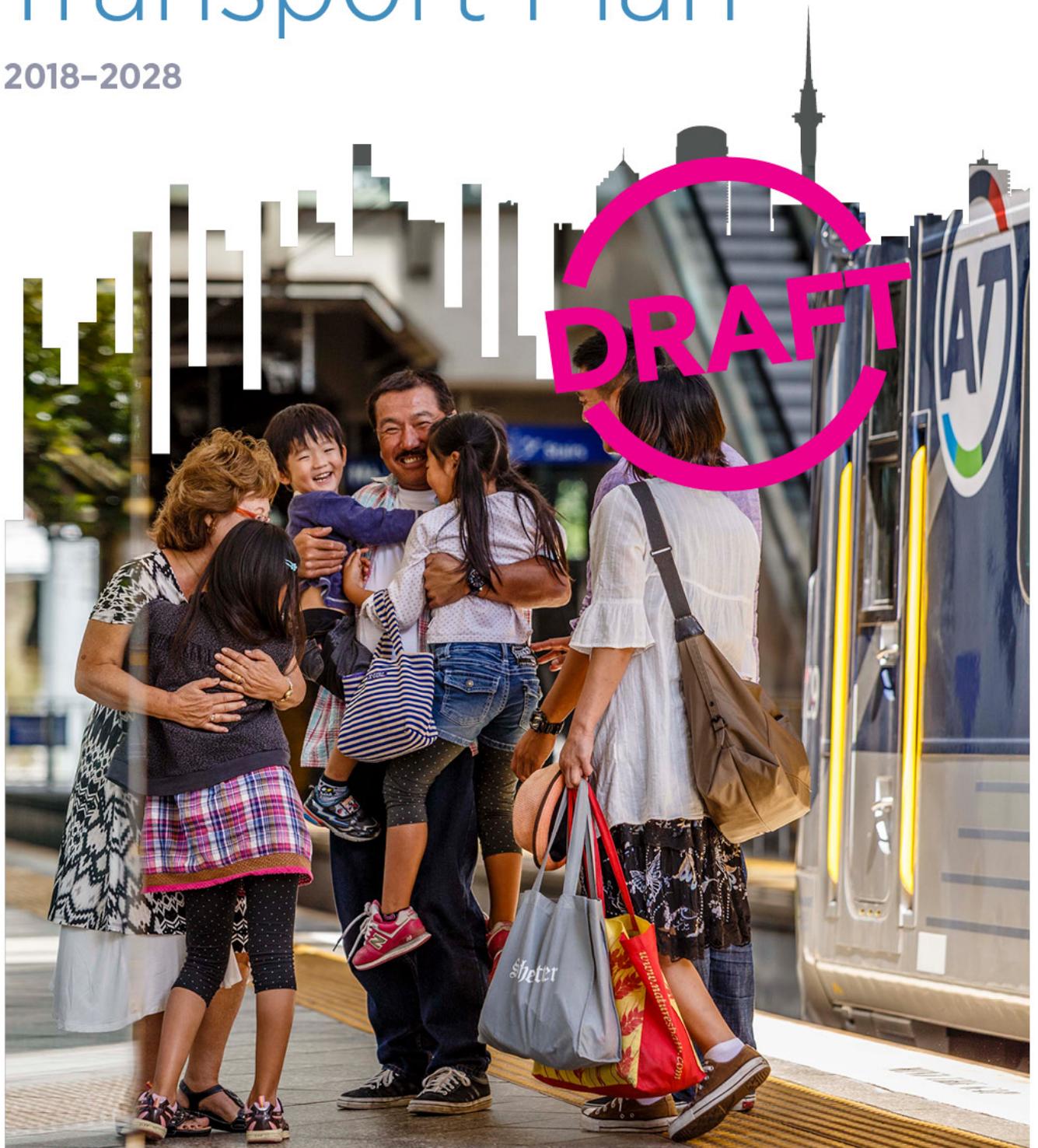


# Auckland Regional Land Transport Plan

2018–2028





---

## Table of Contents

---

Table of Contents	2
01. Our Vision	3
02. Purpose and Scope of the Regional Land Transport Plan	5
03. Auckland's Challenges	12
04. Addressing Auckland's Challenges	30
05. Maintaining and Renewing Existing Assets	47
06. Inter-Regional Priorities	50
07. Measuring outcomes	52
08. Funding and Expenditure	54
09. Consultation and Feedback	61
Appendix 1 – Auckland Transport Capital Programme	63
Appendix 2 – New Zealand Transport Agency Investment Programme	71
Appendix 3 – KiwiRail Capital Programme	73
Appendix 4 – Significance Policy	74
Appendix 5 – Glossary	77



---

## 01. Our Vision

---

Auckland is New Zealand's largest city and home to almost 1.7 million people. Its population has grown strongly over the past few years, and over the next 10 years of this draft Regional Land Transport Plan (RLTP) Auckland is expected to grow by a further 300,000 people.

Growth brings opportunities to improve prosperity and well-being through the greater diversity of social, cultural and economic opportunities that a larger population provides. However, rapid population growth has brought challenges, including increased congestion, reduced accessibility, increased deaths and serious injuries on the road network, and increasing negative impacts on the environment.

Auckland needs to address its current challenges and take advantage of future growth, while at the same time delivering an accessible, well-connected, safe and sustainable city. Auckland can be a city where there is growth without increased congestion, where it is easy to access employment and services, where it is safe to drive, walk and cycle, where there are genuine travel choices, and where the negative impacts of the transport system on people and the environment are minimised.

This will require a move away from a city where single occupant vehicles are the dominant mode of travel to one where public transport and walking and cycling play a more important role in the transport system. It will also require major focus on improving safety, particularly on Auckland's roads.

Alignment of the timing of this draft RLTP, the draft Government Policy Statement on Land Transport (GPS) 2018, the refresh of the Auckland Plan, and the Auckland Transport Alignment Project (ATAP), together with the proposal for the introduction of a Regional Fuel Tax (RFT) scheme, provides the opportunity for Auckland to take an exciting new approach to shaping its future.

This draft RLTP sets out a proposed transport programme to provide for Auckland to address its current challenges and take advantage of future growth, while at the same time enabling the creation of an accessible, well-connected, safe and sustainable region. It reflects and seeks to align the outcomes sought by the draft Auckland Plan, the draft GPS 2018, and the ATAP recommendations. Finalisation of the RLTP in June 2018 will provide the opportunity for further alignment, following public consultation and feedback.

The proposed transport programme also reflects the funding expected to be available over the next decade, including the proposed Auckland RFT scheme. In prioritising activities for inclusion in the proposed funded programme, highest priority has been given to improvements that deliver on the key strategic priorities



of the draft GPS 2018 - access and safety. The programme provides a major step forward for Auckland.

### Consultation and Feedback

Your feedback is very important. We need to know your views on the transport programme described in the draft RLTP.

- Have we correctly identified the challenges facing Auckland?
- Have we allocated available funding to the highest priorities?
- Have we excluded any projects or activities from the proposed transport programme that should be included?

Consultation on this draft RLTP will run from 1 May to 14 May 2018. Details of how you can make a submission can be found on page 61 of this document.

**Submissions close at 8pm on 14 May 2018.**



---

## 02. Purpose and Scope of the Regional Land Transport Plan

---

### Purpose of the Regional Land Transport Plan (RLTP)

A Regional Land Transport Plan (RLTP) sets out the region's land transport objectives, priorities and measures for at least 10 years. It must be prepared every six years in accordance with the Land Transport Management Act 2003 (LTMA) and include a 10 year programme of activities to support the achievement of these objectives. It includes the land transport activities of Auckland Transport (AT), the New Zealand Transport Agency (the Transport Agency), KiwiRail and other agencies.

The RLTP must contribute to the purpose of the LTMA that seeks an effective, efficient and safe land transport system in the public interest. It is also required to be consistent with the GPS. It must take into account a range of other matters, including likely funding from any source and any relevant national and regional policy statements.

All publicly funded land transport activities in Auckland are included in this draft RLTP, including:

- Transport planning and investment in improvements for customers.
- The road network, including state highways
- Road safety activities delivered in partnership by AT, the Transport Agency, and the New Zealand Police
- Public transport (bus, rail and ferry) services
- Improvements to bus stops, rail stations and ferry wharves, and the creation of transport interchanges and park & ride facilities
- Footpaths and cycleways
- Management and improvement of rail track infrastructure by KiwiRail and City Rail Link Limited (CRL)
- Parking provision and enforcement activities
- Travel demand management.

The Regional Transport Committee (RTC) is required to complete a review of the RLTP during the six months prior to the end of the third year of the Plan, to ensure that the Plan is relevant, aligned with the strategic context and gives effect to the GPS. Public consultation is required if the RLTP is revised.

The RTC (which comprises the AT Board and a representative of the Transport Agency) decided that, given Auckland's rapid growth and the change in government priorities, a full revision of the RLTP is warranted at this time.



## Strategic Context

Key planning documents and other information which have guided the preparation of this draft RLTP are briefly described below.

### Government Policy Statement on Land Transport (GPS)

The purpose of the GPS is to guide investment in land transport over the next 10 years by providing a longer-term strategic view, and by setting out where the Government intends to focus its resources.

The Government has recently released a revised draft GPS 2018 which identifies four strategic priorities for 2018 -28. These are:

- Safety
- Access
- Environment
- Value for money.

Safety and access are the two key strategic priorities for the Government and these are supported by the priorities of environment and value for money.

Each strategic priority has a number of objectives:

- Safety: a land transport system that is a safe system free of death and serious injury
- Access: a land transport system that:
  - provides increased access to economic and social opportunities
  - enables transport choice and access
  - is resilient
- Environment: a land transport system that reduces the adverse effects on the climate, local environment and public health
- Value for money: a land transport system that delivers the right infrastructure to the right level at the best cost.

The draft GPS also includes themes to assist understanding of how to deliver effectively on priorities. These themes are:

- A mode neutral approach to transport planning and investment decisions
- Incorporating technology and innovation into the design and delivery of land transport investment
- Integrating land use and transport planning and delivery.

The draft GPS 2018 signals that a second stage GPS is likely to be required to fully realise the Government's direction for land transport. This is expected to address a



range of matters, including how funding for rail and coastal shipping might be incorporated into the GPS framework, the development of a new road safety strategy, investigating interventions to improve the affordability of public transport, and any future recommendations and targets produced by the Climate Change Commission.

### The Auckland Plan

The Auckland Plan is a long-term strategy for managing Auckland's growth and development over the next 30 years, which brings together social, economic environmental and cultural objectives.

Auckland Council has undertaken a refresh of the Auckland Plan and has consulted on the revised draft Plan in conjunction with the draft Long-term Plan 2018-28.

The draft Auckland Plan identifies the three major challenges facing Auckland:

- High population growth
- Sharing prosperity amongst all; and
- Greater environmental pressures.

To address these challenges, the draft Auckland Plan is structured around six integrated outcomes that are spatially reflected in a development strategy. The six outcomes are:

- Belonging and participation
- Opportunity and prosperity
- Homes and places
- Environment and cultural heritage
- Transport and access
- Maori identity and wellbeing.

Transport contributes to achieving all six outcomes, with the strongest links to Transport and Access. The draft Auckland Plan strategic directions and focus areas for the Transport and Access outcome are set out in the table below.



### Draft Auckland Plan – Transport and Access Outcome

Aucklanders will be more easily able to get to where they want to go, and will have choices about how they get around.

Directions	Focus Areas
Create an integrated transport system connecting people, places, goods and services	Make better use of existing transport networks, including a greater focus on influencing travel demand
Increase genuine travel choices for a healthy, vibrant and equitable Auckland	Target new transport investment to the most significant challenges
Maximise safety and environmental protection	Maximise the benefits from transport technology
	Make walking, cycling and public transport preferred choices for many more Aucklanders
	Better integrate land use and transport decisions
	Move to a safe transport network, free from death and serious injury
	Develop a sustainable and resilient transport system

#### Auckland Transport Alignment Project (ATAP)

The impact of Auckland’s growth and on the transport system was the subject of detailed examination through ATAP in 2016. This process involved both central and local government, working together to identify an aligned strategic approach for the development of Auckland’s transport system.

The Minister of Transport and the Mayor of Auckland agreed in late 2017 to reconvene ATAP to refresh its recommendations to give effect to the Government’s intention for its transport priorities to shape Auckland’s urban form and development. This includes placing greater weight on the Government’s priorities and developing a transport system for Auckland that provides safe, reliable and sustainable access. This means that transport:

- Easily connects people, goods and services to where they need to go



- Provides high quality and affordable travel choices for people of all ages and abilities
- Seeks to eliminate harm to people and the environment
- Supports and shapes Auckland's growth
- Creates a prosperous, vibrant and inclusive city.

The recently released ATAP Report provides advice on recommended investment priorities for 2018-28 to reflect the Government and Auckland Council's shared direction for transport in Auckland.<sup>1</sup> The ATAP report recommends a package of investments (the ATAP Package) to provide direction to the RLTP and the National Land Transport Plan (NLTP), and other statutory documents.

The ATAP Package contains around \$28 billion of investment in Auckland's transport system over the next decade. This is based on planned and assumed funding, including an expected increase of \$4.6 billion on previous funding plans from the following sources:

- An additional \$2.8 billion from the National Land Transport Fund (NLTF)
- \$1.5 billion from the proposed RFT scheme
- \$360 million from Crown Infrastructure Partners.

The ATAP Package seeks to balance transformational change while also addressing the critical transport challenges that Auckland currently faces. The key outcomes expected from the ATAP package include:

- Supporting substantial growth in key rapid transit corridors, to enhance capacity and the potential for housing growth
- Initial support to enable greenfield development where around 30 per cent of Auckland's growth is expected to occur
- Support for an increase in public transport and cycling mode share, with flow on benefits for health, safety, the environment and congestion
- Improved access as a result of more congestion free alternatives for travel and changes in land use enabled by rapid transit investment
- A 60 per cent reduction in deaths and serious injuries on Auckland's transport network, from 813 in 2017 to no more than 325 by 2027
- Improved environmental outcomes through the provision of lower carbon alternatives for travel and by encouraging less single-occupant travel.

In addition to the ATAP Transport Package, the report also identifies further priority investments that should be progressed as funding becomes available. Further bus priority investments are recommended as the highest priority for additional funding. More investment for walking and cycling, a more extensive network optimisation

---

<sup>1</sup> Auckland Transport Alignment Project April 2018



programme, increased funding for greenfield growth, and further rail network upgrades are noted as important for Auckland.

### National Energy and Conservation Strategy 2017 - 22

The National Energy and Conservation Strategy is prepared by the Energy Efficiency and Conservation Authority. Its goal is to guide and promote an energy productive and low emissions economy. The current strategy was put in place in 2017 and has three priority areas:

- Renewable and efficient use of process heat
- Efficient and low emissions transport
- Innovative and efficient use of electricity.

The target for efficient and low emissions transport in the strategy is for electric vehicles to make up two per cent of the vehicle fleet by the end of 2021.

### Māori Outcomes

Māori outcomes in this draft RLTP are guided by the key directions and focus areas identified in the revised Auckland Plan. The key direction areas for the Māori Identity and Wellbeing are:

- Advance Māori wellbeing
- Promote Māori success, innovation and enterprise
- Recognise and provide for Te Tiriti o Waitangi outcomes; and
- Showcase Auckland's Māori identity and vibrant Māori culture.

The mana whenua groups who comprise the majority of Auckland's iwi have agreed five strategic pou for Māori aspirations. These have direct relevance for transport in Auckland:

- Cultural identity. We will work to preserve and enhance the unique cultural identity of Māori and its place at the forefront of New Zealand's way of life
- Economic well-being. Opportunities will be sought to provide economic development for Māori businesses and people consistent with procurement requirements
- Leadership and Influence. We will continue to work with mana whenua to recognise their role under the Treaty of Waitangi for kawanatanga
- Infrastructure and Property. We will continue to work with mana whenua on land use issues and in the design and construction of facilities and infrastructure



- Natural environment. We have a large impact on the environment. We will work with mana whenua to minimise adverse impacts and to preserve and enhance the natural environment.

These strategic priorities are consistent with other strategic planning priorities, and are incorporated into the resources and programme for the next ten years.

#### Auckland Transport Māori Responsiveness Plan

AT's commitment to meeting its legal and relationship responsibilities, and how AT will be responsive to Māori, are set out in its Māori Responsiveness Plan. The Plan focuses on three areas:

- Empowering AT to respond more effectively to Māori through strong, committed and coordinated leadership, by enhancing the capability and capacity of our people and processes to respond more effectively to Māori.
- Ensuring AT has the right relationships and processes in place to enable partnership with mana whenua and effective participation in decision-making, including meaningful, timely and inclusive engagement at all levels.
- Developing AT's current and future role in contributing to and delivering positive outcomes for and with Māori. This involves integrating activities and operations across outcomes and connecting Māori communities to opportunities in support of their development needs and aspirations.

AT ensures that its transport partners in Auckland are fully aware of AT's legal and relationship responsibilities under the AT Māori Responsiveness Plan.

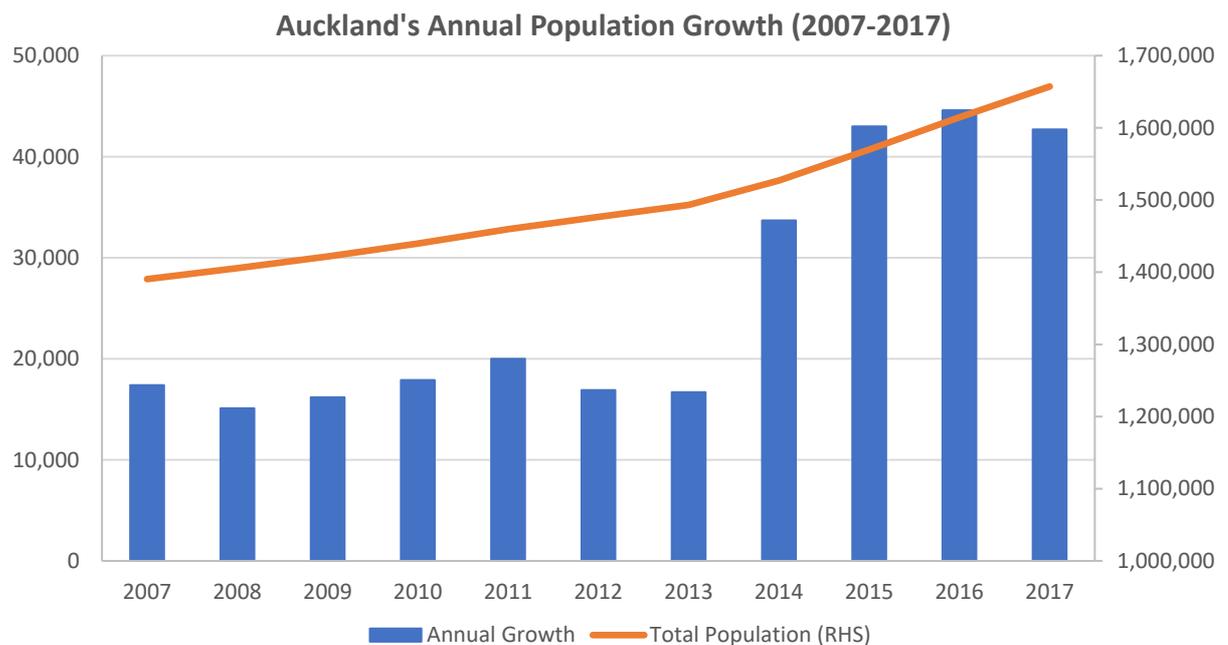
## 03. Auckland's Challenges

### Introduction

This section describes the growth Auckland has experienced in recent years and the impact of that growth on travel demand and Auckland's transport system. This growth has led to Auckland facing significant challenges. This section describes the key challenges that will need to be addressed over the 10 years of this draft RLTP.

### Overview

Auckland is the largest urban area in New Zealand, and home to almost 1.7 million people. Over the past few years, the rate of population growth has increased substantially, from around 17,000 people each year from 2006 to 2013 to over 40,000 since 2015, making Auckland the fastest growing major city in Australasia.

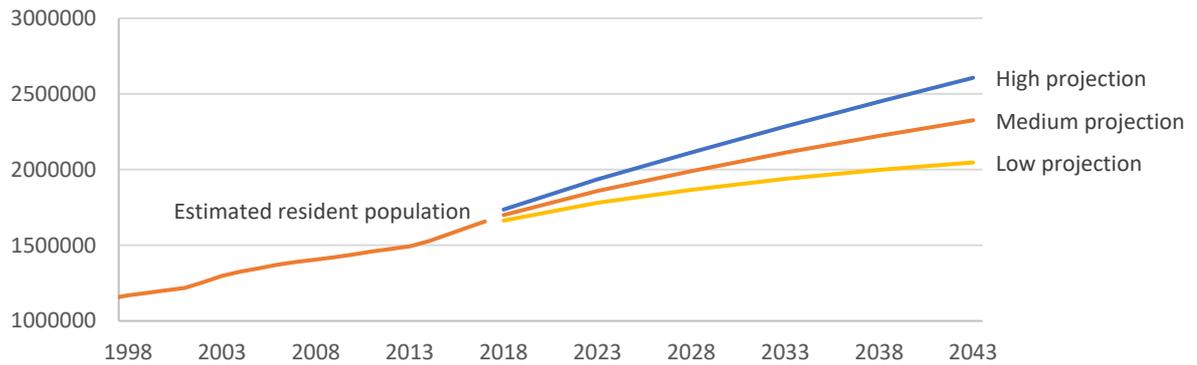


*Based on data from Statistics NZ, Subnational population estimates: June 2017*

Over the next 25 years, Auckland population is expected to increase by more than the rest of New Zealand's population growth combined, to reach 2.3 million by 2043.<sup>2</sup> Over the 10 years of this draft RLTP, Auckland is expected to grow by an additional 300,000 people.

