

DRAFT Auckland Regional Land Transport Plan 2021-2031

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Appendix 1 Auckland Transport Capital Programme

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires Funding



Project Name	Project Description	Category	Funding source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 - 2030/31	10-year total
\$ MILLIONS												
TRAVEL CHOICES: PUBLIC TRANSPORT												
RAPID TRANSIT: RAIL PROJECTS												
EMU Rolling Stock Current Tranche	Final payments for current tranche EMUs to allow electric rail services to be extended to Pukekohe and to provide additional capacity on the rail network.	1	Local Share and NLTF	2021/22	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
EMU Rolling Stock and Stabling Tranche for CRL	Purchase of additional new EMUs, as well as provision of stabling, maintenance and cleaning facilities, and additional traction feed to Wiri to maximise benefits of CRL.	1	Local Share and NLTF RFT	2021/22 - 2025/26	15.0	53.6	115.0	177.5	51.4	0.0	0.0	412.5
CRL Day One - Level Crossing Removal	Programme of high priority new grade separated crossings currently planned for Taka Street and Walters Road, closure of Spartan and Manuroa level crossings, and walking and cycling upgrades on Walters Road. Also includes planned grade separation at Church Street East and pedestrian crossing grade separation.	1	NLTF	2021/22 - 2026/27	5.0	20.0	50.0	30.0	70.0	45.0	0.0	220.0
Papakura Rail Station Park and Ride	Delivery of a new facility on the site of the existing Papakura Park and Ride, to increase patronage on the rail network.	1	Local Share and NLTF	2021/22 - 2024/25	0.2	0.8	2.6	6.4	0.0	0.0	0.0	9.9
CRL Road Side Projects	Road-side projects at Wellesley St, Pitt St, and Mt Eden Road to support CRL Stations.	1	Local Share and NLTF	2022/23 - 2023/24	0.0	0.9	6.4	0.0	0.0	0.0	0.0	7.3
Level Crossings Removal - Group 2	Programme of works to address rail level crossing issues, either through road closures or grade separation.	3	NLTF	2027/28 - 2030/31	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0
RAPID TRANSIT: BUS PROJECTS												
Eastern Busway Stage 1	Completion of the 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.	1	Local Share and NLTF	2021/22	7.5	0.0	0.0	0.0	0.0	0.0	0.0	7.5
Eastern Busway Stages 2 to 4	Completion of the Rapid Transit Busway, including the Reeves Road flyover, new bus interchanges at Pakuranga and Botany and associated safety and cycling works which will create faster, more reliable transport options for communities in East and South Auckland.	1	Local Share and NLTF RFT	2021/22 - 2025/26	156.6	143.5	166.4	199.6	200.3	0.0	0.0	866.4
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.	1	Local Share and NLTF	2021/22 - 2023/24	19.0	22.7	17.3	0.0	0.0	0.0	0.0	59.0
Northern Busway Enhancements	This project covers capacity and performance enhancements to Northern Busway Stations.	2	Local Share and NLTF	2027/28 - 2030/31	0.0	0.0	0.0	0.0	0.0	0.0	62.0	62.0
BUS PROJECTS												
Connected Communities	Delivery of whole of route bus priority, safety and cycling improvements via the Connected Communities programme.	1	Local Share and NLTF RFT	2021/22 - 2030/31	30.3	38.4	44.3	70.0	73.0	70.0	257.0	583.0
Midtown Bus Improvements	Delivery of bus infrastructure in the CBD, including bus priority along Wellesley Street, a new learning Quarter bus interchange.	1	Local Share and NLTF RFT	2021/22 - 2030/31	3.0	10.3	45.8	0.0	29.5	29.8	13.3	131.7
Northwest Bus Improvements	Bus Station at Westgate and interim bus stops at Lincoln Road and Te Atatu motorway interchanges. This will be delivered with part-funding from the COVID Response and Recovery Fund.	1	CRRF and NLTF	2021/22 - 2022/23	40.0	45.0	0.0	0.0	0.0	0.0	0.0	85.0 ¹
Downtown Crossover Bus Facilities	This project looks to provide an improved solution for buses serving Downtown, specifically enhancing Customs St to become a key bus corridor, and creating two new bus termini on the Eastern and Western sides of the city centre.	2	Local Share and NLTF RFT	2026/27 - 2030/31	0.0	0.0	0.0	0.0	0.0	4.0	216.0	220.0

¹ This relates to the improvements that will be owned by Auckland Transport. A further \$15 million of improvements will be delivered for Waka Kotahi.

