in committed projects. As Auckland Council's contribution has also remained the same this means that the funding environment is much more constrained now than for previous iterations of ATAP.
28. Significant investment required to renew Auckland's asset base, both in rail and roading has become increasingly apparent in the 2021-31 work and this package of investment commits significant funding to ensuring current assets are renewed and maintained to a safe level. There are a number of contributing factors to increases in renewals expenditure. As one example, the introduction of double decker buses has seen a significant uptake of bus ridership but also requires more road maintenance to support the new fleet.
29. This leaves \$1.8b discretionary spend. This means we cannot do it all. Given these constraints, I have prioritised investment in housing and reducing emissions.

## Housing

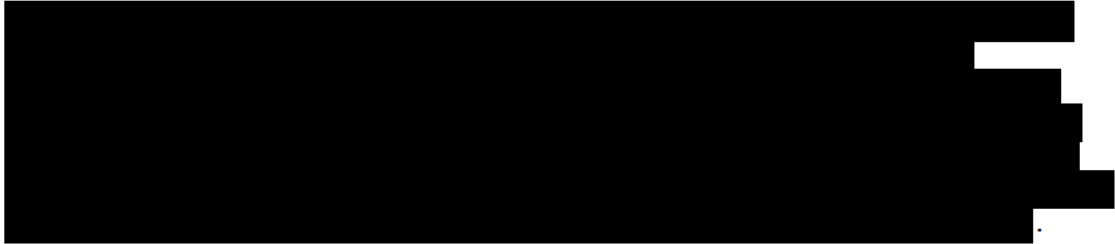
30. Transport spending across the ATAP programme enables intensification. In addition I propose one third of the \$1.8b discretionary spend for infrastructure to support new housing, focussed on:
  - 30.1. The Auckland Housing Programme (AHP) including Tāmaki, Mt Roskill, Oranga and Mangere
  - 30.2. Some private sector developments such as those in the north west
  - 30.3. Investment in Drury which builds on our NZUP investments, which were targeted to support new housing, and already committed investment in greenfield transport infrastructure.
31. Rapid transit continues to form the backbone of Auckland's transport system. This is critical for access improvements and to supporting and shaping Auckland's growth as noted in the Government's recent National Policy Statement on Urban Development. It reflects the Government's priority that private and public housing and urban development at scale should be located around public transport at scale. The ATAP 2021-31 package includes rail network upgrades and significant investment in busway improvements.
32. The package allocates \$1.8 billion seed funding for Auckland Light Rail with priority being the City Centre to Mangere corridor. ATAP 2021-31 also includes an allocation

for the business case work (and for property acquisition) on an additional Waitemata Harbour Crossing. I have asked officials to progress this work.

33. The package also includes supports housing development in the Drury area with \$1.6 billion in total including:
  - 33.1. Mill Road \$1.354 billion
  - 33.2. Electrification from Papakura to Pukekohe \$371 million
  - 33.3. Third main line \$315 million
  - 33.4. Drury Rail stations \$247 million
  - 33.5. SH1 improvements Papakura to Drury South \$423 million
  - 33.6. Drury and Paerata Growth Area \$243 million.

*The Government will need to cover Auckland Council's share to better meet our housing objectives*

34.



*The programme is not sufficient for housing objectives or our climate change objectives*

35. The programme has been developed on the basis of Auckland Council's growth strategy and the Unitary Plan. Auckland Council is undertaking further work to understand and meet the requirements of the NPS-UD. The ATAP programme does not necessarily enable Auckland Council to meet the requirements of the National Policy Statement on Urban Development (NPS-UD) and we expect Auckland Council to make further investment decisions to meet the requirements of the NPS-UD.
36. Furthermore the Ministry of Housing and Urban Development have identified crucial developments that it considers is essential to reducing Auckland's housing shortfall and meeting existing need. ATAP invests in these projects but not at a sufficient level to achieve scale and pace. The Ministry of Housing and Urban Development has identified the following investment is required:

36.1.



36.2.



36.3.

[REDACTED]

[REDACTED]

37.