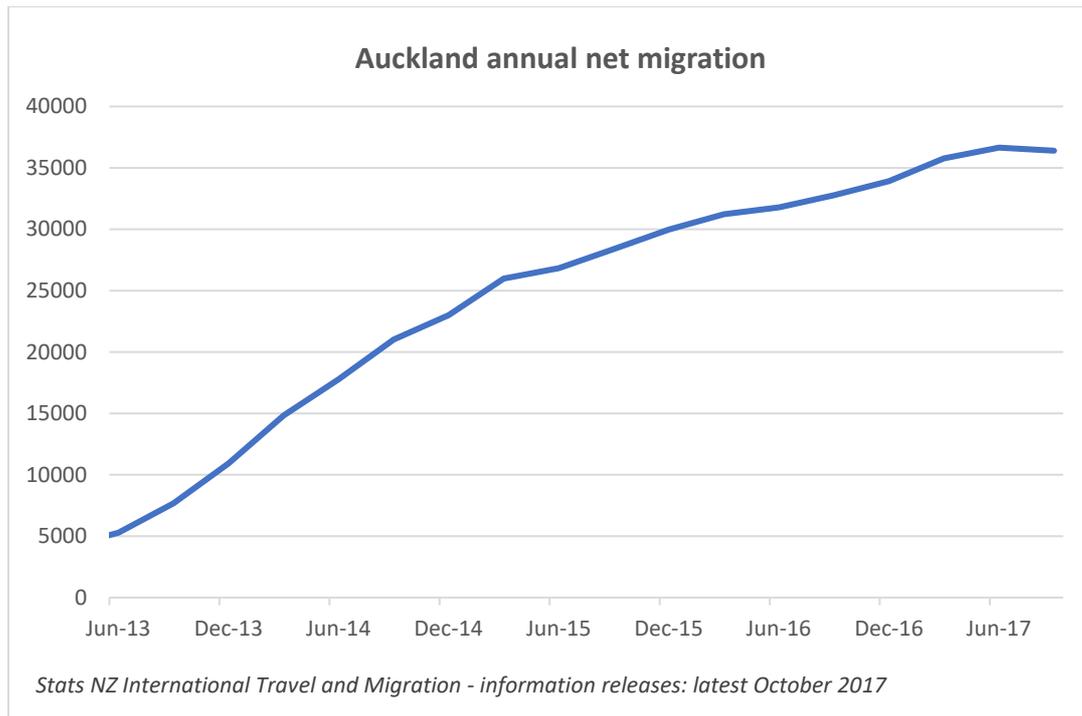
<sup>2</sup> Medium projection, Statistics NZ June 2017

### Annual population estimates at 30 June

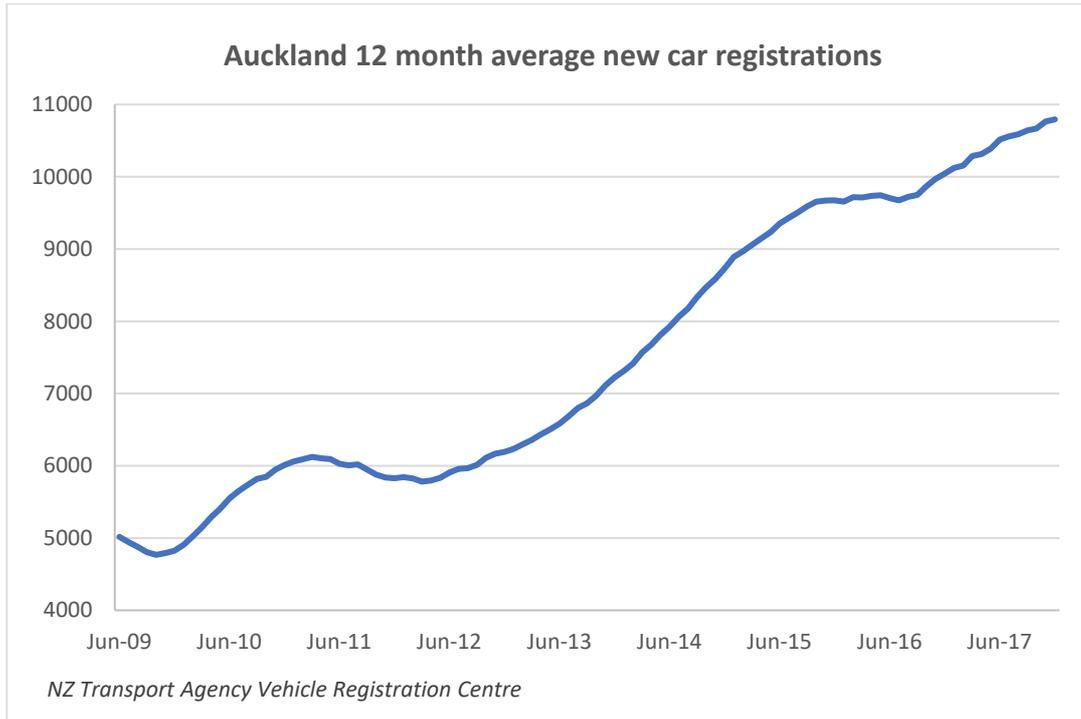


Based on data from Statistics NZ, Estimated resident population: June 2017;  
 Statistics NZ, Subnational population projections: February 2017

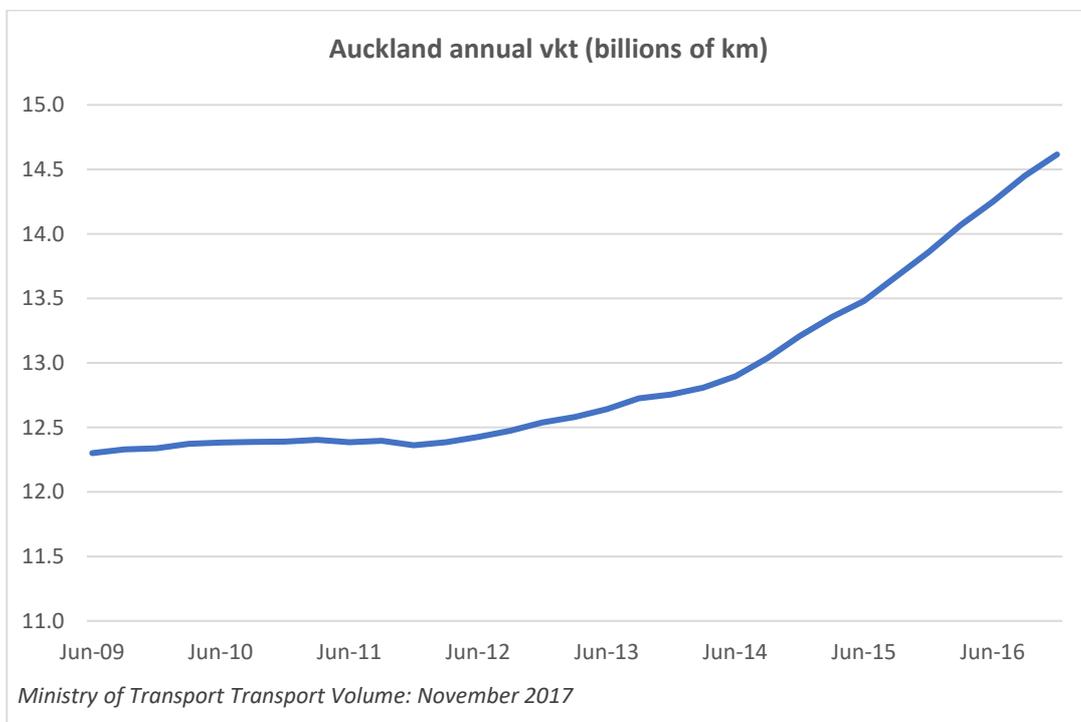
A significant portion of the growth in Auckland’s population is due to migration, with Auckland experiencing significant in-migration since 2013. Annual net migration rose from just over 5,000 each year in 2013 to around approximately 36,500 in the year to June 2017.



Alongside population growth, there has been a strong upward trend in new car registrations in Auckland. New car registrations increased from just over 6,000 vehicles in 2013 to almost 11,000 in the year to September 2017.



Rapid population growth, lower fuel prices, a buoyant economy and increases in car ownership have led to substantial growth in travel demand over the past few years. Vehicle kilometres travelled have increased strongly over the past four years, up from 12.6 billion kilometres in the year to June 2013 to 14.2 billion kilometres in the year to June 2016.



This growth provides opportunities to improve the prosperity and well-being of all New Zealanders, through the greater diversity of social, cultural and economic



opportunities that a larger population provides. However, these benefits will only be realised if new opportunities can be accessed safely, sustainably, conveniently, and affordably.

## Safety

Safety is one of the components of the transport system that can significantly drift into failure if road design, vehicle safety, education, regulation and enforcement do not keep pace with constantly changing and complex travel patterns. Improving road safety is one of the key strategies for unlocking increased public and active transport in urban environments, as well as generating significant health, access and environmental benefits.

While deaths and serious injuries have steadily reduced over the last thirty years to a record low in 2012, Auckland has experienced substantial increases in both deaths and serious injuries in recent years. There were 64 road deaths and 749 serious injuries (DSI) in Auckland in 2017, with a social cost estimated at \$1.3 billion, a level of road trauma that was last seen in 1996.

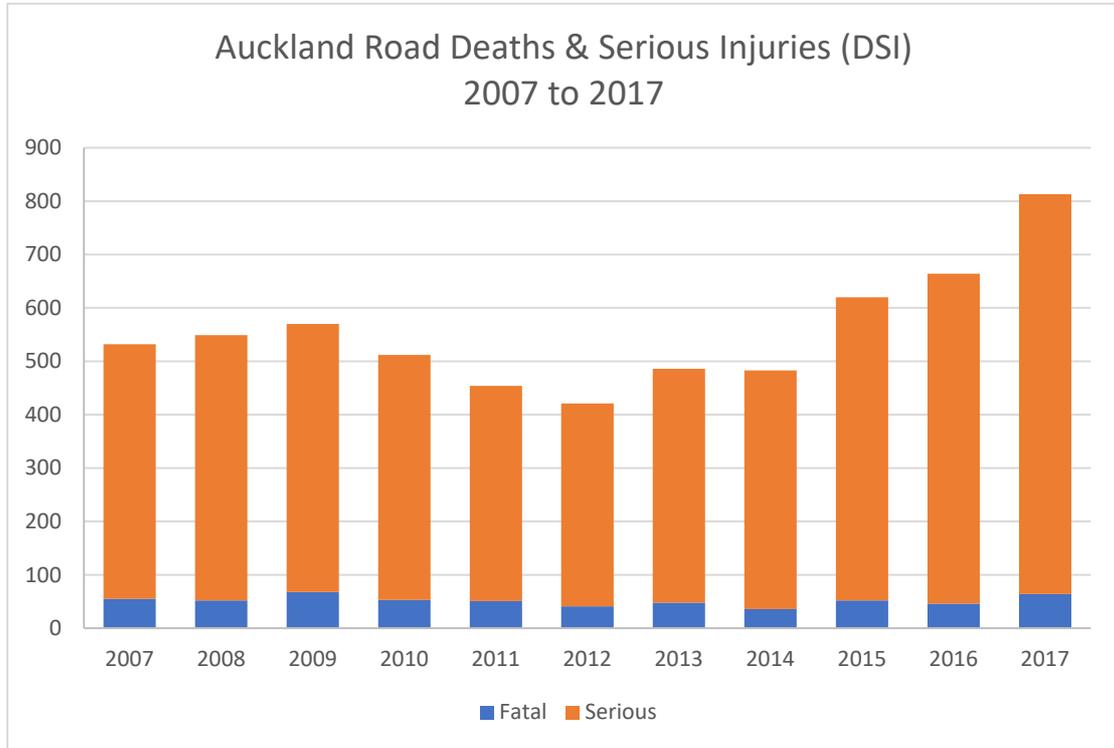
Rates of road trauma per head of population and per vehicle kilometre travelled are also increasing, suggesting that there are other underlying factors generating worsening road safety outcomes. When compared to similar low density Australasian cities, Auckland is a poor performer. Compared to the rest of New Zealand, Auckland has experienced a 70 per cent increase in DSI since 2014, while the rest of the country experienced a 30 per cent increase.

This recent poor performance includes a significant increase in vulnerable road user trauma (particularly pedestrians and motorcyclists) as more diverse travel choices are made in urban environments, and these changing travel patterns occur on a complex road network with reduced margins for error. The major part (70 per cent) of Auckland road trauma occurs on urban roads. Additionally, Auckland's housing growth in rural areas has generated increased travel by new drivers on unforgiving high-speed rural roads and State Highways.

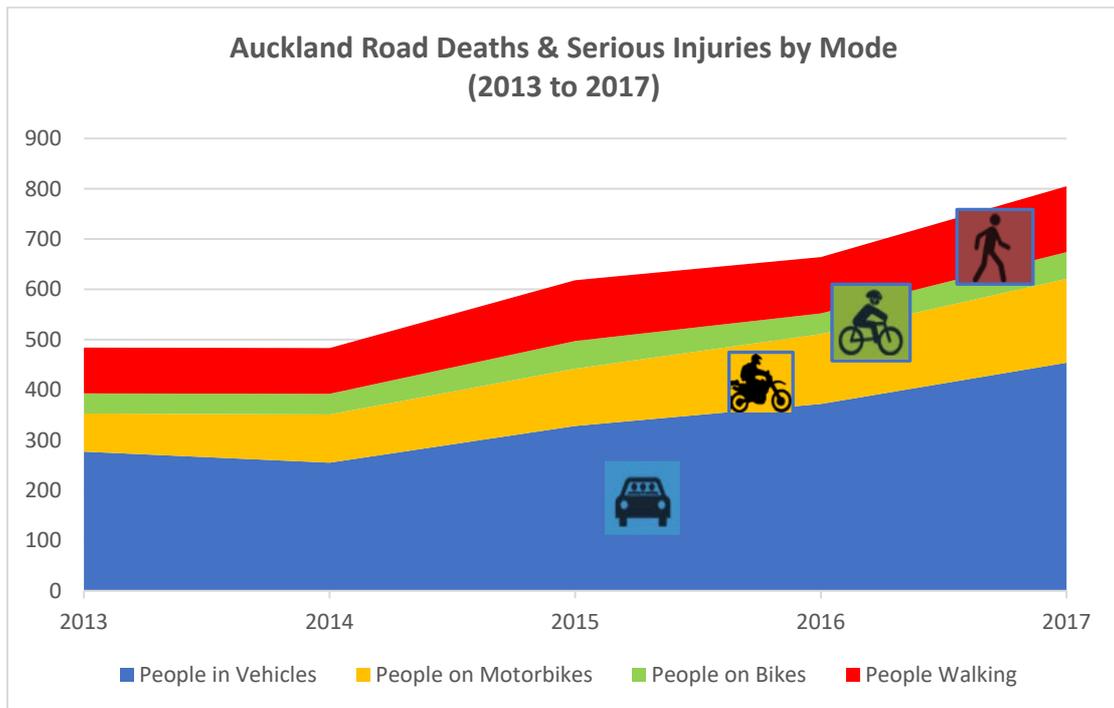
Contributing factors to the recent increase in Auckland road trauma include speed, failure to give-way at intersections, inattention on urban arterials, loss of control on rural roads, driving under the influence of alcohol or drugs, non-use of restraints and distraction. Some communities are over-represented in road trauma including young drivers and passengers, older road users, and Māori. For example, Māori made up 10 per cent of the Auckland population in 2017, but were involved in an estimated 15 per cent of the DSI in the region.

Vulnerable road user trauma (pedestrians, motorcyclists and cyclists) makes up a significant portion of all Auckland road trauma (47 per cent in 2015). Vulnerable road user crash numbers have continued to grow while vehicle crash numbers have increased sharply. This will continue to be one of the region's key safety challenges over the next 10 years.

Increasingly unsafe aspects of the transport system can limit the range of realistic travel options, through both perceived and real safety concerns, discouraging walking, cycling and reducing opportunities for healthy active lifestyles. Real benefits can be gained in the next ten years from providing quality integrated land use, safe access to and from public transport, safe infrastructure and speeds for active modes, and ensuring that private vehicle trips are as safe as they can be.



Source: NZ Transport Agency Crash Analysis System



Source: NZ Transport Agency Crash Analysis System



## Access

Population growth and the increase in travel demand have led to significant pressure on Auckland's transport system, leading to congestion, increased travel times, impacts on the movement of people and goods, and reduced accessibility to employment, education and other activities.

## Congestion

Demand for travel is exceeding capacity on many parts of the transport network.

While some level of congestion is the by-product of a successful and growing city, the performance of many parts of Auckland's transport network has deteriorated rapidly over the past few years. In 2014, 19 per cent of the region's arterial road network was congested during the morning peak compared with 24 per cent in 2017 – a 25 per cent reduction in arterial road network performance over three years. Congestion is increasingly spreading into inter-peak times, negatively affecting the commercial and freight movements that occur during this period.

Analysis undertaken as part of the current investigation into the feasibility of introducing congestion pricing in Auckland indicates that road network performance will continue to decline, even with major investment in transport infrastructure and services.<sup>3</sup> The analysis indicates that by 2046:

- The proportion of car travel in severe congestion is projected to increase by 29 per cent in the morning and afternoon peaks and by 38 per cent in the inter-peak
- Severe congestion on the freight network during both the morning peak and inter-peak is projected to increase by 50 per cent.

## Freight

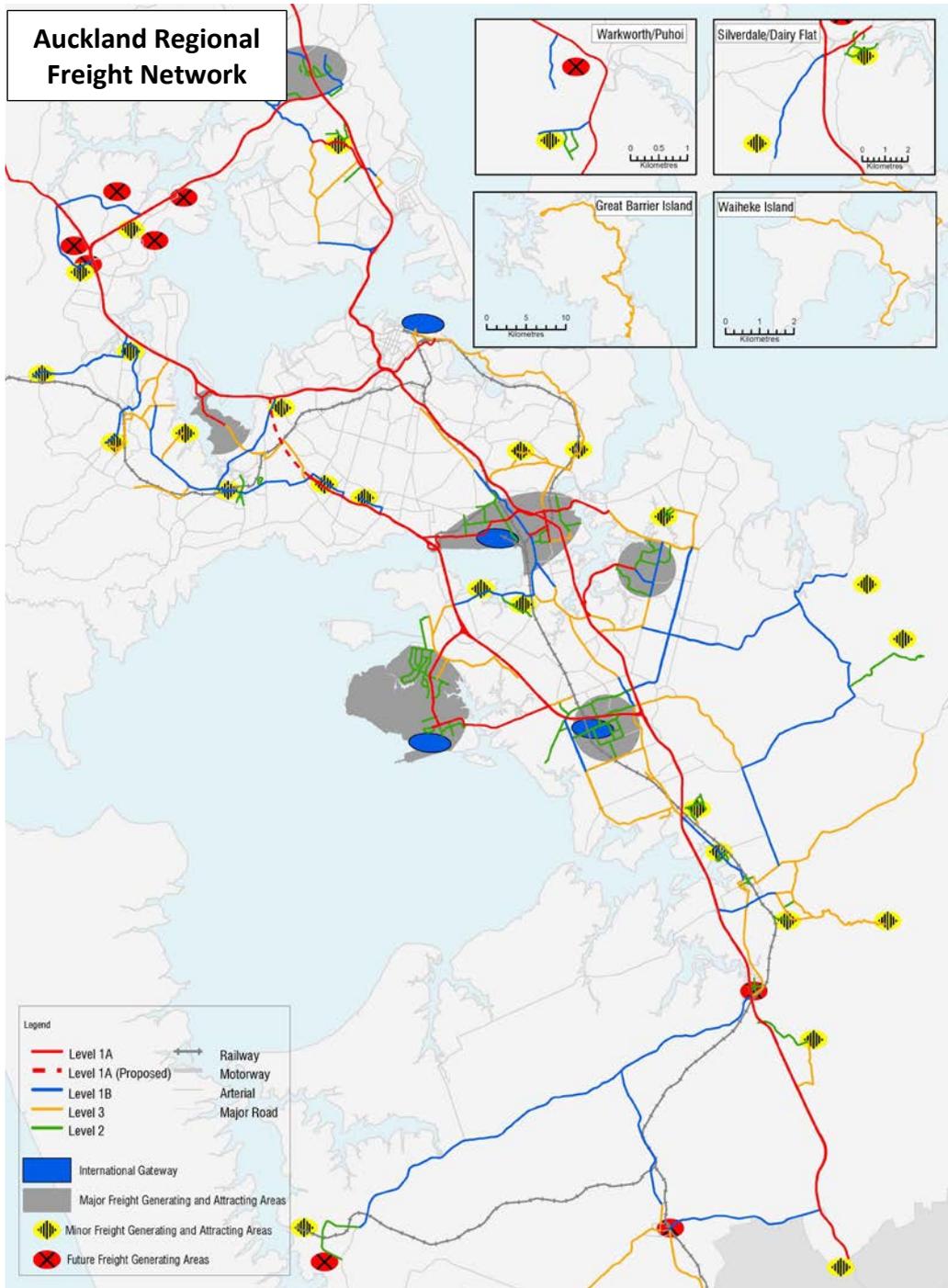
Increased travel times and poor reliability have a particularly severe impact on the freight industry and the efficient movement of goods and services. Auckland has a nationally significant freight logistics function in the production and distribution of freight to the rest of New Zealand, and internationally. Travel delays and poor reliability create substantial costs to businesses that are ultimately borne by us all.

Analysis undertaken for the Ministry of Transport indicates that in 2012 63.25 million tonnes of freight was moved within, to, from and through Auckland. The bulk of that movement (87 per cent) was carried by road. Internal distribution and service trips make up the major portion of commercial travel within Auckland, with freight moved initially within Auckland before it is sent to its final destination. Within Auckland, freight moves primarily on the State Highways, motorways, and arterial road network. However, in industrial areas, freight movements make up a substantial

---

<sup>3</sup> The Congestion Question Phase I report 2018

portion of travel on local roads as they provide access to warehouses and distribution centres.



