

## Summary of the draft Regional Land Transport Plan 2024-2034

The Regional Land Transport Plan 2024-2034 (RLTP) is the Auckland Region's 'bid' for national funding from fuel taxes and Road User Charges. It sets out and prioritises the projects and services that Auckland Transport, the NZ Transport Agency and KiwiRail propose to be funded from the National Land Transport Fund.

This Draft RLTP responds to the challenge of a growing population as well as Auckland Council and Government transport policy outcomes for:

- Faster and more reliable public transport
- Improved transport network resilience and sound asset management
- Improved regional economic productivity, including reduced congestion and faster travel times
- Improved safety and reduced deaths and serious injuries
- Continued decarbonisation of the transport system towards the 2050 target.

To support these outcomes, the Draft RLTP proposes a \$63 billion programme of investment in renewals, maintenance and operations, public transport services and new projects. Figure A provides a summary of this programme by category. However, the costs of this programme are a lot more than the funding Auckland is likely to receive. Therefore, we need to signal which projects are our highest priority for funding.

The Draft RLTP confirms that the following items are effectively mandatory and should receive funding in all circumstances:

- Renewals and maintenance of local roads, rail and state highway networks to ensure these remain fit for purpose into the future and whole of life costs and disruption are minimised
- Existing public transport services, along with improvements such as more rail services enabled by the City Rail Link and the expansion of the frequent bus network.
- Completing projects that we are already committed to and are in progress (E.g. Eastern Busway and City Rail Link).

This leaves choices around which new capital projects should be a priority, especially over the next three years. The main options are:

- Smaller projects that can be delivered quickly to improve the speed and reliability of our bus and ferry network, including dynamic bus lanes, improved stations and low emissions options
- Larger rapid transit projects that will provide new high-speed public transport links across Auckland, but will cost more and take longer to deliver
- Smaller projects that can be delivered quickly to optimise traffic movement on our road network and motorways, and encourage more sustainable travel from key growth areas
- Major state highway projects that will improve resiliency, reliability and travel times on the motorway network and enhance our links to other regions
- Cycling projects that will increase the size of the cycling network
- Investment in safety infrastructure to reduce deaths and serious injuries on our transport network.

Figure B provides a summary of the proposed items that can be prioritised, by category.

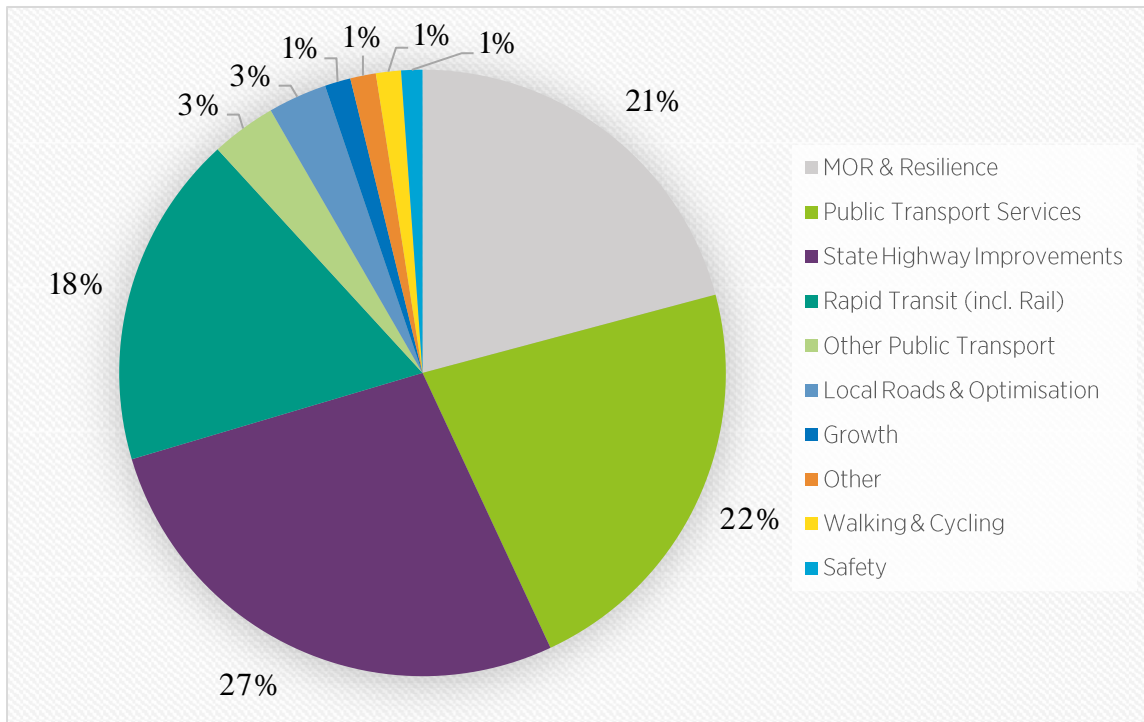
Of these, the Draft RLTP proposes that public transport projects are generally our highest priority for funding, followed by projects to optimise local roads and address growth

challenges and expand the cycling network. It concludes that delivering *all* of the state highway improvements, while still important, is a relatively lower priority for available funding.

Before we make final decisions, we seek your feedback to make sure the final RLTP 2024 reflects the views of Aucklanders about which projects are the highest priority for funding into the future.

Public consultation on the Draft Auckland Regional Land Transport Plan 2024-2034 begins on Friday 17 May and closes on Monday 17 June 2024. Please let us know your thoughts by making a submission at <https://haveyoursay.at.govt.nz/>.

**Figure A: Proposed expenditure by Category**



**Figure B: Proposed Expenditure for Discretionary items by Category**