[REDACTED] the total discretionary spend within ATAP is \$1.844 billion meaning it is not possible to fully fund this requirement within ATAP without additional funding either from the Crown or Auckland Council.

[REDACTED]

38. The ATAP work has acknowledged there is limited discretionary funding in the programme. Challenging choices have been made to balance investment across objectives. The highest priority development for the Government is the Auckland Housing Programme followed by development in Drury. [REDACTED] il. To accommodate the additional spend (\$321 million) indicated as needed by the Ministry of Housing and Urban Development, the following trade offs would be needed:
- 38.1. Funding for the Northwest Growth Area would be reduced by \$132 million from \$186 million to \$54 million or funding to support Connected Communities (an integrated public transport and cycling programme in the isthmus) would be reduced by \$132 million from \$628 million to \$496 million
  - 38.2. Stage and sequence some of the Regional Fuel Tax programme (previously consulted on) including Glenvar, Lake and Lincoln Roads to release \$81 million
  - 38.3. Funding for regional improvement projects, network performance and technology would be reduced by \$90 million from \$269 million to \$179 million
  - 38.4. Smales Allens Road Widening and Intersection Upgrade would not be included in the ATAP programme (\$18 million).
39. The additional investment in the Auckland Housing Programme would fund a number of projects through Mt Roskill, Mangere, Tamaki, and Oranga including: a number of intersection upgrades, arterial road upgrades to implement bus priority measures, walking and cycling bridges over SH20, collector road upgrades, additional bud lanes in Mangere, upgrading the Middlemore Rail Station, and local neighbourhood roading asset renewals and upgrades in Oranga. Further detailed work on the prioritisation of the projects within this package would be needed if this funding is agreed.
40. In relation to accommodating housing in Drury, in the second quarter I will be considering the current scope and costings of projects within the New Zealand Upgrade Programme with the Minister of Finance. [REDACTED]

## Climate

41. Overall, the focus of the investment in the ATAP 2021-31 package is on achieving mode shift from the private vehicle towards public and active transport, continued investment in renewal of transport assets in Auckland and ensuring sufficient operating expenditure to run the network.
42. The independent Climate Change Commission's draft advice on the first three emission budgets forecasts to meet the emission budgets the distance travelled by walking needs to be increased by 25%, cycling 95% and public transport 120% by 2030. This package goes some way to achieving that in Auckland with a 43% increase in walking and cycling trips and 91% increase in public transport trips forecast by 2031 as a result of the investments made in this package.



43. Given the challenge set by the Independent Climate Change Commission the emission budgets will not be achieved on present plans.
44. An allocation of \$1.1 billion in the ATAP 2021-31 investment package to cycling sees cycleways completed through the isthmus. An additional \$360 million (funded through the New Zealand Upgrade Programme) will see the Northern Pathway completed between Westhaven and Akoranga and \$50 million is provided for a Glen Innes to Tāmaki cycleway. Other cycling investment includes the Te Whau Pathway, provision of a cycleway as part of the Eastern Busway, a pedestrian and cycling link on the old Mangere Bridge and cycling investment in the west and south of Auckland as part of the Auckland Transport cycling and walking programme.
45. This ATAP work has highlighted the need for significant investment in Auckland's rail network from 2030 onwards. ATAP 2021-31 has prioritised investment that is needed to support the opening of the City Rail Link but there is insufficient funding to progress the wider rail network development that Auckland requires. I will be working with officials over coming months to gain a better understanding of the rail investment required and this will form part of the Rail Plan and rail network investment conversations. The ATAP agencies will advise on investment for decades 2031-51 later this year and I will advise as appropriate.

#### *Public Transport Concession Scheme*

46. Funding for running a pilot of a public transport concession for Community Service Card holders for Auckland has been included as a new initiative. This will reduce the costs of public transport for those on lower incomes. I have requested that officials look at options for an ongoing scheme for Auckland and a national rollout. This will require Government funding.
47. The introduction of a public transport concession for Community Service Card holders Pilot in Auckland would see approximately an additional 2.7 million public transport trips in Auckland in the first 12 months of implementation. This represents approximately 3% of total public transport trips in Auckland.