Freight in Auckland is expected to grow substantially over the next 30 years, with total freight carried projected to increase from 63.25 million tonnes to 108.63 million tonnes by 2046, an increase of 72 per cent.<sup>4</sup> Freight kilometres travelled are

<sup>4</sup> National Freight Demand Study 2014



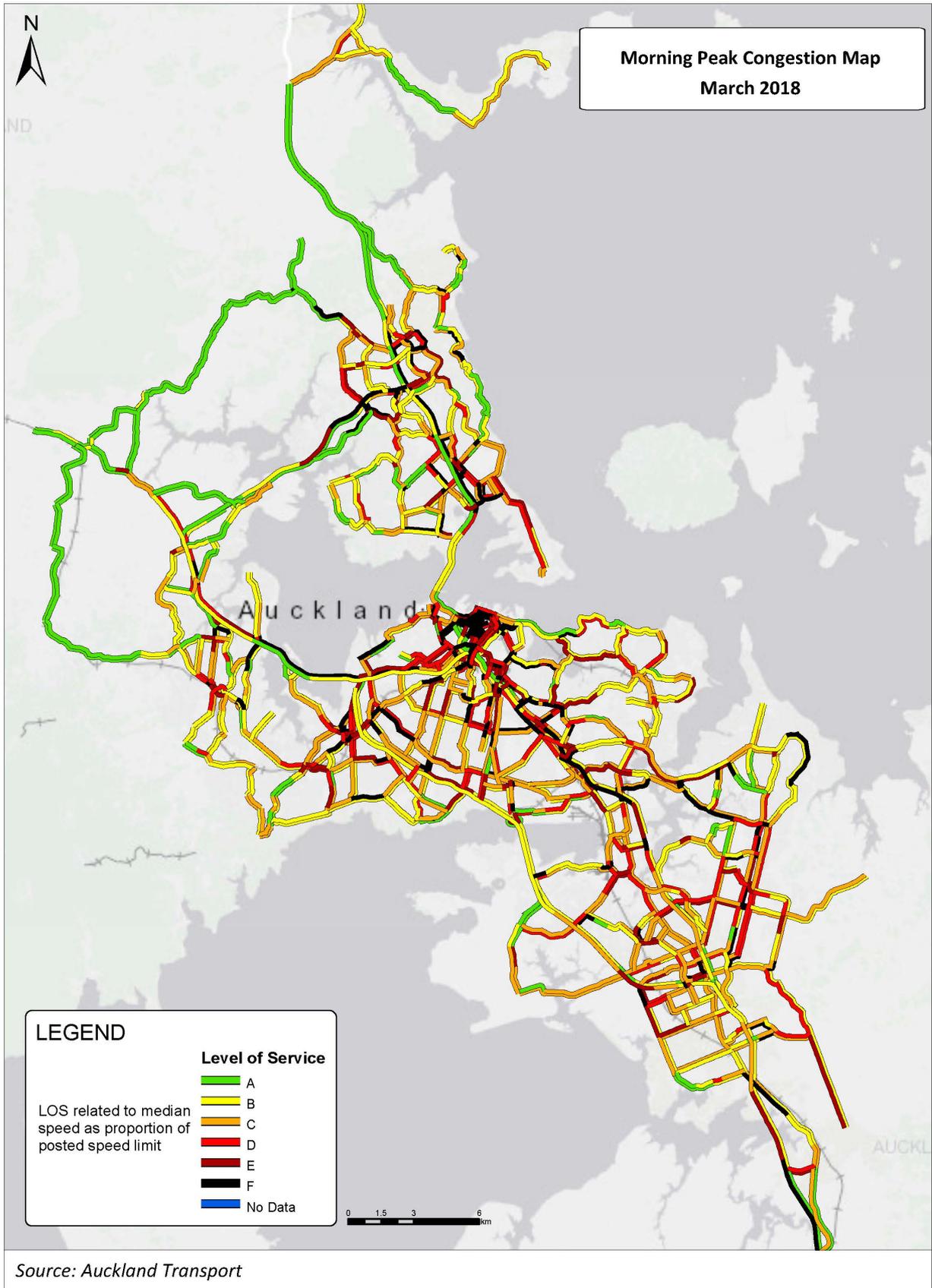
projected to increase by 53 per cent over the same period, with freight kilometres travelled within Auckland projected to rise by 85 per cent.

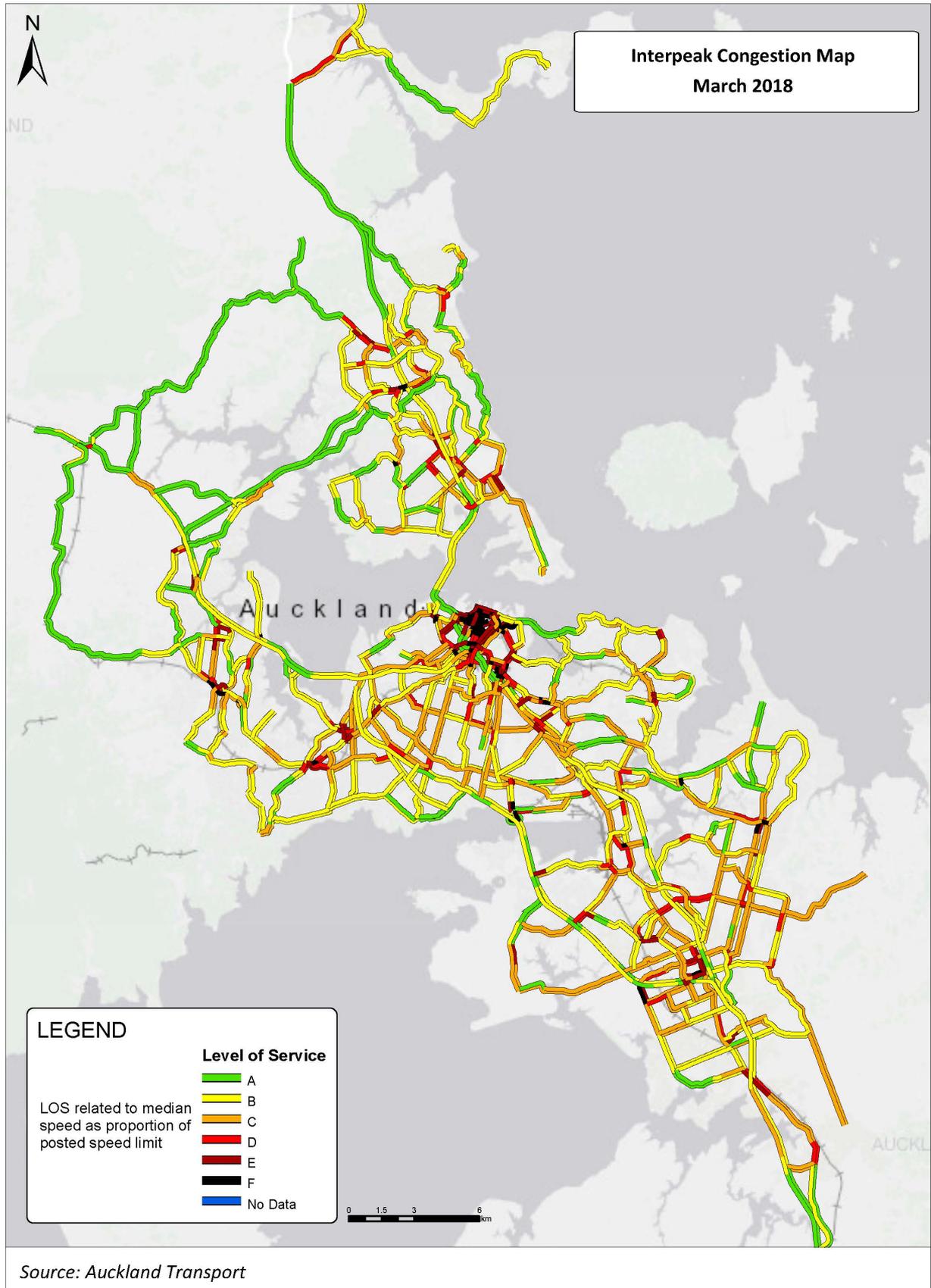
The key challenge will be to limit the growth in congestion on the freight network, particularly in the interpeak, and to improve the efficiency of connections to major freight hubs. Catering for freight movements through currently rural areas experiencing housing development and growth will also need to be addressed to avoid slower travel times and safety issues.

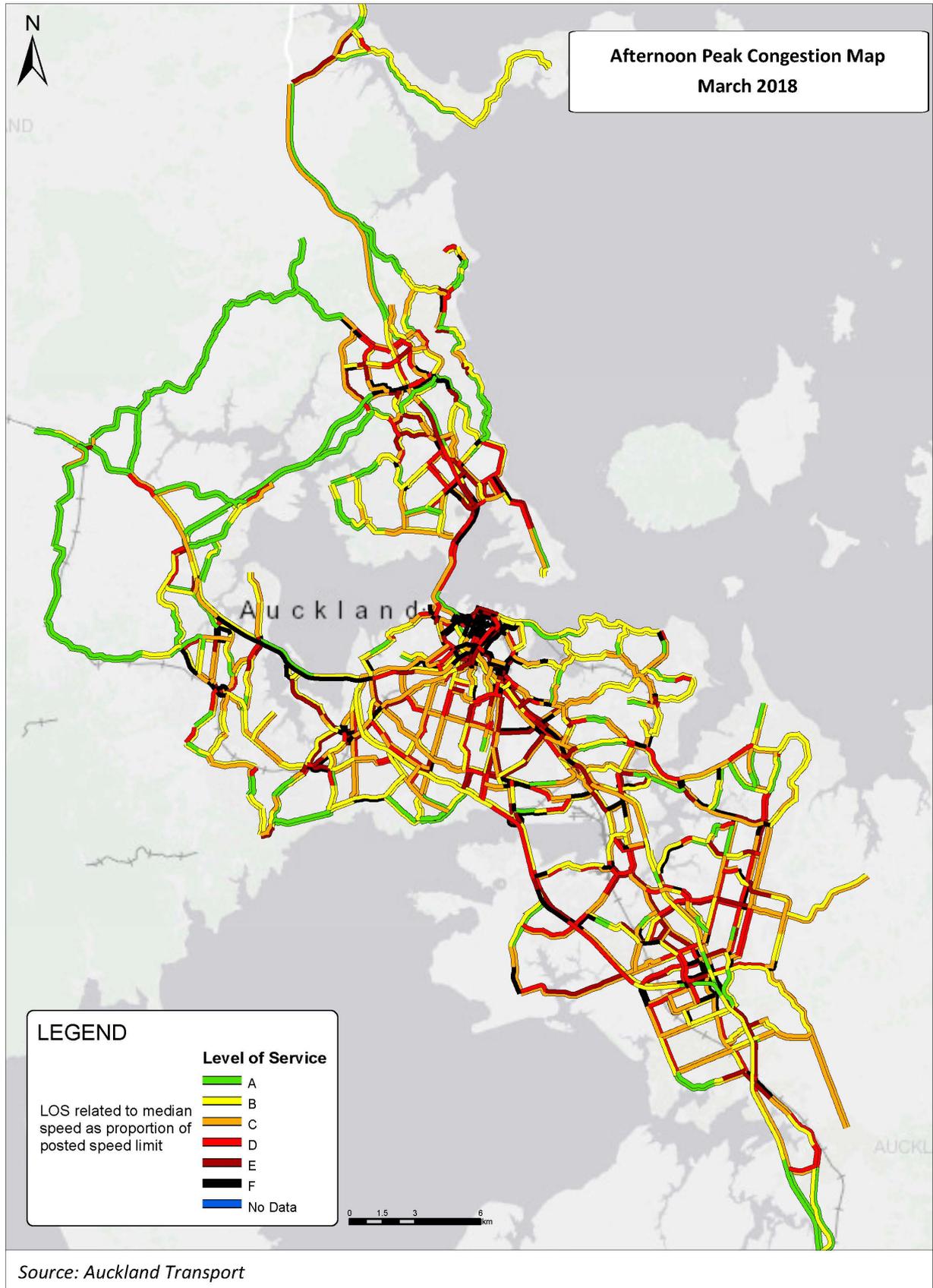
The figures below illustrate the extent of current congestion on Auckland's road network during the morning and afternoon peak periods, and the inter-peak during March 2018. The maps show the actual median speed on each road link compared with the posted speed limit on that link.<sup>5</sup> Service levels D to F, shown as red, dark red and black in the figures below represent congested conditions.

---

<sup>5</sup> Arterial road level of service is measured by median speed as a percentage of the posted speed limit and is categorised as follows: A is 90 per cent and greater, B is 70 per cent to 90 per cent, C is 50 per cent to 70 per cent, D is 40 per cent to 50 per cent, E is 30 per cent to 40 per cent, F is less than 30 per cent.









## Accessibility

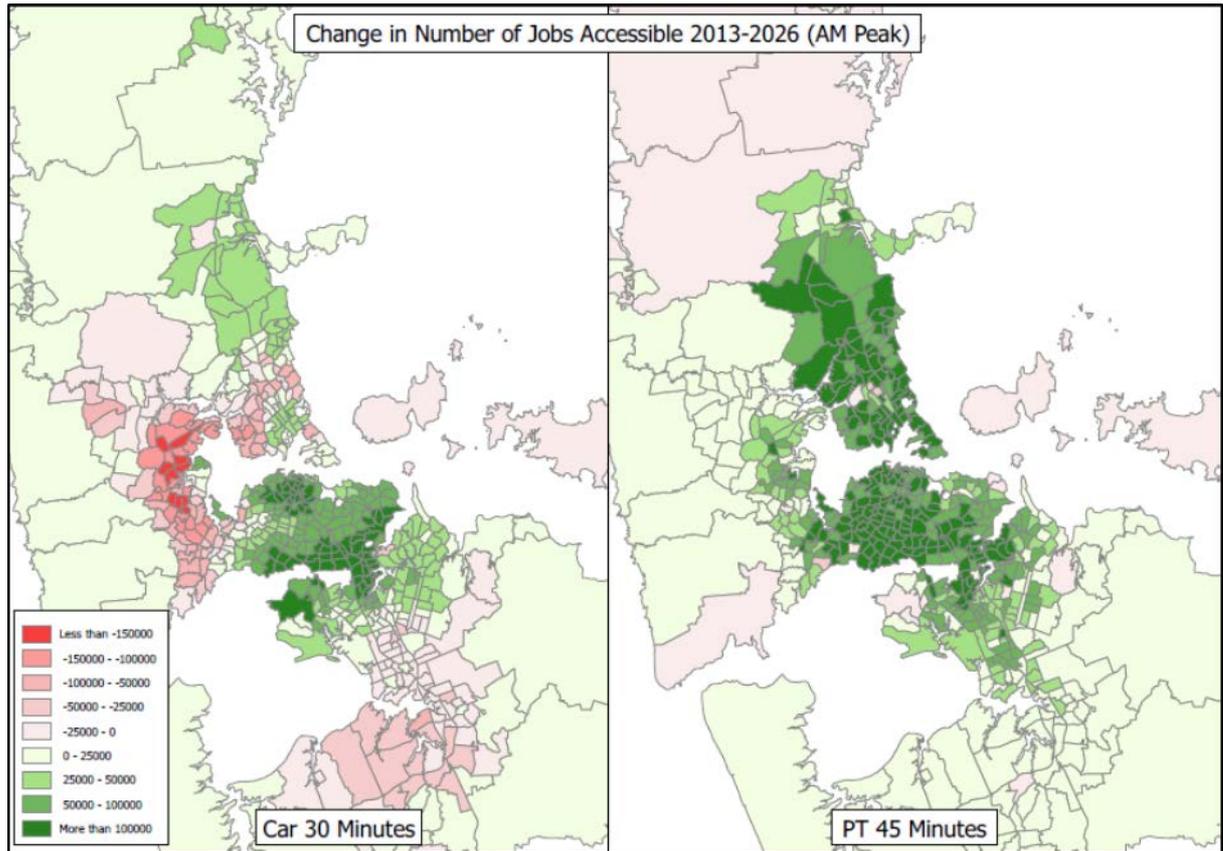
Increased congestion has resulted in longer travel times and reduced travel time reliability, making it more difficult to reach employment, education, healthcare, shopping, services, recreation and other activities. Easy access to jobs and education is crucial to boosting Auckland's economic productivity and prosperity, as well as improving the quality of life for Aucklanders generally.

The figures below illustrate forecast changes in access to employment 2013-2026, based on analysis undertaken as part of the original ATAP project.<sup>6</sup> The figures illustrate the change in the number of jobs accessible by car within 30 minutes and public transport within 45 minutes in the morning peak. The analysis assumes a base level of investment in transport infrastructure. The areas in green illustrate where the numbers of jobs accessible increases between 2013 and 2026, and the areas in red illustrate where the numbers of jobs accessible decrease over the same period. The darker the colour, the greater the increase or decrease in the number of jobs accessible.

The figure illustrating the change in access by car shows the decline in accessibility to employment from the west, south and some parts of the North Shore over the period 2013 to 2026. The west and south contain some of the poorest communities in Auckland. Given this and the expected growth in these areas, focused effort is required to improve access for these parts of Auckland. Appropriate provision of business land in greenfield areas is also needed to reduce the need to travel.

---

<sup>6</sup> Auckland Transport Alignment Project 2016



ATAP (CEE4) Baseline projections

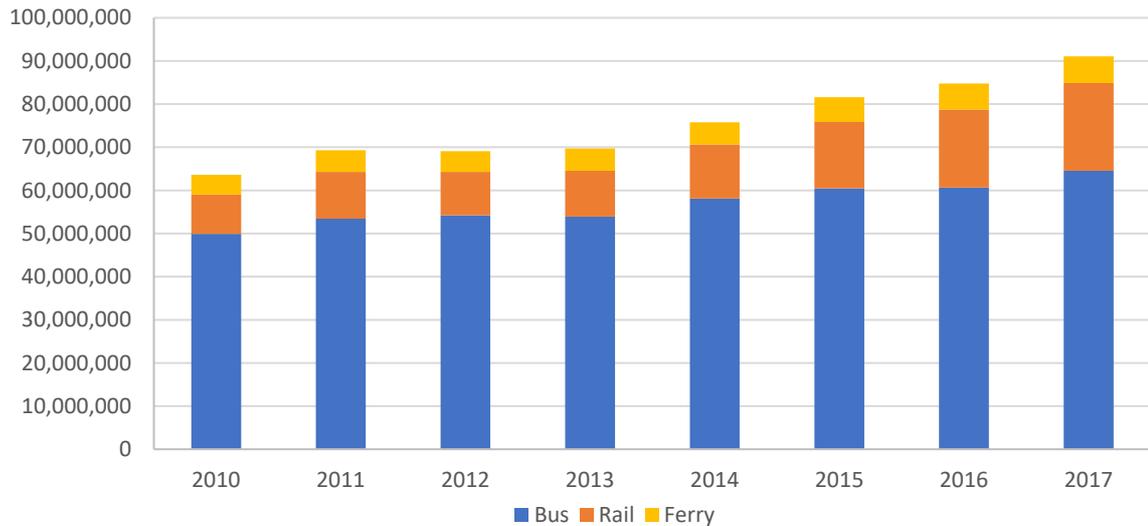
The availability of public transport is also a key factor influencing accessibility. Extending public transport coverage and service frequency will play a key part in improving accessibility and increasing public transport mode share.

There has been considerable success in recent years in increasing public transport uptake in Auckland. Annual public transport boardings have increased by 31 per cent, from 69.7 million in the year to December 2013 to 91.1 million in the year to December 2017. Rail has been a big component of that growth, with boardings increasing by over 92 per cent since 2013, on the back of initiatives such as new fleet of electric trains. Bus patronage has also increased, by 20 per cent from 53.9 million in the year to December 2013 to 64.6 million in the year to December 2017, with the rollout of the new network, integrated ticketing and new fare structure.

Growth in public transport patronage has been significantly higher on the rapid transit network (RTN) where public transport runs in its own right of way, unaffected by congestion. The RTN currently comprises the Auckland rail network and the North Shore Busway, and growth on the RTN totalled 12.7 per cent in the year to December 2017 compared with 7.4 per cent for the public transport network as a whole.

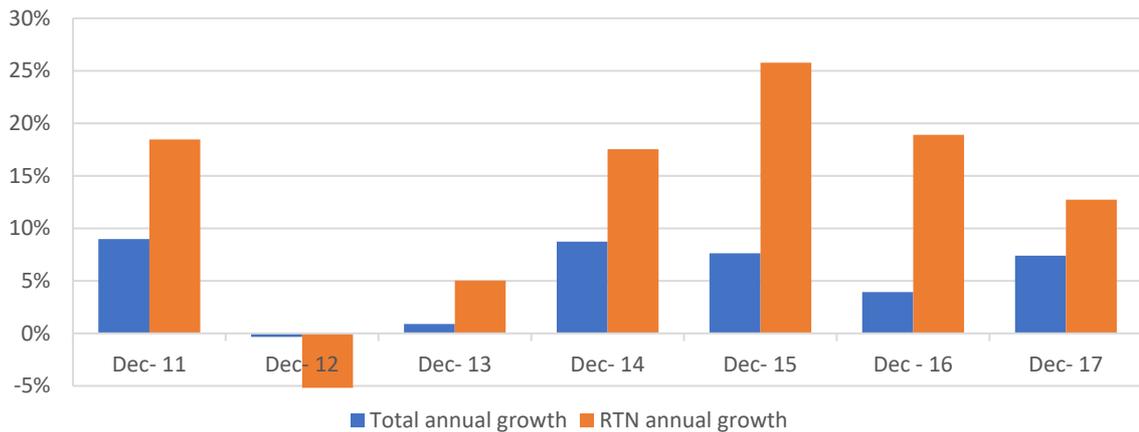


### Annual Patronage by Mode



Auckland Transport Annual Patronage: December 2017

### Annual growth rate (total patronage and the RTN network)



Auckland Transport Annual Patronage: December 2017

Walking and cycling can also play a greater role in meeting Auckland’s transport needs. As with public transport, urban development patterns and the lack of investment in safe walking and cycling facilities has not encouraged the use of active modes.

