

Variation to the 2012-15 Regional Land Transport Programme: NZTA Auckland Motorway Accelerated Projects

Recommendations

It is recommended that the Board:

- i. Receives this report.
- ii. Agrees that the Regional Land Transport Programme should be varied to include the following seven NZTA Auckland motorway projects:

(a). Northern Corridor:

- 1) SH1 Greville Road Interchange Upgrade
- 2) SH18 improvements between SH1 and Unsworth Drive
- 3) SH1 Upper Harbour Highway to Greville Road Northbound three laning
- 4) Northern Busway Extension (Constellation to Albany)
- 5) SH18 to SH1 Motorway-to-Motorway Connection

(b). Southern Corridor:

- 6) Southern Corridor Improvements, which includes:
 - Takanini Northbound three laning to north of the rail overbridge
 - Takanini to Papakura three laning - Northbound and Southbound
 - SH20 to Hill Road Southbound four laning;
 - Takanini Interchange Upgrade

(c). Airport Access Corridor

- 7) SH20A to Auckland Airport

Executive Summary

On 28 June 2013, Prime Minister John Key announced the Government's intention to accelerate a number of the Auckland Region transport projects. These included seven NZTA Motorway Projects which are not currently included in the 2012-15 Regional Land Transport Programme (RLTP), and are therefore not currently eligible for funding from the National Land Transport Fund (NLTF).

NZTA has written to AT requesting that we agree to an amendment to the RLTP to include these projects. This does not necessarily mean that the projects will proceed. The next steps for NZTA would be to carry out Investigation & Design and develop more detailed cost estimates for the projects. It is not yet determined whether the Government intends to provide additional funding for the accelerated projects or whether NZTA will be expected to reprioritise within existing funding levels.

Strategic Context

The Auckland Motorway Corridor comprising these projects is the primary route connecting with Northland and the Waikato and acts as a feeder to Auckland's International Airport. The network performs a key strategic function in connecting the upper North Island. These parts of the motorway network traversing the Auckland Isthmus are classified as high volume, nationally significant routes in the NZTA National State Highway Strategy document. This is the highest classification of State Highway in New Zealand and is reserved for strategic routes that provide the backbone to national economic growth and productivity.

Background

On 28 June 2013, Prime Minister John Key announced an accelerated package of transport infrastructure improvements for the Auckland Region which included three sections of Auckland's motorway network as follows:

- (a). the Northern Corridor
- (b). Southern Corridor
- (c). State Highway 20A to the Airport

These projects have long been envisaged but were not planned to be implemented until a date beyond the current RLTP. These projects need to be included in the 2012-15 RLTP as a variation in order for them to be eligible for funding from the NLTF.

Issues and Options

Financial Impact

NZTA funding for transport projects is separated into categories and follows the same categories set out in the Government Policy Statement on Transport Funding 2011, which is current until July 2015.

There are separate funding categories for local road schemes and State Highway schemes, consequently an increase in funding required for State Highway improvements cannot immediately affect the funding for local road projects. However, it is possible that the next Government Policy Statement, due in July 2014, may be reconfigured to reallocate funding to these projects.

The acceleration of these State Highway projects may require that complementary local road initiatives will have to be implemented by AT to take full advantage of the gains provided by the State Highway improvements.

Table 1 below provides an estimate of the costs of the proposed projects. The estimates are indicative only at this early stage and have a status of 'Rough Order of Cost' (ROC).

Table 1: Auckland state highways accelerated programme for inclusion in the RLTP

	Project	NZTA Profile	Estimated Cost (ROC) (\$m)	Forecast expenditure for 2012-15 period (\$m)
(a)	Northern Corridor			
1	SH1 Greville Road Interchange Upgrade	HMM	58-85	Nil
2	SH18 improvements between SH1 and Unsworth Drive	HMH	2-2.5	2.3
3	SH1 Upper Harbour Highway to Greville Road Northbound 3 Laning	HMH	26-29	13.2
4	Northern Busway Extension (Constellation to Albany)	MMM	250-290	Nil
5	SH18 to SH1 Motorway-to-motorway Connection	HMM	260-375	Nil
(b)	Southern Corridor			
6	Southern Corridor Improvements (excluding the Hill Road to Takanini Southbound 3-laning and Takanini Northbound 3 laning project already included in the RLTP as part of variation approved by the Board in 2011)	HHH	125- 155	66
(c)	Airport Access Corridor			
7	SH20A to Auckland Airport	HMM	132-159	45

Legal and Regulatory Issues

Section 106 (2) of the Land Transport Management Act requires Auckland Transport to adopt a policy that determines significance in respect of variations made to the RLTP.

In deciding whether a proposed variation is significant, Auckland Transport will assess whether or not the proposed variation meets the following guideline:

“The inclusion of a construction phase for a new state highway project with a total activity or project cost greater than 10 per cent of the activity class New and Improved Infrastructure for State Highways in the RLTP”. (Ref: Regional Land Transport Programme, pg. 74).”

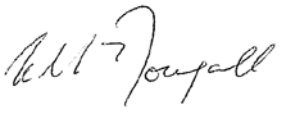


The 2012/15 RLTP includes total provision of \$1.4 billion for the ‘New and Improved Infrastructure State Highways’ activity class. The elements of the new projects proposed for inclusion in the 2012-15 RLTP are listed in Table 1 above. Forecast 2012-15 expenditure for the individual projects does not exceed 10% of the total cost of the ‘New and Improved Infrastructure for State Highways’ activity class included in the 2012-15 RLTP, so are not considered significant under the ‘Significance Policy’ described in the 2012-15 RLTP.

This means that they can be included in the RLTP without the need for public consultation. Full public consultation on the remaining phases of the projects will be carried out in the course of developing the 2015/18 RLTP.

Next Steps

- Subject to Auckland Transport including these projects in the RLTP, NZTA will request inclusion of these activities in the NLTP
- NZTA will seek funding for the Project Development phase, i.e. Investigation & Design (estimate \$7.5m)

Document Ownership

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Glossary

Acronym	Description	Business Unit
NLTF	National Land Transport Fund	
NLTP	National Land Transport Programme	
RLTP	Regional Land Transport Programme	