#### *Reduction in greenhouse gas emissions per capita*

48. In the short term, the 2021-31 ATAP investment package sees an increase of 6 per cent in carbon dioxide emissions from transport in Auckland. Increased investment in public transport projects and walking and cycling are designed to encourage the move from private car to public transport supporting emissions reduction but population increase works against this. If the Auckland population remained stable, the ATAP 2021-31 package would result in a 13 per cent decrease in emissions when compared with the previous package.
49. Without the ATAP 2021-31 investment package, carbon emissions increase by just over 9 per cent.
50. The total CO<sub>2</sub> emissions reduction resulting from the ATAP 2021-31 investment package is 133,988 (annual CO<sub>2</sub> tonnes equivalent). The reduction in emissions moves from approximately 4,648,960 annual CO<sub>2</sub> tonnes equivalent without this investment package to 4,514,972 annual CO<sub>2</sub> tonnes equivalent with this investment

#### *Further investment and regulation will be required*

51. To achieve meaningful reductions, changes are required in the private car fleet which generates most transport emissions in Auckland and nationally. Government policy levers including regulation and financial incentives need to be implemented to reduce car use, and drive a rapid transition to an electrified private vehicle fleet.
52. To drive further transport emission reductions, further investment and regulation will be required, as a large proportion of current expenditure is on non-discretionary network maintenance and investment in public transport. As in other areas of the economy, there is a need to front-load investment with the aim of reducing emissions quickly and laying the groundwork for reduced emissions in future. In Auckland, future investment in other projects to drive mode shift will be required. Key projects that have been identified in discussion with officials are:
- Auckland Light Rail
  - Extension of the Northern Busway
  - Additional investment in rail infrastructure
  - A wider cycleways programme
  - Progressing to construction of Puhinui to Botany rapid transit.
53. As Government, we are developing multiple policies to reduce vehicle emissions in order to achieve forthcoming 2022-2035 emission budgets and the long term goal of net zero CO2 emissions by 2050, as required under the Climate Change Response Act 2002. You have recently agreed to a CO2 emissions standard for light vehicles imports by 2025 (the Clean Car Standard), to introduce a biofuel mandate in principle, to decarbonise the public transport bus fleet by 2035 and to reduce the fleet size and emissions of the Government's own vehicles by 2025. Further initiatives, including an incentive for low emission vehicles, as signalled publicly in January, will be needed to increase supply and demand.
54. Auckland could contribute around 35-40% of the national estimated emissions reduction from implementing a biofuels mandate, the Clean Car Standard and decarbonising the public transport bus fleet. With these measures, Auckland could reduce carbon emissions by 1-2 mega tonnes between 2022 and 2031. This will increase to a 4-8 mega tonne reduction between 2022 and 2050.

### Funding the ATAP 2021-31 Package

55. The proposed ATAP 2021-31 package assumes that all eligible Auckland Transport projects will receive a Funding Assistance Rate (FAR) of 51 per cent from the NLTF and it [REDACTED]
- [REDACTED]
- Withheld under section 9(2)(g)(i) of the Official Information Act 1982
56. To enable the cost of Auckland renewals to be met from 2024 onwards it is expected that there will need to be an increase to the Local Road Maintenance Activity Class in the GPS. I am aware that this will require broader trade-offs to be made within the GPS and overall affordability will need to be considered.
57. I have directed officials at the Ministry of Transport and Waka Kotahi, the New Zealand Transport Agency to progress this work to enable the funding allocated to Auckland as indicated in the GPS to be accessed for the best Auckland projects.

## Limitation of ATAP process

58. The ATAP process has been useful to align transport priorities and investment across central and local government in Auckland. However, the size and scale of Auckland means that larger scale intergenerational investment is required across multiple infrastructure types including transport, housing, water and social.
59. The Government (we) need to clarify our priorities for Auckland and how best to manage the infrastructure deficit. Taking an integrated approach across portfolios to address investment is needed. T [REDACTED] on housing and urban growth policy, we need to also address those questions in order to make the best transport investment decisions.