A very small proportion of people in Auckland have access to a completed part of the cycle network to take them safely and comfortably to their destinations. As a result, just 1.2 per cent of people ride to work and just three per cent cycle to school. The lack of connectivity in the network means that cycling does not currently play the significant role it could play in moving people. Auckland is not receiving the significant health, social and environmental benefits that a connected network of safe cycleways would provide Auckland.



Nearly half of peak time trips are less than six kilometres, a distance that can be travelled in 25 minutes by bicycle. Over half of Aucklanders live within a 15 minute bike ride of Auckland's rapid transport network. While there has been an increase in investment in the cycle network in recent years, only a small proportion of the protected cycle network is in place. This network has however delivered significant increases in trips by bicycle, for example Upper Queen Street where several protected routes meet has seen a 406 per cent increase since 2013.

Walking accounts for 14 per cent of journeys taken in Auckland and AT's research indicates there is significant potential for more. The quality of the pedestrian environment is the key barrier to increasing the number of walking trips, particularly the lack of safe, direct routes for walking. Around Auckland 51 per cent of pedestrian DSI occurs away from a formal crossing point. There is clear potential to encourage walking for short journeys for people who live close to the city centre, nearby public transport stations, for school journeys and trips to local centres, supported by safe places to cross, and accessible and connected walking routes.

## Environment

Auckland's transport network forms a large part of the city's public space. Where the balance between movement and place is tilted towards moving vehicles, the network can create a number of unwanted impacts on people and communities.

These impacts include noise and air pollution that can affect visual amenity, sense of community, and reduce physical connections between key local destinations and within communities. As transport corridors become more congested, it becomes increasingly difficult to manage the balance between movement and place, and to create attractive and welcoming public spaces. This is particularly the case in the city centre, and where major arterial routes pass through local and regional centres. Historical development patterns and legacy practices have also resulted in significant disparity in tree cover in different parts of the region, including within the road corridor.

Transport also has significant impacts on surrounding ecosystems. These include contributing to the contamination of waterways through run-off, flooding and stormwater overflow due to infrastructure being unable to cope with extreme weather events, visual and noise pollution, loss of green space, disruption to ecosystems with the construction of new transport infrastructure, and soil and groundwater contamination.

At the local level, runoff from the transport network contributes to the pollution of waterways while the construction of new transport infrastructure has the potential to generate environmental, cultural and social impacts that need to be appropriately mitigated.

Particulates and other vehicle emissions compromise air quality and harm the health of Aucklanders. Unattractive environments for walking and cycling contribute to



lower levels of physical activity and a wide variety of associated health problems, including obesity and diabetes.

Transport is Auckland's largest contributor to greenhouse gas emissions at 40 per cent, which is much higher than the 18 per cent national average, the majority of which comes from road transport. This in turn contributes to the global challenge of climate change. Reducing greenhouse gas emissions from the transport system is fundamental to meeting regional, national and international commitments to mitigate the impact of climate change.

Addressing greenhouse gas targets represents a significant challenge and opportunity with the growth anticipated within Auckland. The Government will be undertaking engagement on the Zero Carbon Bill in 2018. Auckland Council will also be updating Low Carbon Auckland in 2018.

## Growth

Accommodating Auckland's rapid population growth requires accelerating the construction of housing and business development. Opening up rural land for development, and facilitating redevelopment of existing urban areas to higher densities, is frequently dependent upon the provision of new transport infrastructure and services.

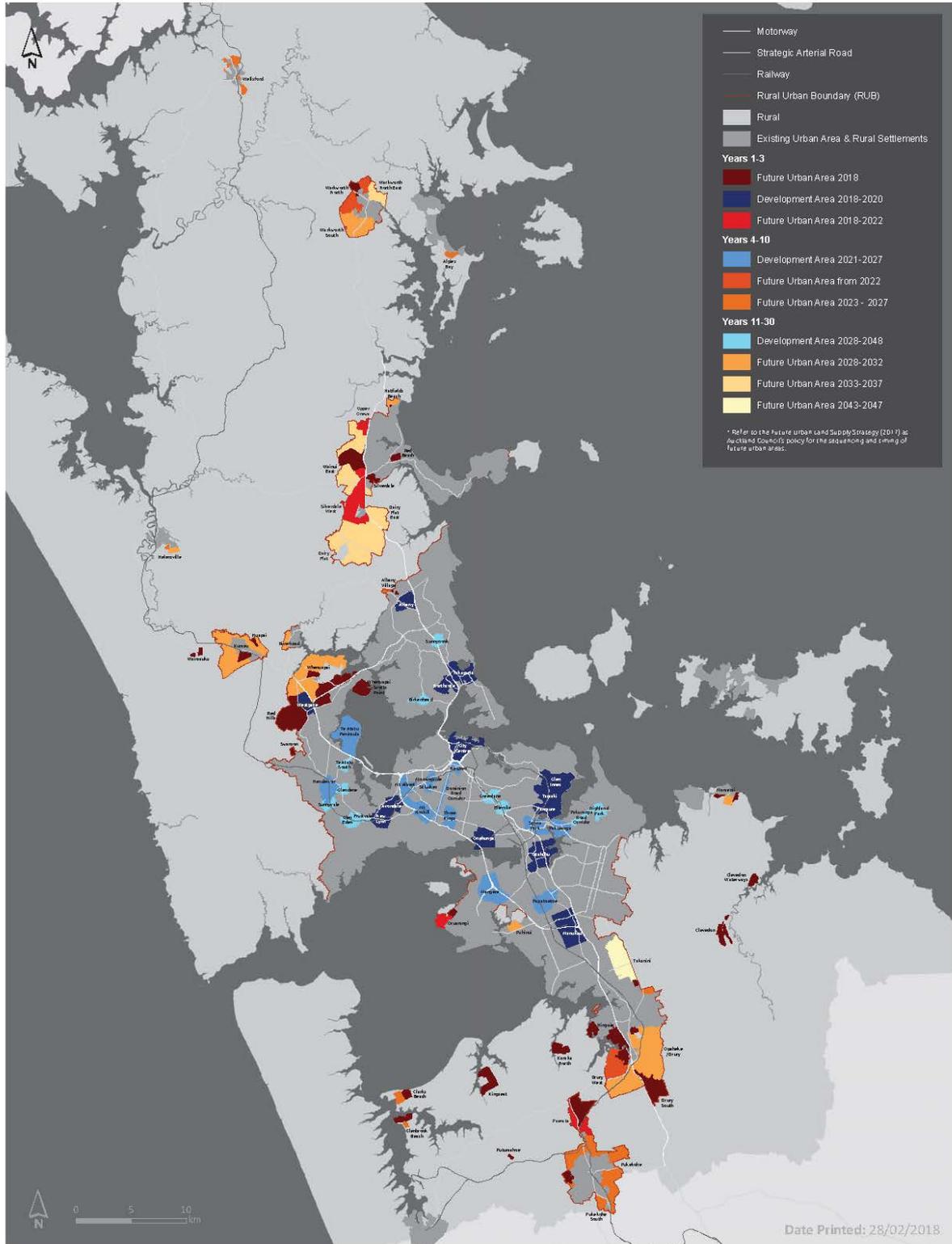
At current rates of population growth and household occupancy, Auckland will likely require another 320,000 dwellings to be built by 2050.<sup>7</sup> Two thirds are expected to be built in existing urban areas, and the rest in areas that are currently rural.

Significant investment is required to enable and support growth in the region. The Unitary Plan identifies around 15,000 hectares of rural land for future urbanisation to accommodate around 135,000 dwellings. This will require new transport, water and wastewater infrastructure in targeted growth areas. While this infrastructure will be partly provided by developers, it will require significant public sector investment. The map below illustrates the scale and location of key areas of proposed development in the Auckland region over the next 30 years.

Managing the transport impacts of both private and public sector development will also be a major challenge over the next decade. While integrated planning of new development can assist in reducing travel demand, the direct impacts of accommodating demand generated by new developments, and those arising from the provision of transport infrastructure, will be significant.

---

<sup>7</sup> Draft Auckland Plan 2050, February 2018



Auckland Council: The Auckland Plan 2050 Development Areas

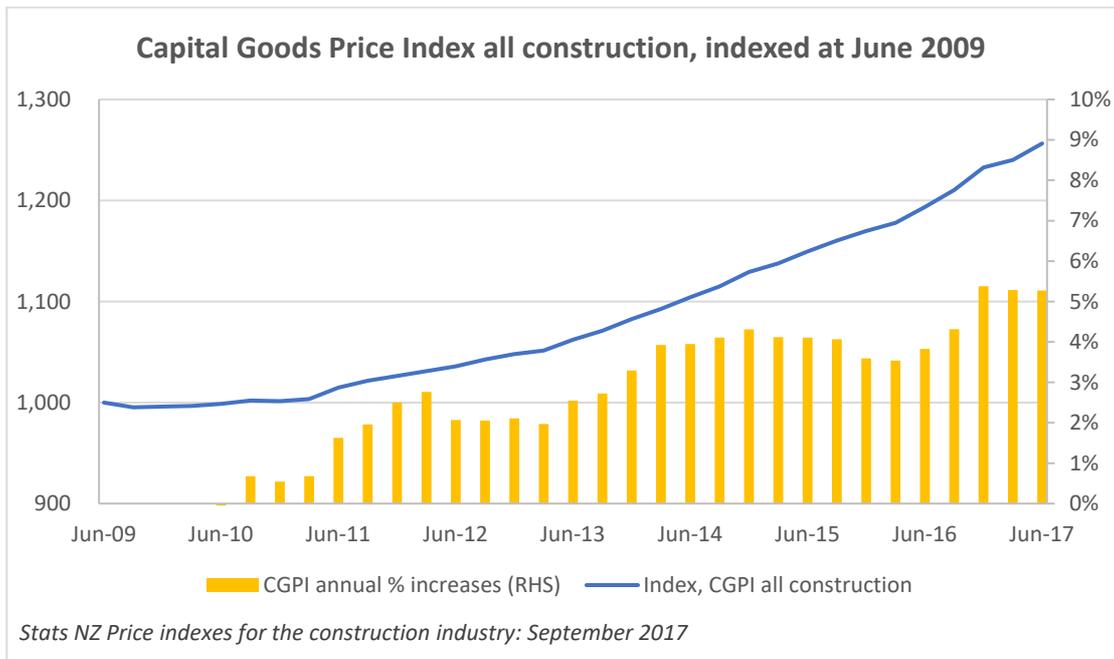


### Value for money

A major challenge in Auckland is to ensure ratepayers and taxpayers receive value for money in the delivery of transport services and infrastructure in an environment where there are significant growth pressures, rapid increases in property, land and construction costs, and an increasing number of parties delivering transport infrastructure.

Added to this are the difficulties of building infrastructure in already developed areas, such as the city centre, and the increasing complexity of the infrastructure required. Such examples include the Waterview Tunnel (which opened in mid-2017), and the City Rail Link (which is currently under construction).

Construction costs have increased significantly since 2011, with particularly strong growth since 2014. The figure below illustrates the national trend in construction costs since 2009, with particularly strong upward growth evident since 2014.



The increasing number of parties involved in the delivery of transport infrastructure also creates the challenge of ensuring that transport investment is made in the most cost effective way. The need to clearly define roles, responsibilities, interface arrangements and agree risk allocation can add time, cost and complexity to the planning, funding and delivery of transport projects and services.

Several parties have been established to deliver transport infrastructure over the past two years, including CRL to deliver the City Rail Link, and Crown Infrastructure Partners to assist in the delivery of roading infrastructure to support housing development. There is potential for additional agencies to be established during the period of this RLTP.



---

## 04. Addressing Auckland's Challenges

---

### Introduction

This chapter describes the proposed funded transport programme for the 10 years of this draft RLTP.

The programme reflects and seeks to align the outcomes sought by the draft Auckland Plan, the draft GPS 2018, and the ATAP recommendations. Finalisation of the RLTP in June 2018 will provide the opportunity for further alignment, following public consultation and feedback.

The programme also reflects the funding expected to be available over the next decade, including the proposed Auckland RFT scheme. In prioritising activities for inclusion in the proposed funded programme, highest priority has been given to improvements that deliver on the key strategic priorities of the draft GPS 2018 - access and safety.

Appendix 1 provides AT's capital programme shown in two parts. Table 1A of Appendix 1 lists the capital projects included in the proposed funded transport programme described in this chapter. Table 1B lists projects that are not currently included in the proposed funded programme but which may be considered for inclusion following consultation, or at a later date should additional funding become available.

Appendix 2 provides the Transport Agency's Investment Proposal. The table in Appendix 2 lists the Transport Agency committed projects, and the major State Highway and rapid transit projects identified in ATAP. It also lists other Transport Agency initiatives, which are subject to further prioritisation.

Appendix 3 lists KiwiRail capital projects included in the proposed funded transport programme. Appendix 3 also includes provision for inter- regional and express rail services, identified in ATAP as a priority as further funding becomes available.

### Strategic Approach

The goal of this programme is to ensure that Auckland can address its current challenges and take advantage of future growth, while at the same time enabling the creation of an accessible, well-connected, safe and sustainable region.

Auckland will need to have a different focus and priorities than it has done in the past. Auckland will need to move away from a city where the dominant mode of travel is by single occupant private vehicles, to a city where public transport and walking and cycling play a more important role. Significant investment in transport



infrastructure such as light rail, mass transit, bus priority and cycle ways, supported by improvements to bus, rail and ferry services, will be critical to achieving Auckland's goals. This needs to be supported by a much greater focus on customer needs and improving customer experience.

Investment in walking and cycling facilities will need to be supported by the provision of more shared spaces, amenity improvements, cycleways and footpaths, better network connections, end of journey facilities, more and improved pedestrian crossings, signal phasing that prioritises pedestrians, and safer traffic speeds.

Addressing the negative impacts of the transport system is a core element of the proposed programme, in particular to reduce deaths and serious injuries. This will be provided through a comprehensive programme of safety improvements, including targeted initiatives such as improvements to high-risk intersections and corridors, and speed management.

Minimising transport impacts on the environment is also a core focus, through better design, greater use of more sustainable travel options, the rollout of LED lighting, the installation of pollutant traps to minimise the impacts of road stormwater damage, and encouraging the uptake of electric vehicles.

Improving network capacity and performance by making the most of the existing transport system is key; optimising the network through targeted changes such as improving the coordination of traffic lights, the use of dynamic lanes at peak times, and removing bottlenecks to mitigate congestion. Maximising the benefits from new technology and taking opportunities to influence travel demand through encouraging car sharing and mobility as a service (MaaS) are also important, and in the longer term considering the introduction of pricing to address congestion.

While the primary focus is to reduce reliance on the private car, there is still a need to invest in roads. Investment is targeted to addressing congestion on the arterial road network, supporting the movement of freight including access to key freight locations, the port and airport, enabling public transport, in particular to support housing and development.

## Safety

Reversing the current increase in Auckland road DSI is a significant challenge and requires fundamental changes in the approach to road safety. Best performing jurisdictions have implemented the Safe System/Vision Zero approach which asserts that road trauma is both predictable and preventable, and that no loss of life is acceptable.

The Vision Zero approach acknowledges that people make mistakes and are vulnerable to crash forces, and seeks a paradigm shift in responsibility from the people using the roads to the people designing and operating them. Road network managers share responsibility to correct hazards in the transport system, and all



parts of the system must be strengthened together to ensure if one part fails people will still be protected.

The five elements or pillars of the road system are roads and roadsides, vehicles and technology, speeds, users, and post-crash care. These layers work together to prevent death and serious injury when inevitable errors occur.

The Government has announced the development of a new road safety strategy, which will investigate setting a target of zero road deaths.<sup>8</sup> The development of a new road safety strategy will be ready for implementation in 2020.

Auckland Road Safety partners (AT, the Transport Agency, NZ Police, ACC) have identified a number of actions to improve Auckland road safety outcomes in the short term including:

- Improved Safe System road safety governance structures and knowledge transfer
- Speed management, technology and enforcement of safe driving behaviours
- Safety engineering investments at high-risk intersections and road corridors
- Mass action safety improvements for vulnerable road users
- Ensuring Safe System design improvements through Capital, Maintenance and Renewals programmes
- Support for increased Auckland Road Policing activities and further investment in technology.

The existing road safety challenge will take some time to turn around and require strong leadership and greater understanding of the Safe System/Vision Zero approach. As a lead agency for road safety in the region, Auckland Transport is exploring with its partners the adoption of a vision of zero deaths and serious injuries on the road network, and adapting the evidence-based Safe System/Vision Zero approach to all elements of the wider transport network. This will be guided by an Auckland Road Safety strategy, with three local Road Safety Action Plans.

The activities in the proposed transport programme include:

- Rural Road Safety Programme to address the highest risk rural roads and intersections
- Urban Road Safety Programme to address the highest risk urban roads and intersections
- Safer Communities and Speed Management Programme to address safety and operational deficiencies and implement speed management across Auckland's road network

---

<sup>8</sup> No loss of life acceptable, Hon. Julie Anne Genter, Associate Minister of Transport 9 April 2018.



- Safety and Red Light Cameras – delivery of cameras and monitoring of high risk areas
- Road safety education and awareness programmes targeting high-risk behaviours.

## Access

Easy access to employment, education, shopping, business, recreation and other activities is a critical part of ensuring that Auckland is a prosperous and attractive place to live. Improving access to enhance the well-being of people and the environment by prioritising investment in public transport is at the core of the transport programme presented in this chapter.

The Northern Busway and the Auckland rail network currently form the backbone of the Auckland public transport system, providing for high volumes of travel to major employment centres, particularly into the city centre. This public transport spine enables frequent, high capacity services to operate in their own dedicated corridors, offering mass transit that is at least partially separated from private vehicles and is less affected by road congestion.

Public transport will need to play an increasing role in meeting the city's travel requirements over the next decade. The goal is for the Auckland public transport network to be a single, connected service network across all modes (rail, light rail, bus, ferry, emerging mode technologies) easily accessed by the customer.

By providing a comprehensive and accessible network, public transport can play a much greater role in addressing congestion, supporting new housing development and urban development, and helping to reduce the impact of transport on the environment. Accelerating the development of the RTN will also enable and foster growth

Major initiatives already underway will expand the capacity and coverage of the public transport network. The largest of these is the City Rail Link (CRL), a \$3.4 billion investment jointly funded by Auckland Council and the Crown. The CRL will provide a second access point to the city centre from Mt Eden.

Construction of the CRL is now underway, with the project being delivered by City Rail Link Limited (a Crown entity owned by the Crown and Auckland Council), and is expected to be completed by 2024. Once complete, this underground rail line will provide benefits to rail passengers through improved access to the city centre and reductions in travel times, particularly from the west.

The CRL will add capacity and resilience to the rail network by removing the current bottleneck at Britomart train station, improve access to the city centre and substantially reduce journey times from the west in particular. Other public



transport improvements included in the proposed transport programme are described below.

### Rapid Transit and Buses

Extending the strategic public transport network through the provision of high capacity, quality public transport services running in dedicated rights of way, such as light rail or busways, is a high priority for the programme of investment for the next decade. Provision of rapid transit has the potential to improve public transport mode share, help to reduce congestion and support urban redevelopment.

Buses are, and will remain, the most heavily used mode of public transport, currently accounting for around 70 per cent of public transport trips. Major new initiatives proposed for the next 10 years are designed to strengthen the public transport network spine, and provide improvements across the bus network.

The proposed transport programme includes the following:

- Light rail on two major rapid transit corridors over the next decade to enable growth and shape Auckland's urban form:<sup>9</sup>
  - Auckland Airport to City – to alleviate bus capacity constraints in the city centre, improve access to growing employment areas, unlock significant growth potential along the corridor, and provide an attractive and reliable one seat journey between the city centre and Auckland Airport.
  - North West – to support substantial growth along the corridor and in the broader North West, address the projected decline in employment access, provide a travel alternative to congestion on State Highway 16, and improve public transport mode share
- Eastern Busway – completion from Panmure to Pakuranga, including the Reeves Road flyover and Pakuranga Bus Station, and through to Botany, including Botany interchange. The Eastern Busway will improve transport options by making public transport, walking and cycling realistic and safe choices, and improve connections between the area and the rest of Auckland
- Whole of Bus Route Priority Phase 1 – implementation of bus priority measures along the Frequent Service Network to improve capacity and speed. Immediate routes prioritised for implementation are Sandringham Road, New North Road, Mt Eden Road, Remuera Road, and Manukau Road

---

<sup>9</sup> An allocation of \$1.8 billion is to leverage funding and financing to progress the City-Airport and North West corridors over the next decade. The ATAP report recommends that AT and the Transport Agency undertake further investigation to inform decisions on how best to develop the north west corridor, for example, light rail infrastructure being used by buses in the interim while the rest of the corridor is completed.



- Extension of the Northern Busway to Albany Park and Ride, running in both directions alongside the motorway, and building on the existing busway from Constellation Drive to the city centre. A new station will be added at Rosedale
- Investigation, design and route protection for a new rapid transit route from Auckland International Airport to Botany via Manukau City Centre, including Puhinui
- New and expanded park and ride facilities, including at Papakura.

## Ferries

Ferries currently play an important role in Auckland's public transport system. Ferries carried 6.1 million passengers in the year to December 2017, making up 6.8 per cent of total public transport patronage. While the share of total patronage is relatively small, ferry services provide key alternatives to the use of the private car, for example Devonport, Bayswater, Gulf Harbour and Half Moon Bay. Ferries also provide the only practical link for Waiheke residents to access Auckland city, and freight and passenger ferries are critical for Waiheke and Great Barrier Island.

Ferries have the potential to play a significantly increased role during the next decade, to assist with addressing Auckland's growth and improving the resilience of the transport system.