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## Consultation

60. Auckland Council, Waka Kotahi, Auckland Transport, the Treasury, KiwiRail and the Ministry of Transport have worked in partnership on the ATAP 2021-31 investment package. In addition, consultation has occurred with the Ministry for the Environment, the Ministry of Business, Innovation and Employment. The Ministry of Housing and Urban Development has been involved in the working group. The Department of Prime Minister and Cabinet has been informed.
61. A broad range of stakeholders were consulted during the ATAP process, representing business, freight, property, health, public and active transport advocates (refer to Appendix B for a full list of stakeholders).
62. The Auckland Business Forum noted they would like to see a greater emphasis placed on investment in freight and are supportive of the introduction of congestion pricing as part of ATAP. Infrastructure New Zealand support the recommended package noting that in the longer term, a combination of funding sources including value capture, road pricing and increased Crown investment are needed.
63. Emissions were discussed including broader policy levers that will be needed.
64. Stakeholders were supportive of the direction of the ATAP work recognising that it is largely a continuation of the previous investment package (2018-28) and signalled a strong desire to see continued momentum towards delivering this transformative programme of transport investments for Auckland. They have also requested greater communication on progress as we move forward and I will be working with officials on this.

## Financial Implications

65. There are no direct fiscal implications arising from this paper, however, there is an expectation that spending through the NLTF will be required for ATAP.

## Impact Analysis

### Climate Implications of Policy Assessment

66. In The Climate Implications of Policy Assessment (CIPA) team has been consulted and confirm that the CIPA requirements apply to this proposal as one of the explicit policy objectives is to reduce emissions.

67. MFE support the proposed increased investment in public transport projects and walking and cycling are designed to encourage transport modes shift and will lead to likely significant long term emissions reductions. We are also supportive of the introduction of a public transport concession for Community Service Card holders Pilot in Auckland and expect this to have an impact on emissions while also having wider benefits for low income households. These measures and investment will work in conjunction with wider transport initiatives to reduce emissions such as the Clean Car Standard and decarbonisation of the public transport bus fleet.
68. A CIPA quantification sheet could not be completed for this proposal as all the necessary information is not currently available.
69. The CIPA team will work with the Ministry of Transport to assess emissions impacts as part of a future Cabinet paper proposal for the longer term investment (2031-2050).

### **Population Implications**

70. The introduction of a public transport concession for Community Service Card holders pilot in Auckland will see positive benefits for card holders including improved access to social and economic opportunities, direct financial savings by lower public transport costs and lower costs as compared to operating a car. Māori, Pasifika, and New Zealanders with disabilities are disproportionately represented within the Community Service Card holders and will benefit from the pilot.
71. Regional improvements in accessibility and safety will result in positive impacts for population groups in Auckland, including Māori. New investment of \$13 million in road safety improvements at marae and papakāinga housing will benefit Māori living in Auckland. Investment in neighbourhood safety improvements such as traffic calming and pedestrian safety improvements in low decile areas of south and west Auckland will also benefit Māori and Pacific populations.
72. However, journey times to services and employment in the south and west of Auckland is likely to lengthen due to increased congestion on the motorway network which is likely to have a detrimental effect on Māori and Pacific populations, given the concentration of these groups in these areas.
73. A package of accessibility, safety and security improvements on the public transport network will support users with access challenges such as people with disability.
74. Equity in accessing transport remains a challenge for Auckland and I have asked officials to identify appropriate actions to address this.

### **Communications**

75. I will be announcing the ATAP 2021-31 package of investment jointly with the Mayor of Auckland.
76. The launch of the 2021-31 ATAP investment package is likely to be early March prior to the consultation period for the Auckland RLTP.

### **Proactive Release**

77. I intend to release the Cabinet paper proactively in full within the 30 day timeframe.

## Next steps

78. The parties are overseeing drafting of a report that explains the ATAP 2021-31 package.
79. We intend to release this report publicly once we have approved it.
80. I am planning a launch event with the Mayor of Auckland to announce the ATAP 2021-31 package.

## Informing the Regional Land Transport Plan

81. For the ATAP process to inform consultation on the RLTP, Cabinet and the Council's Governing Body will need to agree to the ATAP package by March 2021.
82. Decisions by Cabinet will be communicated to the Council so the ATAP 2021-31 package informs the Auckland RLTP.