Activities in the proposed transport programme include:

- Completion of the Future Ferry Strategy for Auckland to identify future demand, infrastructure and fleet requirements, and an implementation pathway
- Downtown Ferry Terminal - redevelopment and construction of a new terminal
- Replacement of piers 3 and 4 to Queen's Wharf West in time for the Americas Cup
- Matiatia (Waiheke) park & ride – replacement and expansion of existing facilities to cater for increased demand.

## Rail

Auckland's rail network forms a key part of the city's strategic public transport system and freight network. Investment in rail over the past 15 years has resulted in substantial growth in rail passenger boardings, reaching over 20 million trips in the year to December 2017. The rail network also plays a key role in the movement of freight, especially to and from the Ports of Auckland, and the Port of Tauranga.

Strong growth in passenger rail boardings and rail freight are expected to continue into the future. Meeting this growing demand will require more passenger and freight trains on the rail network, increasing conflict between services unless



ongoing investment occurs. More intensive use of the rail network will also require investment to increase capacity, improve network resilience and maintain safety.

The proposed transport programme includes:

- New electric trains to provide for growth and reduce crowding that would otherwise occur. Fifteen new trains have been ordered to provide additional capacity in advance of the opening of the CRL.
- A further order of new trains is planned for later in the decade to provide additional capacity, improve train frequencies and to cater for the growth that is expected to follow the opening of the CRL. Provision for stabling, cleaning, and maintenance facilities is also included.
- Electrification of the line from Papakura to Pukekohe. Electrification will allow the current old diesel fleet to be replaced by electric trains, and will remove the need for passengers to change trains at Papakura
- Provision of a third main between Westfield and Wiri and upgrade of Westfield rail junction to provide better separation of passenger and freight services, enabling higher frequencies and improved reliability.
- Programme of works to improve the resilience and performance of the Auckland rail network, including crossovers, line speed improvements, track, formation and drainage works, and provision of an Auckland Train Control and Rail Management Centre
- Upgrade of the Onehunga Line to accommodate higher frequency services and longer trains
- Progressive improvement and removal of road/rail level crossings to better manage safety risks and address road congestion.

### Walking and Cycling

There is a significant opportunity for walking and cycling to play a more substantial role in improving access and contributing to a more effective Auckland transport system.

The opportunity for increased cycling in Auckland is to:

- Play an increased role for short to medium distance commuting trips, with particular value where it can move trips from congested networks
- Provide connectivity to Auckland's developing strategic public transport network, increasing its catchment and improving accessibility to jobs and other opportunities
- Improve transport accessibility for groups with lower levels of transport choice, including providing a low-cost, convenient transport option for children and young people and other people with poor access to public transport or private vehicles



- Provide a convenient transport choice for everyday household trips, taking pressure off networks serving key metropolitan and town centres.

The proposed programme set out in the draft RLTP seeks to increase cycling mode share and reduce deaths and serious injuries among cyclists through the provision of safe and attractive cycling infrastructure. Infrastructure investment will be supported by a range of behaviour change activities, together with bicycle parking facilities, speed management and innovations such as cycle share.

Auckland's city centre is continually undergoing changes to the street environment to create a world-class city centre for people. This includes shared spaces, more and improved pedestrian crossings, signal phasing that prioritises pedestrians and high-quality paving and seating facilities. Other projects around the region support increased walking through the provision of good quality footpaths, increasing the width of footpaths, more and improved pedestrian crossings and safer traffic speeds.

The Safer Communities programme is a key mechanism used for increasing walking in selected neighbourhoods. Priority areas are chosen based on safety risks, the high number of people living there, and a large number of trip generators like town centres, schools and recreational facilities. The programme seeks to increase walking by making it safer and easier to walk by:

- Creating streets that give greater priority to pedestrians
- Reducing traffic speeds
- Improving the ability to cross the road safely and easily
- Creating streets that support more compliant and alert driving behaviours
- Footpath improvements
- High-quality education to increase active modes and tailor improvements to community needs.

Walking and cycling activities contained in the proposed transport programme include:

- Urban Cycleways Programme to complete the programme which commenced in 2015 (for example completion of Glen Innes to Tamaki Drive)
- Walking and cycling programme – to achieve maximum impact for short trips to the City Centre, public transport interchanges, schools, and local and metropolitan centres
- Seapath – shared path between Esmonde Road and the Auckland Harbour Bridge
- Skypath – shared path across the Auckland Harbour Bridge
- Manukau Harbour Crossing – dedicated shared path crossing between Onehunga and Mangere Bridge



- New footpaths regional programme - to construct new and widened footpaths.

In addition, a number of major projects incorporate walking and cycling components as part of their design.

### City Centre

The city centre and surrounding area is projected to be one of the fastest growing employment areas in Auckland over the next 30 years. The city centre is also important for the visitor economy, playing host to significant events, including the Americas Cup and APEC summit in 2021.

Strong growth is expected to continue in the city centre, accompanied by a substantial increase in population, tertiary students and visitors. The city centre is the economic powerhouse of the region, accounting for 20 per cent of Auckland's GDP while only occupying 0.08 per cent of the region's land area.

Completion of the CRL, together with rapid transit initiatives and improvements to the bus network, will significantly improve access to the city centre and facilitate ongoing modal shift.

City centre upgrades in the proposed transport programme include:

- City centre bus improvements - delivery of bus infrastructure in the city centre including bus priority along Wellesley Street, and a new Learning Quarter bus interchange
- Downtown bus improvements – delivery of new bus interchanges on Quay Street East and Lower Albert Street in conjunction with the CRL and Council's Downtown projects.

### Auckland Airport

Auckland Airport is the international gateway to New Zealand and key to the tourism economy. It is a major and growing regional employment hub and a key freight destination, particularly for high-value and time sensitive goods. Auckland International Airport handles around 17 million passengers per year and about 15 percent of New Zealand's foreign trade by value, making it the country's third largest port. Auckland Airport and businesses in the surrounding area currently employ over 30,000 people, and is projected to grow to approximately 90,000 by 2044.

Record levels of both freight and passenger air travel combined with general increases in traffic around the airport precinct have led to journey time unreliability and significant congestion. Daily trips to and from the area are expected to grow from 63,000 to 140,000 over the next 30 years.



Activities in the proposed transport programme to improve access to and from Auckland Airport include:

- Provision of progressively enhanced rapid, high frequency bus services taking advantage of bus/high occupancy lanes on State Highway 20B
- Upgrade of Puhinui rail station to provide high quality connections between rail and buses serving Auckland Airport
- Implementation of bus priority measures between Auckland Airport and Botany
- Eastern Airport Access – upgrade to provide an additional lane in each direction between Puhinui and Auckland Airport to support bus, carpool, and freight movements, and an upgrade to the State Highway 20/State Highway 20B interchange.

These will complement developments undertaken by Auckland Airport to improve pedestrian facilities, bus lanes and stops, lighting and cycling facilities within the Airport precinct.

### Meeting the Needs of Visitors to Auckland

On average, there are 30,000 visitors to the Auckland region at any one time. The visitor economy is one of the largest contributors to the regional economy. A well-connected transport system is key to enabling visitors to experience the best of what Auckland has to offer and facilitate visitor spend at key attractions, and on accommodation and other services. This is reflected in the Destination Auckland Strategy to 2025 prepared by Auckland Tourism, Events and Economic Development (ATEED) with industry participants.

Initiatives in this draft RLTP will support positive destination outcomes for visitors to the region and a number of projects and programmes, such as improved access to Auckland Airport and city centre and downtown improvements, will lead to a better customer experience for all users of the transport network including visitors.

### Placemaking

Transport investment and renewal can facilitate the creation of better public spaces and amenity for the people of Auckland and visitors to the region. Better public spaces can facilitate safer journeys, greater use of active modes and contribute to addressing the congestion challenge.

Significant improvements have been made over the past 15 years, including development of the Britomart Precinct, Wynyard Quarter, Manukau bus and rail station, and the Panmure Interchange. However, in aspiring to enable a greater sense of place, it is important to acknowledge the difficulties in increasing the capacity of limited road corridors through reallocation of road space for more bus priority measures, T2 and T3 priority lanes, and walking and cycling. Delivering bus



priority as end to end routes will enable best design solutions across movement and place outcomes.

This draft RLTP will further encourage place making through recognising the role of local boards together with an increase in the proposed funding for local board initiatives to support this.

## Network Capacity and Performance Improvements

Auckland has an extensive transport network and, within the existing urban area, there are few opportunities remaining to build new corridors or to expand existing corridors without community and environmental impacts. As a result, the major part of Auckland's future growth in travel demand will need to be accommodated by existing routes.

Auckland needs to make better use of its existing transport system increasing the number of people who can travel through key routes and corridors. Auckland also needs to ensure that the operation of existing transport infrastructure and services are optimised so that new investment is made only when all existing capacity has been fully utilised.

There are substantial opportunities for improvement across the transport system, including roads and the public transport network. These include improving connectivity to key public transport hubs and interchanges, improving the efficiency and coordination of traffic signals to improve throughput and reduce delays, using dynamic traffic lanes to improve peak traffic flows, and providing priority for freight on key freight connections.

New and emerging technologies provide opportunities to influence travel demand, including moving toward the use of pricing to manage congestion as well as initiatives to encourage higher vehicle occupancy.

A further element of demand management is encouraging higher vehicle occupancy, given the significant proportion of single occupant vehicle on the Auckland transport network. While public transport has a key role to play in encouraging drivers to leave their cars at home, initiatives to encourage higher vehicle occupancy are also important, including priority lanes for high-occupancy vehicles, carpooling applications and ride share parking spots at public transport hubs. Existing programmes such as travel planning, walking school buses and travel management initiatives with businesses also help to manage demand.

While innovation in ridesharing may in general be led by the private sector, public sector agencies have a key role to play in encouraging progress through reducing regulatory barriers, promoting pilot schemes, ensuring open access to data and exploring opportunities to reallocate road space where it increases overall throughput. Public sector agencies also have a key role in assuring the safety and security of service users.



An investigation into the feasibility of introducing congestion pricing to improve network performance and reduce congestion is currently underway. The study will inform decisions on whether or not to proceed with introducing such pricing in Auckland. The potential impact of introducing congestion pricing has not been taken into account in this draft RLTP.

Activities in the proposed transport programme include:

- Auckland Transport Operations Centre integration to provide a single transport operations centre with the capacity to effectively manage incidents and emergencies and reduce disruption and delay
- Intelligent Transport Systems Programme to utilise emerging technologies to better manage congestion, improve safety and influence travel demand
- Network Optimisation Programme providing a package of targeted small to medium scale infrastructure projects to optimise routes through synchronisation of traffic signals, optimising road layout, dynamic traffic lanes and managing traffic restrictions
- On-demand services
- T2/T3 priority lanes.

## Technology

Technology improvements such as the AT HOP card and real-time travel information have made a significant contribution to current rapid increase in public transport use. Ongoing investment in technology will enable further improvements to real time information displays, Wi-Fi, and mobile applications to enhance customer information.

Developing transport technologies also provide new opportunities to better plan, integrate and manage travel demand. These developments will be particularly beneficial in areas where household and employment density is too low to support frequent public transport services.

Mobility as a service (MaaS) provides the opportunity to integrate public transport, demand-responsive services, ride-sharing, and active modes into a single, connected, personalised transport system. Payment for these various modes of transport, parking and other transport related services can be via a single national gateway and personal account.

While each mode on its own is unlikely to fully meet individual mobility needs, in combination MaaS can potentially provide an alternative to owning or using a private vehicle. Collaboration will be key in the delivery of MaaS, in particular how public sector can work with and enable private sector initiatives in this.



Technology activities in the proposed transport programme include:

- Integrated Ticketing – to extend, enhance and replace AT HOP equipment and systems with a new national system. Payment by bar codes and mobile phones, and a move to an account-based system to support MaaS will be investigated
- Metro business technology – improvements to support PT customer experience and operations, including extending the real time system to ferries, and the addition of customer personalised travel planning and alerts. Enabling integrated real time management of all modes of transport, including disruptions, will be extended
- Core technology upgrades – to support and enhance systems such as Journey Planner, web and mobile applications, asset management, CCTV and network upgrades to improve performance, resilience and safety of customers
- Transport planning – collection of real time data from a range of new sensors including CCTV, Bluetooth, Google and other sources will enable enhanced planning across the network
- Predictive analytics - to optimise transport network timetable and reliability, and extension of the AT Data Lake with a wide range of sensors and other transport data to enable new insights and mobile applications
- Communications – infrastructure to vehicle communications will be trialled, including for the commercial vehicle fleet, together with upgrades to the traffic lights system to improve resilience and environmental outcomes and complement traffic management.

## Environment

Improved land-use and transport integration, enhanced operations and maintenance practices, low emission transport modes, improved design standards for projects, and new technologies all provide opportunities to meet the challenges presented by the environmental impacts of the transport network.

For example, rail electrification enabled a reduction in greenhouse gas emissions of 85 per cent per passenger kilometre. Street sweeping practices prevented six thousand tonnes of material entering waterways and harbours in the year to June 2017.

Many of the activities included in the draft RLTP, such as the CRL, replacing diesel trains with electric units, and investment in walking and cycling will contribute to reducing greenhouse gas emissions and environmental harm.



The proposed transport programme also includes:

- Rollout of LED street lighting across the Auckland region to reduce energy use
- Tetratrap – installation of catchpit pollutant traps in the city centre, industrial areas, and marine sensitive areas to protect from road stormwater discharge
- Inclusion of water sensitive design as part of infrastructure development
- Tamaki Drive resilience – investigation to determine how to address the impacts of sea level rise
- Investigating how to reduce emissions from marine transport including ferries
- Ensuring maintenance and operational practices minimise impacts on the environment
- Improving waste practices across infrastructure construction and facilities management
- Facilitating the increased uptake of electric vehicles, including enabling the private sector to invest in and expand charging infrastructure.

## Supporting Growth

Accommodating Auckland’s rapid population growth requires accelerating the construction of housing and business development. Opening up rural land for development, or facilitating redevelopment of existing urban areas to higher densities, is frequently dependent upon the provision of new transport infrastructure and services.

Around two-thirds of Auckland’s future growth is expected to occur through the redevelopment of existing urban areas to higher densities. About 15,000 hectares of greenfield (mainly rural) land has been identified for development in the Unitary Plan. This includes areas zoned Future Urban (rural land identified for future urban development), as well rural land that has been ‘live zoned’ (zoned for immediate urban development). Major new greenfield growth areas will occur in the south, northwest, north and Warkworth. Over the next decade, this growth will mostly occur around Wainui in the north, Red Hills and Whenuapai in the northwest, and Pukekohe/Paerata and Drury West in the south.

Auckland Council’s Future Urban Land Supply Strategy (FULSS) identifies a programme to sequence when future urban land will be development ready. In the first decade the proposed development ready land will enable 53,000 new homes to be delivered.

Greenfield areas need substantial investment before significant development can occur. Some investment is needed to open up land for development, alongside larger scale improvements needed to connect these areas to the rest of Auckland,



and to address the impact of increased travel demands to and from these new urban areas. New construction and protecting routes for longer-term projects are required.

Also important is working closely with developers to ensure that greenfield developments and urban intensification projects are designed to reduce reliance on private vehicles, and encourages the use of public transport, walking and cycling. An appropriate balance between private and public transport investment for new development is also needed.

A transport network plan, known as the Supporting Growth Programme, has been developed to support these future urban areas. This identifies a preferred network which:

- Enables the sequence of land release specified in the FULSS
- Improves access to places where people live and work - now and in the future.

The proposed transport programme contained in this draft RLTP provides for:

- \$275 million fund for high priority greenfield areas
- Wainui transport infrastructure.

It is anticipated that Crown Infrastructure Partners will assist in the delivery of transport infrastructure in greenfield areas. It is also expected that funding will be provided through the Housing Infrastructure Fund to support development in the North West.

In addition, the Local Residential Growth Fund (LRGF) provides funding for transport infrastructure for residential growth, including for Special Housing Areas. Current committed projects include the replacement of Lucas Creek Bridge, and a new road link connecting Gills Road to Oteha Valley Road. Other projects to be supported by the LRGF have yet to be confirmed.

## Corridor Improvements

Auckland's arterial roads, together with State Highways, form the backbone of the road network. They provide for a wide variety of travel and the highest traffic volumes, link major parts of Auckland and the rest of New Zealand, carry the heaviest freight volumes and provide access to the Ports of Auckland, Auckland Airport and inter-regional connections. Efficient movement of people and goods is the primary consideration.

Congestion on the arterial network, at peak times and increasingly in inter-peak periods is a significant concern. It is important to limit the growth in congestion on the freight network, particularly in the interpeak, to support productivity and efficient connections to major freight hubs, including the Ports of Auckland and



Auckland Airport. The completion of the Western Ring Route through the Waterview Connection demonstrates the benefits that can arise from the completion of gaps in the strategic road network. Investment in infrastructure needs to be supported with better analysis and planning for freight, along with making the best use of new technologies.

The approach to corridor improvement is to add capacity primarily on the outer parts of the network, to improve access to the Ports of Auckland port and Auckland Airport, provide new corridors in greenfield growth areas and improve connections to existing urban areas, and to improve the efficiency of existing urban corridors.

Activities in the proposed transport programme include:

- Mill Road Stage 1 - targeted improvements along the corridor including:
  - improved intersections to address the most severe congestion
  - improved northern section to address the most severe safety issues
  - construction of new sections to support housing development as these develop
  - construction of the new Drury South interchange
  - route protection and land purchase of the southern section.
- Penlink – provision of a new tolled connection between the Northern motorway and the Whangaparaoa Peninsula to:
  - bypass the constrained Silverdale interchange
  - support growth and major planned development around the Silverdale interchange
  - provide significant time savings.
- Northern Corridor improvements – completion of the final section of the Western Ring Route providing a new continuous motorway link between the Northern and Upper Harbour motorways
- Southern Corridor improvements – completion of the widening of the Southern motorway between Manukau and Papakura, with the addition of a third lane in each direction between Papakura and Drury to support growth
- Puhoi to Warkworth – an 18 kilometre extension of the Northern Motorway to improve travel time reliability, safety and provide a bypass of Warkworth



- Glenvar Road/East Coast Road improvements –improvements including road widening and upgrading intersections to support the Long Bay Development area
- Matakana Link Road – road connection between Matakana and State Highway 1 north of Warkworth
- Lincoln Road – improvements to accommodate additional transit/bus lanes, intersection and safety improvements, and footpath widening
- Lake Road, Devonport/Takapuna – improvements to Lake Road and Esmonde Road to improve journey time reliability
- Additional seal extensions – acceleration of the seal extension programme in rural areas.



---

## 05. Maintaining and Renewing Existing Assets

---

### Auckland Transport Asset Maintenance and Renewals

AT is responsible for road network assets with a replacement value of \$12 billion<sup>10</sup>, including the roads themselves, footpaths and cycleways, streetlights and traffic systems. The local road network carried 8.3 billion kilometres of vehicle travel in 2016/2017, 18 per cent of all vehicle travel in NZ.<sup>11</sup>

AT's public transport assets have a replacement value of \$1.4 billion.<sup>8</sup> This includes 57 electric trains and 42 active rail stations as well as busway stations, bus shelters and ferry wharves.

AT's asset base is continuing to increase as Auckland grows and new assets are added to the network. Analysis of recent trends indicates that 40 km of new roads are likely to be added to the local road network each year, and traffic will grow by 2.4 per cent each year.

For this draft RLTP, AT has undertaken a comprehensive review of its asset renewals programme to ensure that it is delivering a fit for purpose level of service and achieving value for money. The draft Asset Management Programme (AMP) provided for within this draft RLTP emphasises the importance of making best use of the existing transport network as the essential foundation for improving transport outcomes.

It incorporates the recommendations of the One Network Road Classification (ONRC) framework, developed jointly by the Transport Agency and Local Government New Zealand.<sup>12</sup>

The AMP reflects the objectives of the draft Auckland Plan, the draft GPS and ATAP. The key principles underpinning the AMP are:

- Deliver fit for purpose levels of service aligned with ONRC
- Manage risk: avoid failure of critical transport assets, adopt a proactive approach to asset maintenance and renewals, and manage risk at acceptable levels
- Whole of life approach: including reprioritisation of maintenance to reduce the need for costlier renewals
- Clarify the costs of growth: including assessing the impacts of growth on asset deterioration in particular on the rural road network.

---

<sup>10</sup> Auckland Transport Annual Report 2016/17.

<sup>11</sup> NZ Transport Agency – Data and Tools ([www.nzta.govt.nz](http://www.nzta.govt.nz))

<sup>12</sup> NZ Transport Agency One Network Road Classification ([www.nzta.govt.nz](http://www.nzta.govt.nz))

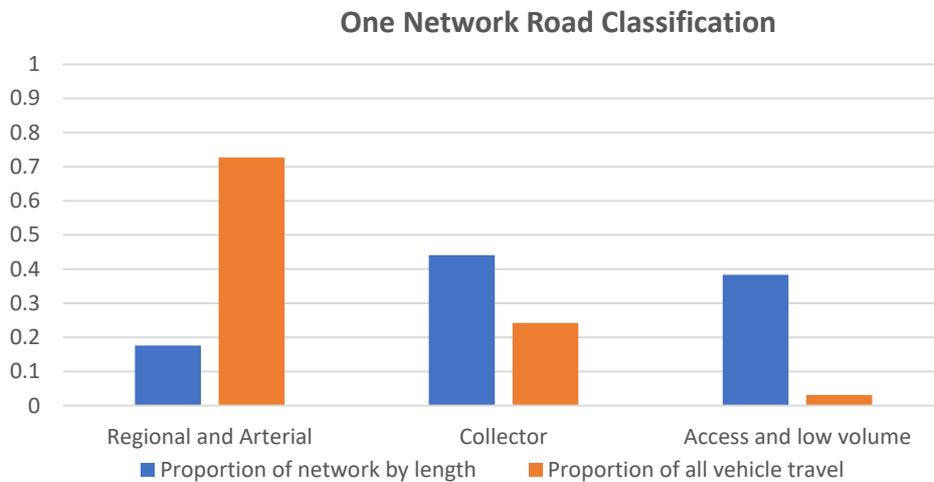


The proposed asset management programme will ensure the overall condition of the network will be maintained in a stable state over the 10 years of the RLTP. The programme identifies levels of service, issues and problems, and the proposed strategic response and actions in the following key areas:

- Safety
- Resilience
- Amenity
- Accessibility
- Travel time reliability
- Value for money
- Lifecycle asset management
- Sustainability.

### One Network Road Classification Framework (ONRC)

Applying the ONRC framework has shown that regional and arterial roads, which make up only 18 per cent of Auckland’s network by length, carry 73 per cent of local road traffic. By comparison, access and low volume roads make up 38 per cent of the network by length but carry 3 per cent of local road traffic.



Source: Auckland Transport

In this draft RLTP, 40 per cent of carriageway renewals investment is proposed to be directed to regional and arterial roads. This will enable AT to continue to deliver a high level of service on these busy roads. Conversely, the level of renewals investment in access and low-volume roads is reduced.

The proposed renewals programme will also support the growing use of public transport by keeping pace with increases in renewals that will occur with the expansion of the public transport system. Where appropriate, AT integrates its



renewals programme with new capital projects including minor improvements, safety upgrades and network optimisation.

### State Highway Maintenance and Renewals

Auckland's State Highway system, which includes the motorway network, provided for 5 billion kilometres of vehicle travel in 2016/2017, 38 per cent<sup>13</sup> of all vehicle travel in the region.

The Transport Agency's maintenance and renewals programme aims to support a safe, reliable and resilient network that ensures people and goods can get to where they need to be.<sup>14</sup>

---

<sup>13</sup> NZ Transport Agency website, all data and tools

<sup>14</sup> NZ Transport Agency Draft 2018-29 Transport Agency Investment Proposal



---

## 06. Inter-Regional Priorities

---

### Inter-regional connectivity

Providing a strong inter-modal network that supports economic growth and investor confidence is critical for New Zealand. Auckland's inter-regional transport connections to Northland, Waikato and Bay of Plenty are of particular importance to the national economy, with the Upper North Island being home to more than 50 per cent of New Zealand's population.

Major inter-regional transport challenges in the Upper North Island include:

- constraints on the strategic road and rail network where they intersect with local traffic in urban areas
- conflict between commuter and freight rail services, particularly during peak periods
- a lack of integrated strategic land use and transport planning across different regions.

Addressing these challenges will require a focus on:

- ensuring a safe and reliable corridor on State Highway One between Auckland and Whangarei
- ensuring strong strategic road connections between Drury and Tauranga via the Waikato Region
- upgrading the rail network to provide greater capacity for freight and passenger movement into and out of the Auckland region
- addressing the challenges of growth not only in Auckland, but also in Hamilton and Tauranga.

Specific initiatives to improve connections between the Auckland and Northland regions include the upgrading of State Highway 1 between Puhoi and Warkworth and from Warkworth to Wellsford to improve safety, resilience, throughput and travel time reliability, as well as various state highway initiatives in Northland. To the south, the Waikato Expressway will be complemented by on-going improvements on Auckland's Southern Motorway that are intended to increase vehicle throughput.



## Inter-regional rail services

Provision of inter-regional rail services has historically been outside the scope of the RLTP. However, changes in policy in response to growth pressures in Auckland and the Upper North Island mean that provision of inter-regional rail are now under consideration.

The Government has signalled its intention to introduce inter-regional rail services between Auckland, Hamilton and Tauranga as a means of supporting growth, and housing, and reducing congestion on the southern motorway.<sup>15</sup>

Investment in Auckland's rail network to meet forecast growth in metro and freight services, and provide for faster services in the south, is a prerequisite for the provision of comprehensive inter-regional services. In the short term, investigations are underway into an interim rail service between Hamilton and Auckland.

---

<sup>15</sup> Study shows need for rail investment, Hon. Phil Twyford, 27 November 2017

## 07. Measuring outcomes

### Measuring outcomes

This chapter sets out the measures proposed to track progress in addressing Auckland’s challenges. They reflect the strategic priorities and measures contained in the draft GPS 2018 and the outcomes sought by the Auckland Plan.

#### Access

Area	Measure	Information source
Cycling	Number of cycle movements past selected count sites	Collected monthly by Auckland Transport
Public Transport	Total public transport boardings	Collected monthly by Auckland Transport
	Total public transport boardings on Rapid Transit Network	Collected monthly by Auckland Transport
	Regional public transport mode share	Calculated annually by AT (total public transport passenger kilometres travelled vs total vehicle kilometres travelled)
Arterial and motorway productivity	Average morning peak period lane productivity across 30 monitored arterial routes	Collected monthly by AT
	Average morning peak period lane productivity across the Auckland motorway network	Collected monthly by the Transport Agency
Freight network congestion	Proportion of the freight network operating at Level of Service C or better during the inter-peak	Collected monthly by AT
Commuting active and sustainable mode share	Active and sustainable mode share for morning peak commuters where a Commute programme is implemented	Calculated annually by AT
School active and sustainable mode share	Active and sustainable mode share at schools where Travelwise programme is implemented	Calculated annually by AT



Area	Measure	Information
Network resilience	Journeys affected by unplanned closures of roads and state highways	Calculated annually by AT

### Safety

Area	Measure	Information source
Deaths and serious injuries	Deaths and serious injuries on the Auckland local road network	Collected monthly by AT from the Transport Agency's Crash Database (CAS)
	Deaths and serious injuries on the Auckland State Highway network	Collected monthly by the Transport Agency
	Deaths and serious injuries from vulnerable road users (pedestrians, cyclists and motorcyclists)	Collected monthly by AT and the Transport Agency (CAS)

### Environment

Area	Measure	Information source
Greenhouse gas emissions	Auckland greenhouse gas emissions (for land transport purposes)	Calculated monthly by AT based on regional fuel sales
Water quality	Sediment removed from the transport system by street sweeping and catchpit cleaning	Collected annually by AT and the Transport Agency from maintenance contractors

### Value for money

Area	Measure	Information source
Achievement of project KPIs	Proportion of major project KPIs that have been achieved	Utilising results from post implementation reviews completed by AT and the Transport Agency
Public transport subsidy	Public transport farebox recovery	Calculated monthly by AT

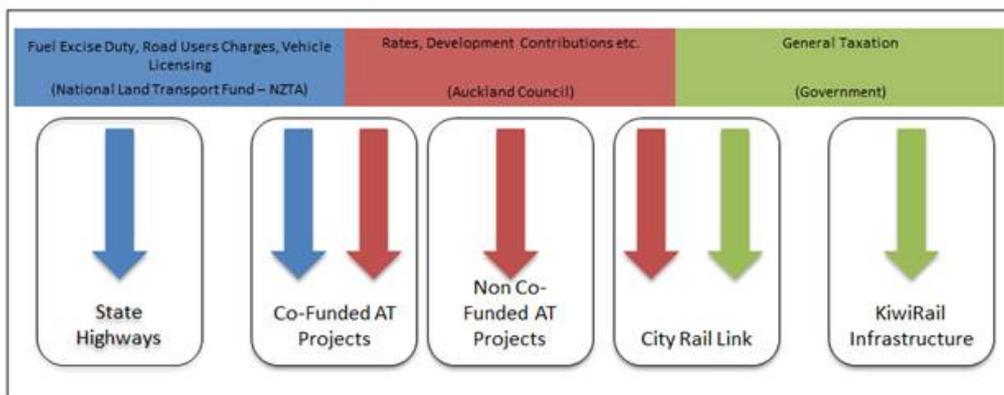
## 08. Funding and Expenditure

### Funding Sources

Over the past 15 years, transport investment in Auckland has increased four-fold, from around \$500 million in 2000 to around \$2 billion in 2016/17. Transport is Auckland Council’s largest and central government’s fourth-largest area of investment.

Auckland’s transport is currently funded from a combination of:

- Funding through the NLTF for State Highways, local roads, public transport, walking and cycling, traffic policing and other transport activities approved for funding through the NLTP. The NLTF is sourced from fuel excise duties, road user charges, registration and licensing fees and is administered by the Transport Agency.
- Direct investment from central government into rail infrastructure, including KiwiRail’s infrastructure upgrades and half of the CRL.
- Funding from Auckland Council, sourced chiefly from rates, development contributions and debt. Rates generally fund ongoing activities such as bus services, while debt funds new infrastructure. Rates are also used for interest and principal payments on debt.
- AT’s third-party revenue, including public transport fares, advertising, income from land held for future transport needs, and parking and enforcement revenue.



This draft RLTP also anticipates a number of new funding sources. Central government has agreed to introduce legislation that would allow councils to introduce regional fuel tax schemes to fund transport projects.

In its 10-year Budget and Auckland Plan 2050 Consultation Document, Auckland Council consulted on whether to introduce a regional fuel tax of 10 cents per litre in Auckland. Council is now consulting (concurrently with consultation on this draft



RLTP) on a specific proposal for an Auckland RFT scheme to take effect on 1 July 2018. The estimated revenue from the proposed regional fuel tax scheme is \$150 million to \$170 million per annum.

Auckland Council and Government are also exploring new models of funding transport and other infrastructure. The Housing Infrastructure Fund (HIF) will make \$1 billion available in loans to assist high growth councils to advance infrastructure projects important to increasing housing supply. Around \$300 million has been allocated to Auckland for transport in greenfield areas, and for Three Waters bulk infrastructure in the northwest of Auckland.

Crown Infrastructure Partners is expected to fund and deliver around \$360 million of growth projects in the Drury/Pukekohe/Paerata and Wainui East/Silverdale/Dairy Flat growth areas. Again, the specific projects to be funded are still to be determined.

### Funding Assumptions

The Government has released its draft GPS 2018 for public consultation. The draft GPS signals the Government's support for areas which are also priorities for Auckland, with funding increases in the activity classes for Public Transport, Walking and Cycling Improvements, Local Road Improvements, and Road Safety Promotion and Travel Demand, and a new activity class for Rapid Transit. For the purposes of this draft RLTP, it has been assumed that the Transport Agency will be responsible for funding rapid transit projects.

The draft GPS also introduces a new activity class for Transitional Rail, supporting investment in improving selected urban rail services, and existing and new interregional commuter rail services. For the purposes of this draft RLTP, it has been assumed that there will be no local share for investment from the Transitional Rail Activity class.

### Current estimates of funding and expenditure

This summarises the expected revenue and expenditure for each delivery agency for the period of this draft RLTP.



## AT Operating Revenue and Expenditure

Table 1 below shows the estimated gross operating revenue and expenditure for AT. Funding comes from Auckland Council from rates revenue, from the Transport Agency from the NLTF, and from the proposed RFT scheme, and from AT’s own revenue sources.

**Table 1: Auckland Transport Operating Revenue and Expenditure**

Project Type	Category	2018/19 \$000	2019/20 \$000	2020/21 \$000	2021/22 - 2027/28 \$000
Funding	Auckland Council Funding	286,400	297,800	305,200	2,343,200
	NZTA Subsidy	266,800	279,200	287,300	2,212,300
	Other Operating Revenue	311,140	327,098	345,219	2,872,060
Operational expenditure					
	Roads and footpaths	163,243	166,391	168,085	1,244,659
	Public Transport	694,974	731,295	762,723	6,121,157
Principal repayments for EMUs		6,123	6,412	6,910	61,743



AT Capital Revenue and Expenditure

Table 2 shows the gross revenue proposed for AT’s capital expenditure. More detail of new capital projects is provided in Appendix 1. Included in the capital revenue in Table 2 are three separate funds. The Local Board Initiatives Fund (LBI Fund) of \$242 million is available for local boards to fund projects in their communities. Projects to be funded will be worked through with local boards to meet their specific priorities. The LRGF of around \$391 million is available for transport projects to meet the demand arising from housing growth. There is also funding of \$300 million for transport infrastructure in greenfield growth areas. Of this, \$25 million is proposed to be allocated to support the Wainui growth area.

Table 2: Auckland Transport Capital Revenue and Expenditure

Project Type	Category	2018/19 (\$000)	2019/20 (\$000)	2020/21 (\$000)	2021/22 - 2027/28 (\$000)
Capital Funding	Auckland Council Funding	382,000	432,095	432,245	3,768,860
	NLTF, Housing Infrastructure Fund and other Government Funding	382,000	432,095	432,245	3,768,860
		<b>2018-28 (\$000)</b>			
Capital expenditure	New capital projects	6,081,439			
	Renewals	3,073,078			
	Local Board Initiatives	242,485			
	Local Residential Growth Fund	391,050			
	Greenfields Transport Infrastructure	275,000			

Work will be undertaken to profile AT’s capital programme over the 10 year period, for inclusion in the final RLTP. This will affect the final costs of projects due to the impact of inflation due to project phasing. The final RLTP will also include projects to be carried forward from 2017/18 and their associated budgets.



## New Zealand Transport Agency Investment Programme

The investment programme provided by the Transport Agency for this draft RLTP is set out in Appendix 2. It includes an allocation of \$1.8 billion to leverage funding and financing to progress light rail from the Airport to City and the North West Corridor over the 10 years of this RLTP. The programme also includes the Transport Agency's major State Highway initiatives identified in ATAP, committed projects, and maintenance, operations and renewals programme.

The other projects in the Transport Agency's investment programme will need to be subject to further prioritisation if the total State Highway programme is to fit within the available funding identified by ATAP.

**Table 3: Transport Agency Investment Programme**

<b>Project Type</b>	<b>2018/19-2027/28 (\$000)</b>
State Highway operations, maintenance and renewals	1,499,000
Rapid Transit, State highway, walking and cycling and other improvements	6,302,000



## City Rail Link Limited

The Government and Auckland Council have agreed to share the costs of constructing the CCRL. Estimated costs are shown in Table 4.

Table 4: City Rail Link

Project Type	2018/19 (\$000)	2019/20 (\$000)	2020/21 (\$000)	2021/22 – 2027/28 (\$000)
Auckland Council funding	236,251	256,724	361,060	640,459
Government funding	236,574	256,497	360,727	585,161
NLTF Revenue				55,298
Other revenue	323			110,596
<b>Total</b>	<b>473,149</b>	<b>513,221</b>	<b>721,786</b>	<b>1,391,515</b>
Operating Expenditure (including depreciation)	7,740	4,922	3,509	301,396
Capital Expenditure	465,408	508,299	718,277	1,160,221
<b>Total</b>	<b>473,149</b>	<b>513,221</b>	<b>721,786</b>	<b>1,461,617</b>

*The costs above relate to the construction of the CRL. CRL's estimate of the costs of operating the stations and running the services after completion is also included. Responsibility for these are assumed to transfer Auckland Transport once the CRL is opened.*

## Below Track Rail

The below-track rail expenditure is shown in Table 5. A breakdown of capital expenditure by project is provided in Appendix 3. KiwiRail Ltd is currently funded by central government and from its own revenue.

Table 5: Below Track Rail Costs

Project Type	Category	2018/19-2027/28 (\$000)
Capital Expenditure	Rail network improvements	866,000



## Department of Conservation

These Department of Conservation (DOC) activities are for special purpose roads that are eligible to be funded through the NLTF. Funding for these activities will come from DOC and the NLTF.

**Table 6: Department of Conservation Costs**

Project Type	Category	2018/19 \$000	2019/20 \$000	2020/21 \$000	2021/22- 2027/28 (\$000)
Operational expenditure	Local road maintenance	17	17	19	
Capital Expenditure	Local road improvements			100	
	<b>Total</b>	<b>17</b>	<b>17</b>	<b>119</b>	



---

## 09. Consultation and Feedback

---

### Consultation

The RTC has prepared this draft RLTP for public consultation.

AT is undertaking the consultation on this draft RLTP concurrently with Auckland Council's proposals for an Auckland RFT scheme, and development contributions.

Please take the time to let us know what you think of this draft RLTP. Your feedback is very important.

- Have we correctly identified the challenges facing Auckland?
- Have we allocated available funding to the highest priorities?
- Have we excluded any projects or activities from the proposed transport programme that should be included?

### How to have your say

Auckland Council and AT will work together to ensure that all feedback is considered by the appropriate agency and taken into account in the development of the final RLTP.

- By completing the feedback form online at [akhaveyoursay.nz](http://akhaveyoursay.nz)
- By scanning the feedback form and emailing it to [akhaveyoursay@aucklandcouncil.govt.nz](mailto:akhaveyoursay@aucklandcouncil.govt.nz)
- Freeform submissions on the draft RLTP only can be sent to [rltp@at.govt.nz](mailto:rltp@at.govt.nz)
- In writing to AK Have Your Say, Auckland Council, Freepost Authority 182382, Private Bag 92 300, Auckland 1142
- By attending a public event - for a complete list of events see [akhaveyoursay.nz](http://akhaveyoursay.nz) or phoning Auckland Council on 09 301 0101

**All feedback must be received by 8pm on Monday 14 May 2018**



## How decisions will be made

All views and ideas expressed in submissions to Auckland Council or to AT, including at local consultation events, will be summarised and presented to the RTC.

Following consultation, the RTC will consider the feedback received and recommend the final RLTP to AT for approval.

Decisions will be publicly available via the AT website in late June 2018 and the final document will be made available as soon as possible after adoption.

## Potential for Further Consultation

If the proposed Auckland RFT scheme does not proceed, or if the final GPS 2018 would result in significant changes being required to the final RLTP, further public consultation would be required.



## Appendix 1 Table 1A– Auckland Transport Proposed Funded Capital Programme

The following programme has been developed for consultation as part of the draft Regional Land Transport Plan 2018-28.  
 Indicative project costs represent the estimated cost of project/programme delivered by Auckland Transport, including any financial assistance from NZTA unless stated otherwise.

Committed, Ring-fenced, On-going Operational and Renewal Projects and Programmes (Alphabetical order)		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
<b>Funds for Local Board priorities and to support housing growth</b>		
Greenfield transport infrastructure projects	Infrastructure programme to support high priority greenfield areas, including upgrade of existing corridor on Trig Road and new Redhills connection to urban arterial standard with appropriate public transport and active mode provision	275
Local Board Initiatives	To allow Local Boards to fund transport projects in their communities. Projects to be funded will be worked through with Local Boards to meet their specific priorities.	242
Local Residential Growth Fund	To provide transport infrastructure to support housing	391
<b>Projects to be confirmed</b>		
Projects deferred from 2017/18	List to be confirmed in the final RLTP	tbc
<b>Committed Projects and Programmes</b>		
Albany Station P&R Extension stage 1	Phases 1 of the Albany park'n'ride extension to increase capacity and patronage on the Northern Busway.	1
EMU Rolling Stock	Purchase of new EMUs to allow electric rail services to be extended to Pukekohe and to provide additional capacity on the rail network.	113
Franklin Road	Improvements to the Franklin Road streetscape	6
Infrastructure works for Drury South (Ararimu)	Construction of spine road and ancillary works to unlock the Ararimu Precinct	10
Murphys Rd Upgrade Bridge Improvements	Part of the Flat Bush Road network upgrade package, focussing on Murphy's Road from south of Ormiston Road to north of Flat Bush School Rd to construct a four land urban arterial road.	11
Rosedale and Constellation Bus Stations	A new Rosedale bus station, and improvements to the existing Constellation bus station, associated with the extension of the Northern Busway to Albany.	117
Supporting Growth - Investigation for Growth Projects	To facilitate investigation for high priority projects in growth areas	81
Tamaki Drive/ Ngapipi Road safety improvements	To improve the pedestrian and cycle connection on Ngapipi Bridge adjacent to the Tamaki Drive/ Ngapipi Road intersection.	3
Wainui Improvements	Infrastructure programme to support Wainui growth area	25
Wynyard Quarter Integrated Road Programme	Providing road upgrades within the Wynyard Quarter precinct as per Plan Change 4.	77
<b>Ring-fenced Projects and Programmes</b>		
LRGF Dairy Flat Highway Improvements	Widening of Dairy Flat Highway, replacement of Lucas Creek bridge and signalisation of The Avenue/Dairy Flat Highway Intersection	17
LRGF Gills to Oteha Valley	New link road connecting Gills Road to Oteha Valley Road / Appian Way Roundabout	24
LRGF Hingaia SHA	Projects supporting the Hingaia SHA	6
LRGF Huapai SHA	Station Road re-alignment and signalisation of SH16	37
LRGF Medallion Drive Link	A two-way link road between Fairview Avenue and the existing Medallion Drive with pedestrian and cycle facilities.	13
Seal Extensions	Programme of delivering seal extensions to the region's highest priority unsealed roads.	36
Tamaki Regeneration	Local road upgrades, improvements to Glen Innes town centre and enhanced linkages to public transport delivered in conjunction with the Tamaki Regeneration Project.	41
<b>On-going Operational Programmes</b>		
Advanced Destination Signage	Installation of advanced directional signage and route numbering signage on the local road network to assist in customer wayfinding.	6
Bus Priority: Localised Improvements	Delivery of localised bus priority improvements across Auckland to support the roll out of the new bus networks.	53
Double Decker Network Mitigation Works	Mitigation works to safely allow the passage of double decker buses, addressing risks such as street signage, street furniture, low hanging power or phone lines, overhanging trees and low bridge structures.	14
Improvements Complementing Developments	Programme to allow Auckland Transport to proactively work with developers to improve transport outcomes associated with new developments.	11
Marae and Papakainga (turnout) Safety Programme	Toa Takitini (Transformational) Maori Outcome Programme seeks to improve the entry / exit from Marae, Papakainga and Urupa to main highways and or roads. This programme aims to reduce risk, by improving access through possible engineering and educational solutions to achieve the outcome.	12
Parking Programme	Programme of initiatives to support AT's parking activities, including residential parking permits, on-and off-street paid parking, and enforcement activities	44
PT Safety, Security and Amenity and other capital Improvements	Programme to enhance safety, security and amenities at Metro train stations and terminals region wide, as well as bus stops, minor improvements at stations, wharves and provision of PT information.	121
Regional Improvement Projects	Programme to respond to community requests for corridor improvements that focus on ensuring safe and efficient operation.	62
Regulatory Controls Infrastructure	Small capital works that arise from policy, regulatory and/or rule changes (e.g. changes to region-wide signage).	1
Resolution of Encroachments and Legacy Land Purchase	Programme to resolve of encroachments and legacy land purchase arrangements.	15
Transport Demand Forecasting Models Update	Build and calibrate new Land Use, Transport Demand Forecasting, and Traffic Model Network system following 2018 Census update. This is a joint project between the New Zealand Transport Agency	6



## Appendix 1 Table 1A – Auckland Transport Proposed Funded Capital Programme

The following programme has been developed for consultation as part of the draft Regional Land Transport Plan 2018-28.  
 Indicative project costs represent the estimated cost of project/programme delivered by Auckland Transport, including any financial assistance from NZTA unless stated otherwise.