## Recommendations



83. The Minister for Transport recommends that the Committee:
  1. **note** that the Auckland Transport Alignment Project (ATAP) has developed a package of transport investments (the ATAP package) for Auckland over the next decade (2021–2031) which reflects the following priorities:
    - enabling Auckland's growth through a focus on intensification in brownfield areas and with some managed expansion into emerging greenfield areas
    - accelerating better travel choices for Auckland (modeshift)
    - better connecting people, places, goods and services
    - improving resilience and sustainability of the transport system and significantly reducing the greenhouse emissions it generates
    - making Auckland's transport system safe by eliminating harm to people
    - ensuring value for money across Auckland's transport system through well targeted investment choices.
  2. **either** :
    - a. **agree** the core ATAP 2021-31 package developed by officials. This emphasises mode shift from private vehicles towards public transport, walking and cycling as well as continued investment in renewal of transport assets in Auckland and that includes the following key elements:
      - Seed funding for light rail, with the priority being the city centre to Māngere corridor
      - Eastern busway (Panmure-Botany)
      - Airport-Puhinui state highway upgrade, bus/rail interchange and bus priority improvements
      - Pukekohe electrification and third main Wiri to Quay Park
      - Mill Road
      - Penlink

- Walking and cycling programme
- Significant programme of safety improvements
- Bus priority programme
- Network optimisation and technology programme
- Additional electric trains
- City Rail Link and complementary programme of day one work required
- Sufficient operating expenditure to run the Auckland network and cover a public transport concession for Community Service Card holders pilot for Auckland.

OR;

- b. agree** an amended ATAP 2021-31 package. This retains the core elements of the package developed by ATAP officials and enables more housing development by allocating \$321 million to transport investments to support the Auckland Housing Programme. To enable this package, key trade-offs include:

  - Funding for the Northwest Growth Area would be reduced by \$132 million from \$186 million to \$54 million or funding to support Connected Communities (an integrated public transport and cycling programme in the isthmus) would be reduced by \$132 million from \$260 million to \$128 million
  - The Regional Fuel Tax (previously consulted on) programme would see the removal of funding for two roading projects on the North Shore of Auckland to the value of \$81 million
  - Funding for two regional improvement projects, network performance and technology would be reduced by \$90 million from \$269 million to \$179 million
  - Smales Allens Road Widening and Intersection Upgrade would not be included in the ATAP programme (\$18 million).
3. **note** that rail network investment in Auckland requires funding beyond what ATAP 2021-31 can provide to increase the capacity required for future decades.
4. **note** that there is a small provision for investment in the Government spatial priority areas in the proposed ATAP 2021-31 programme.
5. **note** that the ATAP programme does not necessarily enable Auckland Council to meet the requirements of the National Policy Statement on Urban Development (NPS-UD) and we expect Auckland Council to make further investment decisions to meet the requirements of the NPS-UD.
6. **note** that the 2021-31 ATAP investment package sees an increase of 6 per cent in carbon dioxide emissions from transport in Auckland. On a per capita basis, carbon dioxide emissions reduce by 13% highlighting that continued population growth in Auckland works against the modeshift oriented investment.
7. **note** that further infrastructure investments, behavioural change and use of technology will be required to reduce Auckland's transport emissions to a degree that is consistent with the goals of the Government and the interim direction of the Independent Climate Commission.

8. 
9. 
10. **note** that ATAP 2021-31 will inform statutory processes in the coming months including the Regional Land Transport Plan and National Land Transport Programme.
11. **note** that I am planning a launch event with the Mayor of Auckland to announce the ATAP 2021-31 package.
12. **agree** to the release of a public-facing report detailing the ATAP 2021-31 package.
13. **Invite** the Minister for Infrastructure to convene a meeting with the Minister of Housing, Minister of Transport and Minister of Local Government on a whole of government integrated approach to future Auckland development decisions including achieving alignment with Auckland Council on urban growth and finding planning and funding solutions for Drury and the Northwest.

Authorised for lodgement

Hon Michael Wood

Minister for Transport