Renewals		
Renewals	Costs associated with renewing AT's transport network and corporate assets	3,073
Local Board Projects (Alphabetical order)		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
Orakei shared path	A cycling and pedestrian feeder link from the Gowing Drive area to the Glen Innes to Tamaki Drive Shared Path	5
Projects funded by Rodney Targeted Rate	Local targeted rate to support additional transport investment in the Rodney Local Board area	46
City Centre and Waterfront Projects supporting America's Cup (Alphabetical order)		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
Downtown bus Improvements	Delivery of new bus interchanges on Quay St East and Lower Albert St, in conjunction with CRL and Council Downtown projects	39
Downtown Ferry Basin Piers 3 & 4	The replacement of Piers 3 and 4 to Queens Wharf West	17
Seismic Strengthening Programme	Programme for seismic strengthening around the Auckland region, including Quay Street seawall.	117
Environmental Focus (Alphabetical order)		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
Electric Buses and Infrastructure	Infrastructure to support electric buses on the public transport network	9
Environmental sustainability infrastructure	Programme which seeks to address environmental sustainability issues from Transport. This includes installation of catch pit pollutant traps in CBD, Industrial areas, and marine sensitive areas within central area to protect sensitive receiving environment from road storm water discharge (including gross pollutants). The programme also includes infrastructure requirements to support uptake in Electric vehicles such as charging points.	18
Street Lighting Improvements	Programme to deliver improved street lighting throughout the Auckland Region where it has been identified as deficient, such as where there are safety concerns. This programme also includes rollout of LED street lighting on the local road network.	58
Tamaki Drive resilience Investigation	Investigation to determine the preferred response to improve resilience issues along Tamaki Drive due to sea level rise, for consideration in future LTPs	5
Safety-related Projects (Alphabetical order)		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
Minor Safety Improvements	A programme of targeted improvements to address safety and operational deficiencies across AT's road, motorcycle, pedestrian and cycle networks. Also provides funding to implement smaller improvements recommended in Fatal & Serious Crash Investigations.	180
Red Light Cameras	Progress the delivery of Red Light Cameras at high risk urban intersections within the Auckland Region.	8
Rural Road Safety Programme	A programme to address the highest risk rural roads and intersections that require larger scale improvements to address safety deficiencies.	122
Safer Communities and Speed Management	A programme of investment to address safety and operational deficiencies across Auckland's road, motorcycle, pedestrian and cycle networks and speed management interventions such as delivery of safety cameras at high risk urban intersections within the Auckland Region.	195
Urban Road Safety Programme	A programme to address the highest risk urban roads and intersections that require larger scale improvements to address safety deficiencies.	197



## Appendix 1 Table 1A – Auckland Transport Proposed Funded Capital Programme

The following programme has been developed for consultation as part of the draft Regional Land Transport Plan 2018-28.  
 Indicative project costs represent the estimated cost of project/programme delivered by Auckland Transport, including any financial assistance from NZTA unless stated otherwise.

Public Transport (Alphabetical order)		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
<b>Rapid Transit Network (RTN)</b>		
Eastern Busway: Botany Bus Station and Park'n'Ride	Investigation, design and construction of a new bus station and park and ride facility at Botany Town Centre.	75
Eastern Busway: Pakuranga Bus Station and Reeves Road Flyover	Investigation, design and construction of a new bus station at Pakuranga town centre and the new Reeves Road Flyover.	316
Eastern Busway: Panmure to Pakuranga	Construction of a signalised Panmure Roundabout accommodating bus priority, a new two-lane busway, pedestrian and cyclist facilities from the roundabout to Pakuranga Road/Ti Rakau Road intersection, a new one-lane each way Panmure Bridge and upgrades to the existing bridge.	170
Eastern Busway: Ti Rakau Busway	Investigation, design and construction of a new busway between Pakuranga town centre and Botany, new and improved walking and cycling facilities along Ti Rakau Drive, and upgrades to Pakuranga Creek Bridge to accommodate busway, pedestrian and cyclist facilities.	351
Improving Airport Access	Programme to improve airport access, including Puhinui bus-rail interchange upgrade and a range of other measures including localised bus priority and walking/cycling improvements.	79
<b>Active Transport</b>		
New Footpaths Regional Programme	Programme to construct new and widened footpaths	45
Urban Cycleways Programme	Completion of the current Urban Cycleways Programme	153
Walking & Cycling Programme	Walking and cycling programme focuses on achieving maximum impact for short trips to the city centre, public transit interchanges, schools and local and metropolitan	338
<b>Other bus network improvements</b>		
Albert and Vincent Street Bus Priority Improvements	Bus priority measures on Albert and Vincent Streets to improve journey time and reliability between Karangahape Road and Britomart.	7
Carrington Road Improvements	Provision of intersection improvements, bus lanes and a new bus station to support the UNITEC precinct redevelopment, which is expected to provide 1400 new homes in addition to servicing the current 19,000 students on campus.	22
City Centre Bus Improvements	Delivery of bus infrastructure in the CBD, including bus priority along Wellesley Street, a new learning Quarter bus interchange	117
Sylvia Park Bus Improvements	New bus link and bus station to Sylvia Park with walking and cycling improvements	15
Whole of Route Bus Priority Programme - Phase 1	Delivery of whole of route bus priority improvements across Auckland to support the roll out of the new bus networks.	215
<b>Rail improvements including bus-rail interchanges</b>		
Additional EMU Rolling Stock	Purchase of new 3 car EMUs to provide increased train frequencies and provide additional capacity to respond to patronage growth.	258
EMU Stabling	Stabling, maintenance and cleaning facilities associated with the purchase of additional EMUs.	138
<b>Ferry terminal upgrades and other ferry improvements</b>		
Downtown Ferry Basin Redevelopment	Construction of a new Downtown Ferry Terminal to accommodate future growth and expansion of services.	57
<b>Park and Ride Programme</b>		
Matiatia P&R	Replace and expand existing Matiatia PnR to cater for projected increase in demand to and from Waiheke.	15
Papakura rail station P&R	Delivery of a new multi-storey facility on the site of the existing Papakura Park n Ride, to increase patronage on the rail network.	12
Park and Ride Programme	Delivery of new and extended park'n'ride facilities	51
<b>Network Capacity and Performance Improvements (Alphabetical order)</b>		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
Auckland Transport Operations Centres Amalgamation	The amalgamation of ATOC Smales and ATOC Central into a single Transport Operations Centre, to provide a new centre that has the capacity to co-locate external stakeholders involved in incident and emergency management, as well as allow temporary collaboration to deal with large-scale emergency situations.	6
Intelligent Transport Systems	A programme to take advantage of emerging technologies to manage congestion, improve safety and influence travel demand.	110
Network Performance	A package of small scale initiatives such as synchronisation of traffic signals, best-use road layout, first-and-final leg trials and implementation, dynamic lanes at highest congestion locations, targeted freight movement improvements, upgrades to traffic light management system to enable smarter intersections, BIG DATA real-time multi modal network performance and congestion monitoring system, ferry interpeak/weekend trials and implementation, and targeted local bus capacity and resilience enhancements.	180



## Appendix 1 Table 1A – Auckland Transport Proposed Funded Capital Programme

The following programme has been developed for consultation as part of the draft Regional Land Transport Plan 2018-28.  
Indicative project costs represent the estimated cost of project/programme delivered by Auckland Transport, including any financial assistance from NZTA unless stated otherwise.

Technology (Alphabetical order)		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
AT Metro Business Technology	Technology improvements supporting PT customer experience and operations. Includes items such as improvements to the real-time passenger information system.	38
Core Technology Upgrades and Replacements	Replacing and enhancing business technology (e.g. journey planner, commercial vehicle real time, web applications, external systems and signage) to improve performance, safety and customer experience. Programme also includes an asset management system and rail fibre corridor.	72
Customer Contact Centres, Channel Technology and Innovation	Customer Contact solutions systems are business and operational support systems to improve AT's customer experience.	23
Innovation and Customer Centric Applications	Programme to deliver digital technologies which will be critical to the development of new products and services for AT	40
Integrated Ticketing - Improvements, Replacement and National System	To extend, enhance and replace AT HOP equipment and systems - including the back-end system, retail and top-up devices and the tag-on/off devices for rail, ferry and bus.	119
One Network ITS System Integration	The integration of operational Intelligent Transport Systems (ITS) used by AT and NZTA who are responsible for operating the one transport network for Auckland.	8

Corridor Improvements (Alphabetical order)		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
Additional Seal Extensions	An enhanced programme of seal extension projects across the Auckland Region.	85
Glenvar Road/East Coast Road intersection and corridor	Corridor improvements, including road widening and upgrading intersections to support the Long Bay development area	46
Lake Road/Esmonde Road Improvements	Improvements to both Lake and Esmonde Road to improve people moving capacity and reduce journey time unreliability.	47
Lincoln Road Corridor Improvements	Lincoln Road widening between Te Pai Place and the Northwestern Motorway to accommodate additional transit/bus lanes on both sides, as well as intersection improvements, footpath widening for both pedestrians and cyclists, and installing a solid median.	85
Matakana Link Road	A connection between State Highway 1 and Matakana Road.	89
Mill Road Corridor	Delivery of the proposed Mill Road Corridor (phase 1) providing additional strategic North-South corridor for South Auckland, connecting Manukau and Drury to the east of the Southern Motorway.	507
Penlink	A new connection between the Northern Motorway and the Whangaparāoa Peninsula, bypassing the constrained Silverdale interchange. This project is linked with a revenue stream from tolling and therefore includes an amount net of tolling revenue.	200
Smales Allens Road Widening & Intersection Upgrade	Widening Smales and Allens Roads near their intersection and upgrading the intersection with Springs and Harris Roads by providing more lanes to increase capacity.	14



## Appendix 1 Table 1B – Auckland Transport Capital Programme - additional items currently unfunded

The following programme has been developed for consultation as part of the draft Regional Land Transport Plan 2018-28.  
 Indicative project costs represent the estimated cost of project/programme delivered by Auckland Transport, including any financial assistance from NZTA unless stated otherwise.

Local Board Projects (Alphabetical order)		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
Browns Bay Ferry Terminal	New ferry terminals to enable the delivery of additional North Shore ferry services	21
Infrastructure supporting development in Whitford Road/ Jack Lachlan	Upgrade and widening of the intersection to manage projected growth in the Beachlands Area.	5
New footpaths on Ash Street	Renew existing footpaths on Ash Street	tbc
Ormiston Road (East of Murphy Road) road upgrade	Upgrade of Ormiston Road to provide for increased vehicles and/or public transport capacity and access (Local Board priority, 2nd decade project likely to be brought into first decade)	tbc
Te Whau Shared Path	Shared pathway connecting the North Western Cycleway at Te Atatu to Green Bay Beach.	94
Safety-related Projects (Alphabetical order)		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
Level Crossing Safety Improvements and Grade Separation	A programme of localised safety improvements at level crossings across the Auckland region.	424
Public Transport (Alphabetical order)		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
Rapid Transit Network (RTN)		
Airport to Botany RTN via Manukau and Airport Access Improvements (Investigation, Route Protection and CAPEX)	Progressing bus rapid transit from Botany to the Airport via Manukau and the Puhinui bus/rail interchange	259
Grand Drive (Orewa) bus station	Provision of a new bus station at Grand Drive (Orewa) as part of the Northern Busway extension to Grand Drive. The busway is included in the State Highway Programme.	30
Other bus network improvements		
Akoranga Busway bus station improvements	Provides for northbound access to Akoranga Station from Esmonde Road	2
Bus Infrastructure Requirements	Provision for bus infrastructure to cater for growth	181
Bus priority improvements between Highland Park and Pakuranga, across Pakuranga Creek	Provisions for bus only bridges to re-route bus services between Highland Park and Pakuranga (across Pakuranga Creek) for a more effective network to access	39
Dominion Rd Bus Lane Improvements	Improvements to Dominion Road bus lanes	12
Ellerslie Panmure Highway bus priority improvements	Bus priority measures along Ellerslie Panmure Highway to improve journey time and reliability to and from East Auckland	78
Henderson Bus Interchange Upgrade	Upgrade of Henderson bus interchange to improve customer waiting and connection environment.	2
Henderson new bus station	Delivery of a new bus station facility at Henderson	11
Howick to Pakuranga bus priority improvements	Bus priority measures along Pakuranga Road to improve journey time and reliability from Howick.	76
Manurewa new bus station	Provision for a new Manurewa bus station to cater for projected growth	11
Massey University bus stops and bus circulation	Upgrade and expansion of bus stop facilities, bus circulation arrangements and bus priority at Massey University campus in Albany.☒	1
Neighbourhood Interchange Programme	Neighbourhood bus to bus interchanges across Auckland that provide high quality connections between frequent bus services.	78
Newmarket Bus Terminal/Layover	Land purchase and development of bus layover facilities on NZTA land underneath Newmarket viaduct.	8
Northern Busway Enhancements	Improvements to the existing Northern Busway to extend the lifespan and capacity, ahead of step change higher capacity mode.	120
Papakura new bus station	Provision for a new Papakura bus station to cater for projected growth	6
St Lukes Road Bus to Bus connection	Improving passenger interchange from bus to bus at St Lukes Mall and bus priority measures on Morningside Drive/St Lukes Road.☒	5
Taharoto/Wairau Corridor: Bus Priority Improvements	Widening Wairau Road between Forrest Hill and Shakespeare Road to provide better bus access to Smales Farm Bus Station and improve pedestrian/ cyclist facilities.	5
Takapuna Bus Interchange Improvements	Upgrade existing Takapuna bus station facilities	3
Westgate Interchange	Delivery of an operational bus interchange at Westgate consisting of 8 local bus stops with shelters and 10 layover spaces	18
Whole of Route Bus Priority Programme - Phase 2	Phase 2 delivery of whole of route bus priority improvements across Auckland to support the roll out of the new bus networks.	423



Appendix 1 Table 1B – Auckland Transport Capital Programme - additional items currently unfunded

The following programme has been developed for consultation as part of the draft Regional Land Transport Plan 2018-28.  
 Indicative project costs represent the estimated cost of project/programme delivered by Auckland Transport, including any financial assistance from NZTA unless stated otherwise.

Rail improvements including bus-rail interchanges		
EMU Fleet Grade of Automation Upgrade	Enhancement to the existing EMU “on-board” signalling system	31
Glen Innes rail station	Grade separated access to Glen Innes station comprising footbridge integrated with cycle path and bus interchange, ticket controls, security fencing. This will allow two high risk pedestrian level crossings to be closed.	9
Grafton bus to rail station improvements	Improved interchange from bus to rail at Grafton rail station, including kerb realignments and potential land purchase.	6
Middlemore rail station upgrade	Upgrade of Middlemore rail station and provision of a bus-rail interchange improve customer waiting and connection environment.	5
Newmarket bus to rail station connection	Better bus to train interchange at Newmarket Train Station, through effective bus stops adjacent to Broadway entrance, and land purchase to open station out onto Broadway.	3
Parnell rail station underpass access	Underpass at northern end of platform to provide customer access to both platforms from Carlaw Park and Parnell.	3
Penrose rail station upgrade	Upgrade of Penrose rail station to improve customer waiting and connection environment.	2
Upgrade of Heritage Building for Pukekohe	Relocation and refurbishment of heritage station building to accommodate train crews and provide facilities for other AT service staff.	2
Ferry terminal upgrades and other ferry improvements		
Bayswater Ferry Terminal Upgrade	Provision for new terminal (berth, gangway and pontoon)	14
Devonport Ferry Terminal upgrade	Provisions for retail development and continued refurbishment of the southern end of Devonport ferry terminal.	6
Ferry Strategy	Investment in ferry network	201
Gulf Harbour Ferry Terminal	Provision for new terminal outside the marina to accommodate larger and more frequent vessels	18
Half Moon Bay Vehicular Ferry Terminal Upgrade	Upgrade of the Half Moon Bay Vehicular Ferry Terminal for both passenger and vehicle transport to address the safety issues on water and land, improvements of parking facilities, traffic circulation and amenity.	29
Matiatia and Kennedy Point Ferry Terminal upgrades	Enhanced customer amenity and development of additional berths to accommodate the likely increase in size of vessel and frequency of service.	37
Northcote Point Ferry Terminal Upgrade	Provision for a new ferry terminal to mitigate existing adverse weather and marine condition impacts.	11
Pine Harbour Ferry Terminal	Provision for new terminal outside the marina to accommodate larger and more frequent vessels.	17
West Harbour Ferry Terminal	Provision for a new terminal outside West Harbour Marina to accommodate larger and more frequent vessels	17
Park and Ride Programme		
Enhanced Park and Ride Programme	Additional funding to provide enhanced park'n'ride programme.	119
Other PT programmes		
Enhanced PT Safety, Security and Amenity and other capital Improvements	Enhanced programme to improve safety, security and amenities at Metro train stations and terminals region wide.	57

Network Capacity and Performance Improvements (Alphabetical order)

Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
Congestion Pricing Infrastructure	Infrastructure to support the implementation of congestion pricing	58
Enhanced Network Performance	Additional funding to provide an enhanced Network Performance programme.	230

Technology (Alphabetical order)

Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
Enhanced AT Metro Business Technology	Additional funding to provide an enhanced AT Metro Business Technology programme	25
Technology, Mobility as a Service (MAAS) and PT Integration	Development of on-demand transport services	24



Appendix 1 Table 1B – Auckland Transport Capital Programme - additional items currently unfunded

The following programme has been developed for consultation as part of the draft Regional Land Transport Plan 2018-28.  
 Indicative project costs represent the estimated cost of project/programme delivered by Auckland Transport, including any financial assistance from NZTA unless stated otherwise.

Growth-related Projects (Alphabetical order)		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
<b>Supporting Growth South</b>		
Bremner Road Ext West	Provision of a new road linking Bremner Road with Oira Road to support growth.	45
FTN/RTN Manukau to Drury, including Bremner and Opaheke Road Upgrade	High frequency bus corridor connecting Drury West, Drury, Hingaia, Papakura, Takanini and Manukau	65
Mill Road Southern (Alfriston to Drury South)	Upgrade of the Mill Road corridor from the Mill Road/Popes Road intersection to Papakura and Drury.	699
Paerata connections	Arterial road crossing rail corridor linking Paerata and Sims Roads (and also providing a link to the future Pukekohe Expressway)	27
Pukekohe Inner Link	New localised link around town centre to enable freight to access Mill Road (Pukekohe) and to remove heavy vehicle trips from the developing town centre.	59
Rangi Road Upgrade and Grade Separated Crossing	Provide new arterial link and crossing of railway to Mahia Road, including closing Spartan and Manuroa Road & grade separating Walters road and Taka Street to improve network connectivity and enable resolution of safety issues at existing level rail crossings.	171
Southern Rail Stations	Provision of new rail station at Drury, Drury West, and Paerata	78
<b>Supporting Growth North</b>		
Argent-Curley Ave extension	Extension of Curley Avenue in Silverdale across SH1 to connect with Argent Lane to the west to provide an east-west link across SH1, to support the growth in the Wainui area.	103
Arterials Penlink to Bawden	Upgrading of Bawden Road between Postman Road Extension and the Penlink Redvale interchange on SH1.	40
Arterials Wilks to Penlink	Upgrading and/or re-alignment of Kahikatea and Wilks Roads between Pine Valley Road in the west and Penlink in the east, integrating with proposed south-facing ramps at Wilks Road SH1 interchange.	31
Postman Road East	New north-south road through business area of Dairy Flat from Pine Valley Road in the north to Dairy Flat in the south (near Bawden Road).	67
Wainui North South Connections	Upgrade and urbanisation of existing roads and provision of new roads to enable household growth in Wainui East and Upper Orewa.	159
<b>Supporting Growth North West</b>		
Hobsonville Road Upgrade	Upgrading existing Hobsonville Road to increase capacity for vehicles and/or public transport to cater for projected growth.	16
New local road crossings(s) over SH18	New local road crossing over SH18 from Brigham Creek Road to Hobsonville Road to improve accessibility and enhance network resilience.	21
Northside Drive East	Eastward extension of Northside Drive through the Redhills area to provide for growth.	48
Redhills Fred Taylor Stage 2	Upgrade of north-south Fred Taylor Drive to provide for growth in the Redhills area.	135
Redhills Network Coates-Riverhead Highway	Delivery of a new Redhills north-south arterial (between Coatesville Riverhead Highway and Royal Road) and four east-west arterials.	314
Totara/Trig Rd Ext	North-south corridor via upgraded Totara and Trig Roads	43
Westgate to Greenhithe RTN Stations	Provision of two new bus stations along SH18 at Trig Road and Squadron Drive.	53
<b>Supporting Growth Warkworth</b>		
Matakana Rd to Sandpit realignment	Road network improvements where SH1, Hill Street, Matakana Road and Sandspit Road meet.	51
Warkworth Park & Ride	Delivery of a new park'n'ride facility at Warkworth near the end of the Puhoi to Warkworth motorway.	15
Western Collector	New arterial connection through the western side of Warkworth.	68
<b>Other growth-related projects</b>		
Albany Heights intersection improvements	Upgrades to intersections: - East Coast/ Glenvar/Lonely Track Road, Lonely Track/Gills Road/Albany Heights Road, Fairview/Oteha Valley Road.	35
Cross Boundary (Auckland - Waikato) Infrastructure	Supporting infrastructure for areas which are in close proximity to Auckland's southern boundary. This is a joint responsibility with Waikato Regional Council.	tbc
Housing NZ Projects	Transport infrastructure improvements to support Housing New Zealand / Hobsonville Land Company developments at Mount Roskill, Mangere and Northcote.	tbc
Infrastructure supporting development in Manukau Centre	Extension of Clist Crescent and Barrowcliffe Place to provide east west vehicle movement	3
Infrastructure supporting development around Orakei	Potential Orakei/Ngapipi Intersection and signalisation upgrade to provide new access point into potential development area.	6
Infrastructure supporting development around Puhinui corridor	Provision for new grade separated interchange and new bridge linking into McLaughlins Road to Price Road and associated bus priority improvements along Puhinui Road. May be provided in part by NZTA.	116
Infrastructure supporting development in Albany Centre	Signalisation of all intersections within Albany Centre study area and provision of cycle facilities on Don Mckinnon Road.	17
Infrastructure supporting development in Drury South	Provisions for supporting arterials required for the planned residential development in Drury South (currently under review to identify duplication with the Supporting Growth South initiatives).	103
Infrastructure supporting development in New Lynn	Memorial Drive extension to support the New Lynn development area.	8
Infrastructure supporting development in St Lukes Mall	Upgrading a number of intersections surrounding St Lukes mall to cater for projected growth in vehicle movements.	12
Infrastructure supporting development in Takanini	Corridor improvements, including road widening and signalisation of intersection to support the Takanini development area.	21
Infrastructure supporting development in the Takapuna centre	Programme of works to implement new bus stations, Upper Shoal Bay bridge and other upgrades around Takapuna centre.	175
Infrastructure to support development in Matakana	Streetscape improvements and potential upgrade of Matakana bridge, in Matakana	2
Lonely Track Road corridor improvements	Upgrading Lonely Track Road to support projected development along the corridor. This includes bringing the road to Urban standards and realignment/elevation improvements.	tbc



Appendix 1 Table 1B – Auckland Transport Capital Programme - additional items currently unfunded

The following programme has been developed for consultation as part of the draft Regional Land Transport Plan 2018-28.  
 Indicative project costs represent the estimated cost of project/programme delivered by Auckland Transport, including any financial assistance from NZTA unless stated otherwise.

Corridor Improvements (Alphabetical order)		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
<b>Albany Highway (Sunset to SH18) corridor improvements</b>	Extension of Albany Highway between Sunset Road and State Highway 18, to widen the road to two lanes in each direction, and provide on-road cycle lanes, etc	35
<b>Anzac Street Improvements</b>	Intersection and road improvements on the Anzac Street corridor.	32
<b>Chapel Road Realignment &amp; New Bridge</b>	Upgrading the existing Chapel Road to an urban district arterial standard and alignment of bridge.	36
<b>East West local road connections</b>	Local road improvements in Onehunga to support wider NZTA's East West Connections. The East West Connections project is under review.	119
<b>McClymonts Road improvements</b>	Improvements to McClymonts Road between Don McKinnon Drive and Medallion Drive, including the upgrade of the existing 2 lane bridge and the intersection between McClymonts Road and Medallion Drive.	15
<b>Morrin to Merton Road Connection</b>	A new road connection between Merton and Morrin Road to increase network capacity and provide access to developable land in the Tamaki area.	188
<b>Ormiston Rd to East Tamaki road connection</b>	Reconfiguration of Ormiston/Preston/East Tamaki Road interchange to allow through traffic from Ormiston road onto East Tamaki Road.	17
<b>Patterson Avenue intersection reconfiguration</b>	Redesign intersection to enable buses to enter and exit onto Tamaki Drive from Patterson Avenue.	1
<b>Porchester Road upgrade</b>	Upgrade Porchester road to arterial standard to address congestion issues and provide access to employment areas.	tbc
<b>Rosebank Road upgrade</b>	Upgrading the existing Rosebank Road to improve vehicle and freight access to and from State Highway 16.	36
<b>St Georges Bay Road street upgrade project</b>	Renew existing footpaths, kerb & channel and carriageway on St Georges Bay Road	7
<b>Whangaparaoa Road corridor protection</b>	Ongoing corridor protection for widening of Whangaparaoa Road, including design and property purchase if required	13

Other Projects and Programmes (Alphabetical order)		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
<b>Capital Improvements Complementing Renewals</b>	Planned renewals of footpaths, bridges and shelters brings opportunity to introduce improvement e.g. widening of an existing footpath width of 1.5 will be complimented with improvement by widening it up to 3m and upgraded to a shared pedestrian/cycle path where allowed.	39
<b>Designation Property Acquisition</b>	To cover the acquisition of land that has been designated for road widening	12
<b>Emergency Works - New Infrastructure</b>	Provision of new infrastructure following an unforeseen emergency event eg a new retaining wall following a slip.	23
<b>Investigation and Route Protection for Future Priorities</b>	To facilitate investigation and route protection for Henderson to Albany/Constellation, Panmure to Ellerslie Mass Transit, New Lynn - Onehunga - Sylvia Park, Onewa/Glenfield Road and high priority projects planned for implementation beyond 2028.	66
<b>Pukekohe Outer ring freight route improvements</b>	Waiuku and Stuart Road intersection improvements	1
<b>Quay Street streetscapes</b>	Upgrade Quay Street to provide enhanced pedestrian environment and reliable bus infrastructure. (AC & AT agreement on delivery)	66
<b>Victoria St linear park streetscapes</b>	Streetscape improvements to Wellesley and Victoria Streets in support of bus improvements.	23
<b>Waiuku Rd / Stuart Rd intersection improvements</b>	Investigation of an alternative route for freight through Pukekohe Township	10



## Appendix 2 – New Zealand Transport Agency Investment Programme

The following list of initiatives has been provided by the NZ Transport Agency for the draft Regional Land Transport Plan 2018-28. Committed items and major initiatives from ATAP (April 2018) have been identified separately. Items are presented subject to further prioritisation

New Zealand Transport Agency Investment Programme - committed and major ATAP initiatives		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
<b>Committed</b>		
<b>Completion of the Western Ring Route</b>	Completion of the Western Ring Route including SH16 widening from Lincoln Road to Westgate	26
<b>Manukau Harbour Crossing (Walking &amp; Cycling)</b>	The replacement of the Old Mangere Bridge with a dedicated cycling and walking structure	16
<b>Northern Corridor Improvements (NCI)</b>	A package of capacity and safety improvement projects on the Northern Motorway between Upper Harbour Highway and Greville Road: - Widening of SH1 between Constellation Drive and Greville Road - Widening of SH18 between SH1 and Unsworth Drive - New motorway-to-motorway connection between SH18 and SH1 - Upgrade of Greville Road interchange	576
<b>Northern Corridor Improvements (NCI) - Northern Busway</b>	Extension of the existing Northern Busway from Constellation Drive to Albany	309
<b>Puhoi to Wellsford RoNS Development</b>	Investigation for delivery of the RoNS package associated with the Puhoi to Wellsford Motorway Extension	5
<b>SH1 Puhoi to Warkworth</b>	Extension of the Northern Motorway from the Johnstone's Hill Tunnel to north of Warkworth	773
<b>Southern Corridor Improvements</b>	Provision of additional motorway lanes, an upgraded Takanini Interchange and a shared use pedestrian / cycle path along SH1	68
<b>Weigh Right Bombay</b>	Installation of enhanced overweight enforcement sites on the main State Highway national routes as part of the Weigh Right National programme	8
<b>Weigh Right Stanley Street</b>	Improve Stanley Street weigh station with weigh in motion and inspection facilities	2
<b>Committed projects with outstanding commercial arrangements</b>	Victoria Park Tunnel, Warkworth Stage 1, Seismic Retrofit Auckland, Manukau Extension, ATMS IV	TBC
<b>Maintenance, Operations and Renewals</b>		
<b>Maintenance, Operations and Renewals</b>	NZTA maintenance, operations and renewals for the 2018-28 period (includes low cost / low risk improvements)	1499
<b>Rapid Transit initiatives identified in ATAP (April 2018)</b>		
<b>Auckland Airport to City Rapid Transit</b>	Investigation of rapid transit between Auckland Airport and Auckland City Centre	15
<b>Light rail - City to Airport</b>	Provision of rapid transit along the City to Airport and Northwest corridors. Delivering light rail on these corridors will require significant investment, but also provides a substantial opportunity to explore third party funding and financing arrangements. An allocation of \$1.8 billion is proposed as part of ATAP which will be used to leverage funding and financing to progress both corridors over the period of this RLTP.	1800
<b>Light rail - Northwest Corridor</b>		
<b>Major State Highway initiatives identified in ATAP (April 2018)</b>		
<b>East West Link (revised)</b>	Improved access to key freight destinations	800
<b>SeaPath</b>	Provision of a 3.4km shared path between Esmonde Road and Auckland Harbour Bridge/Northcote Point	31
<b>Skypath</b>	A new walking and cycling connection between North Shore and the Auckland city centre across the Auckland Harbour Bridge	67
<b>SH1 North of Albany Improvements</b>	Improvements to SH1, between Albany and Orewa to improve the travel time reliability along this corridor. Includes provision of bus shoulder lanes between Albany and	324
<b>SH1 North of Albany Public Transport Reliability</b>	Investigation of low cost options for improving bus reliability and upgrade of Silverdale Interchange to address current Northbound congestion	8
<b>SH1 South, Papakura to Bombay</b>	Improvements to SH1 between Papakura and Bombay	412
<b>SH20 and SH20B Southern and Eastern Airport Access</b>	Investigate and implement works including capacity improvements along SH20/SH20B.	459



## Appendix 2 – New Zealand Transport Agency Investment Programme

The following list of initiatives has been provided by the NZ Transport Agency for the draft Regional Land Transport Plan 2018-28. Committed items and major initiatives from ATAP (April 2018) have been identified separately. Items are presented subject to further prioritisation

New Zealand Transport Agency Investment Programme - other initiatives subject to prioritisation and funding		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
<b>Active Transport</b>		
City Southern Cycle Link	Investigation of potential southern cycle link connecting Newmarket to Ellerslie/ Penrose	3
Northern Connections	Investigation of cycleway connections, following the NCI delivery and corresponding cycle infrastructure	3
SH16 Gladstone to Alten Road	Investigate options for missing link Grafton Cycle way to Gladstone. Connection of existing infrastructure. Gladstone Road/ SH16 intersection is likely to be signalised with provision of cycle lanes to Quay Street (currently investigating options with AT/ Ports and AMA). Opportunity to connect to Grafton.	3
SH16 Stanley St Pedestrian Crossing	Upgrade of the SH16/Stanley St intersection to account for expected increase in pedestrian numbers through the interchange. This is recommended to be in the form of a separate pedestrian and cycle crossing facility	5
SH20 / Queenstown Road / Hendry Avenue	Investigate missing cycle links between Queenstown Road and Hillsborough Road, including the development of more direct and safe crossing of Queenstown Road roundabout to Hendry Avenue	3
<b>Corridor Improvements</b>		
Auckland Harbour Bridge Barrier Upgrade	Upgrade of the existing edge barrier on the Auckland Harbour Bridge	3
Auckland Intelligent Transport Systems Improvement Programme	Development of a national Transport Operating System leading to the regional implementation of intelligent transport systems across the transport network. This will provide customers with safe and efficient journeys through provision of near real-time information. It will also allow proactive optimisation of the One Connected Transport System.	20
Auckland Transport System Optimisation	This activity will serve as the guideline for prioritising and operating and optimising the performance of the system. It will develop a prioritised programme with highest priority activities/corridors then developed and delivered.	20
Hill Street intersection improvements - Warkworth	Improvements to the Hill Street intersection in Warkworth to manage current and future demand	29
Improving short and medium term Airport Access	Improving short and medium term airport access, including investigation of the following activities: - Behaviour change campaign and associated initiatives - Mobility as a Service marketplace - improved PT services - frequency and geographic coverage - improved PT infrastructure and priority	43
LED Replacement Programme	LED upgrades to align with improvements being implemented on local roads by Auckland Transport	8
Network Optimisation(post/Western Ring Route)	Improvements along the Western Ring Route to deliver improved trip reliability	13
Noise Walls and Improvement Programme	Initiative to investigate noise effects on properties adjacent to the Auckland Motorway network, provision for mitigating works	130
Sea Level Rise North of Harbour Bridge	Implement interventions to increase the resilience of this portion of the road to future storm tide inundations and sea level rise	40
SH1 Dome Valley Safety Improvements	Installation of median barriers, wide centre lines and side barriers along SH1 in the Dome Valley to improve safety	30
SH1 Waitemata Harbour Crossing	Route protection and future proofing activities for a new integrated transport system crossing of the Waitemata Harbour	61
SH16-SH18 Connection and Squadron Drive Improvements	Investigate SH16/18 motorway connections and interchange upgrades at Brigham Creek and Northside Drive	5
SH16 Brigham Creek to Waimauku Safe System Enhancement	To improve safety and efficiency for road users on the stretch of SH16 between Brigham Creek and Waimauku in Auckland	66
SH16 Helensville to Wellsford Safety Improvements	Resilience improvements to SH16 to address flooding. Identified in the Twin Coast Discovery PBC due to high crash risk and resilience issues. Also Safety Gap Analysis work undertaken across the country identified that safety improvements would be necessary along this corridor.	14
SH16 Ingelton Rd to Port Albert Rd Safer Corridor	This project seeks to deliver Safer Corridor treatments such as median and side barrier, roundabouts or grade separation, or speed managed to within Safe System (Harm minimisation) limits. This project is within the Proposed New Safe Roads Alliance Corridor Projects	2
SH16/Joyce Adams Place intersection Improvement	Safer Intersection treatments such as splitter islands, right-turning bays, improved signage and markings and minor geometric changes to improve the safety performance of the current intersection arrangement	1
SH16/Kahikatea Flat Rd intersection Improvement	Safe System Transformation works to convert the intersection to a safer arrangement (e.g. priority controlled to a roundabout)	2
SH16 Stoney Creek Rd to Helensville Safer Corridor	This project seeks to deliver Safer Corridor treatments such as median and side barrier, roundabouts or grade separation, or speed managed to within Safe System (Harm minimisation) limits. This project is within the 20 Year View Programme which aims to bring corridors up to a standard which is in line with its function and hierarchical (One Network Road) Classification.	7
SH22 Drury to Pukekohe Safe System Enhancement	Improvements along SH22 corridor from the SH1 Drury interchange to the posted speed limit change (to 70km/hr) at Paerata township to reduce the high severity crashes along this corridor	73
Supporting Growth Alliance	An AT/NZTA Alliance has been recently established to look at route protection for the preferred network in the North west, North and Southern growth areas. This also includes looking at specific NZTA activities such as alternative corridors to existing SH16, SH22, and capacity improvements North of Albany.	20



Appendix 3 – KiwiRail Capital Programme

The following programme has been developed for consultation as part of the draft Regional Land Transport Plan 2018-28.

KiwiRail Group - Funded Programme (Alphabetical order)		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
Additional traction feed (West)	Provision of an additional traction power feed at a location to be determined on the western line (New Lynn area identified).	25
Auckland Train Control and Rail Network Management Centre	A national rail network train control and network management centre and associated communication and control systems and equipment to accommodate up to 40 staff including parking	20
Britomart East End Remodelling	Reconfiguration of the Britomart Tunnel throat in conjunction with CRL opening to allow higher speeds and reconfigure platform access.	31
Pedestrian Crossing - Grade Separation	Programme of works to close at grade pedestrian crossings and replace with grade separated crossings	20
Pukekohe to Papakura Electrification	Electrification of the main rail line between Papakura and Pukekohe including traction power supply	202
Rail Network Resilience and Performance Programme	Programme of works to improve network resilience and performance to ensure investment in rail infrastructure and services is optimised. This includes additional Crossovers, Line Speed Increases (south and west), Infill Signals, Wiri Independent Feed, Infill Balises, Remuera Siding	42
Rail Network Resilience and Performance Programme - Catch-up Renewals	Funding for works to address historic formation, drainage and track issues to bring the network up to a modern metro standard. This includes acceleration of some renewal activity to ensure programme is optimised and ensure the network will perform reliably under increased traffic volumes. This work was identified within the track study undertaken by Network Rail Consulting, UK	125
Tranche 1 - Level Crossing Grade Separation	Programme of works to close roads where ever practical and in areas with the best immediate prospects for construction, building an initial tranche of grade separated road	185
Upgrade of Onehunga Rail Line to accommodate higher frequency service	Upgrade of the Onehunga Line to accommodate higher frequency, longer services (3tph/6-car)	69
Wiri to Quay Park	<ul style="list-style-type: none"> <li>- Westfield to Wiri: Completion of a 3rd Main line between Wiri and Westfield, joining up existing sidings and relief lines to de-conflict passenger and freight moves</li> <li>- Westfield Junction: Creation of a 3rd Main connection from the NIMT east from Sylvia Park to the NIMT south to enable freight trains to be held clear of the main lines prior to Westfield Junction</li> <li>- Quay Park: In conjunction with Quay Park/ Strand development, provide longer arrival/departure road tracks at Ports of Auckland to allow longer trains to be formed to reduce train movements.</li> </ul>	147

KiwiRail Group - Additional items currently unfunded		
Project Name	Project Description	Indicative Project Cost (nominal values, including inflation) \$m
Southern Rail Lines Upgrade for Regional Services/express services	Infrastructure required to support regional/express services - Creation of a 3rd track between: - Wiri to Papakura, Papakura and Pukekohe Creation of a 4th track between: - Westfield to Wiri - Wiri to Papakura	800



---

## Appendix 4 – Significance Policy

---

### Purpose

The purpose of this Significance Policy is to determine **significance** in respect of various matters in relation to the Auckland RLTP.

Section 106(2) of the Land Transport Management Act (LTMA) 2003 requires, for Auckland, the Regional Transport Committee to adopt a policy that determines significance in respect of:

- a) variations made to the regional land transport plan under section 18D; and
- b) the activities that are included in the regional land transport plan under section 16.

This policy sets out how to:

- a) determine the significance of variations to the Auckland RLTP under section 18D of the LTMA 2003.
- b) determine what is a **significant activity** for the purpose of section 16 of the LTMA 2003.

### Significance of variations to the Regional Land Transport Plan

Legislation provides for an RLTP to remain in force for six years. However, the Regional Transport Committee may prepare a variation to the RLTP either following a review under section 18CA, or where good reason exists. In accordance with section 18D of the Act, consultation will be required on a variation if the variation is significant.

The following variations are considered to be significant:

- a) The addition or removal of an improvement activity or group of activities that the AT Board considers to be of strategic importance. These are activities that either have a significant effect on the objectives in the RLTP or have significant network, economic or land use implications or impact on other regions.
- b) A new AT activity, or a change to the scope of an existing AT activity, which the AT Board considers to represent a 30 per cent or greater increase or decrease in AT's total gross operating or capital expenditure in any one year
- c) A new Transport Agency activity or a change to the scope of an existing Transport Agency activity, which the AT Board considers would increase



- expenditure by more than 30 per cent of the Transport Agency's total gross expenditure in Auckland in any one year
- d) Any variation that is defined as significant in the Auckland Council's Significance Policy as it applies to AT
  - e) A variation to the RLTP that results as a consequence to a significant variation to the Regional Public Transport Plan.

The following variations will generally not be significant:

- a) A change to the duration and/or order of priority of an activity or project that does not substantially change the balance of the programme.
- b) Replacement of an activity or project by another activity or project of the same or substantially similar type.
- c) Cost or timing changes that do not affect the scope of an activity or project.
- d) A scope change for a project that does not significantly alter its original objectives.
- e) An activity that has previously been consulted on.
- f) A decision to progress emergency works.

If a variation to the RLTP is not considered significant, or the variation arises from the declaration or revocation of a State Highway, then the variation can be made by the AT Board.

### Significant activities for the Regional Land Transport Plan

Under the LTMA, an **activity** means a land transport output or capital project, and includes any combination of activities. An **activity class** means a grouping of similar activities.

An activity will be considered to be significant, and therefore needs to be shown in the order of priority in this RLTP in accordance with section 16(3)(d), if it is a large new improvement project that:

- a) The AT Board considers to be of strategic importance i.e. activities that either have significant effect on the objectives in this RLTP or have significant network, economic or land use implications or impact on other regions; or
- b) Has a total capital cost of \$20 million or more.

For the purposes of identifying what is a large new improvement project, such a project excludes:

- a) Committed activities (existing commitments arising from approved activities)
- b) Business as usual activities:



- a. Local road and state highway maintenance and renewals
- b. Local road and state highway minor capital works
- c. Existing public transport services
- d. On-going operational programmes such as minor road safety projects and programmes
- e. Transport studies.

#### Activities with inter-regional significance for the Regional Land Transport Plan

An activity will be considered to have inter-regional significance, and therefore needs to be shown in the RLTP in accordance with section 16(2)(d), if it is a **significant activity** and it has implications for connectivity with other regions and/or for which cooperation with other regions is required.



## Appendix 5 – Glossary

---

<b>AC</b>	Auckland Council
<b>AT</b>	Auckland Transport
<b>BCR</b>	Benefit to cost ratio
<b>CRL</b>	City Rail Link
<b>CRL</b>	City Rail Link Limited
<b>FTN</b>	Frequent Transit Network (key bus and ferry routes)
<b>GPS</b>	Government Policy Statement on land transport funding
<b>KPIs</b>	Key performance indicators
<b>LGA</b>	Local Government Act 2002
<b>LRGF</b>	Local Residential Growth Fund
<b>LTMA</b>	Land Transport Management Act 2003
<b>NLTF</b>	National Land Transport Fund
<b>NLTP</b>	National Land Transport Programme
<b>NZTA</b>	NZ Transport Agency
<b>RFT</b>	Regional Fuel Tax
<b>RLTP</b>	Regional Land Transport Plan
<b>RTN</b>	Rapid Transit Network (rail network and Northern Busway)
<b>SH</b>	State Highway