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TRANSPORT CHOICES: PUBLIC TRANSPORT												\$ MILLIONS
BUS PROJECTS CONTINUED												
Carrington Road Improvements	Provision of intersection improvements, bus lanes and new bus facilities to support the UNITEC precinct redevelopment in Mt Roskill.	2	Local Share and NLTF RFT	2026/27 - 2030/31	0.0	0.0	0.0	0.0	0.0	10.7	43.9	54.6
Airport to Botany Rapid Transit Route Protection	Notice of Requirement and allocation for early acquisition of land, identified as a necessary component for future Airport to Botany Rapid Transit infrastructure.	2	Local Share and NLTF	2021/22 - 2030/31	5.5	5.5	11.5	6.0	7.0	7.0	7.0	49.5
Airport to Botany Interim Bus Improvements	Improved bus service and infrastructure from Manukau to Botany, to support an extended bus service between the Airport and Botany.	2	Local Share and NLTF	2023/24 - 2025/26	0.0	0.0	1.0	3.2	25.9	0.0	0.0	30.1
Sylvia Park Bus Improvements	New bus link and bus station to Sylvia Park with walking and cycling improvements.	2	Local Share and NLTF RFT	2024/25 - 2026/27	0.0	0.0	0.0	0.6	1.6	17.6	0.0	19.9
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.	2	Local Share and NLTF RFT	2027/28 - 2030/31	0.0	0.0	0.0	0.0	0.0	0.0	8.1	8.1
Rosedale Road Corridor	Bus lanes and segregated cycle lanes along the length of Rosedale Road, to coincide with the delivery of Rosedale Station in 2023.	2	Local Share and NLTF	2021/22 - 2023/24	0.6	3.7	3.7	0.0	0.0	0.0	0.0	8.0
FERRY, MULTI-MODAL, AND PARK AND RIDE												
Public Transport Safety, Security and Amenity	A programme of capital improvements to the Public Transport network.	1	Local Share and NLTF	2021/22 - 2030/31	22.0	20.0	13.0	12.4	12.4	12.4	61.7	154.0
Double Decker Mitigation	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.	1	Local Share and NLTF RFT	2021/22 - 2030/31	2.0	2.0	2.0	5.0	5.0	5.0	8.0	29.0
Matiatia Park and Ride	Replace and expand existing Matiatia Park and Ride to cater for projected increase in demand to and from Waiheke.	1	Local Share and NLTF RFT	2021/22 - 2025/26	0.1	1.0	1.0	15.9	7.6	0.0	0.0	25.6
Community Connect (PT Concession Card Trial)	Provision for setting up the public transport concession card trial for Community Service Card holders.	3	Crown	2021/22	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
Downtown Ferry Basin Redevelopment	Completing work on the Downtown Ferry Terminal Development.	1	Local Share and NLTF RFT	2021/22	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Park and Ride Programme	Delivery of new and extended park and ride facilities.	2	Local Share and NLTF RFT	2025/26 - 2030/31	0.0	0.0	0.0	0.0	11.0	20.0	20.0	51.0
Accessibility Improvement Project	A programme of retrofits to public transport stops, stations, interchanges and terminals to improve access for people with disabilities or other accessibility needs.	2	Local Share and NLTF RFT	2023/24 - 2030/31	0.0	0.0	3.0	3.0	3.0	5.0	26.0	40.0
Decarbonisation of the Ferry Fleet Stage 1	To provide infrastructure to help decarbonise the public transport fleet.	2	Local Share and NLTF RFT	2021/22 - 2023/24	5.0	15.0	10.0	0.0	0.0	0.0	0.0	30.0
Neighbourhood Interchanges	Neighbourhood Interchanges are designed to improve connections between bus stops at key strategic locations across the network. This will provide interchange improvements at Glenfield shops, Dominion / Mt Albert Road and Dominion / Balmoral Road.	2	Local Share and NLTF RFT	2021/22 - 2022/23	3.0	3.1	0.0	0.0	0.0	0.0	0.0	6.1

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TRAVEL CHOICE: ACTIVE MODES												\$ MILLIONS
ACTIVE MODES												
On-going Cycling Programme	An ongoing programme of cycleway delivery and associated projects following on from the completion of the Urban Cycleways Programme. Currently focuses on achieving maximum impact for short trips to the city centre, public transit interchanges, schools and local and metropolitan centres.	1 & 3	Local Share and NLTF RFT	2021/22 - 2030/31	3.0	3.0	5.0	31.0	31.0	31.0	202.0	306.0
Urban Cycleways Programme	Completion of the Urban Cycleways Programme. Remaining projects are New Lynn to Avondale, Links to Glen Innes, Waitemata Safe Routes and Great North Road.	1	Local Share and NLTF	2021/22 - 2023/24	40.4	64.4	34.4	0.0	0.0	0.0	0.0	139.2
New Footpaths Regional Programme	Programme to construct new and widened footpaths.	1	Local Share and NLTF	2021/22 - 2030/31	4.0	4.0	4.0	4.0	4.0	5.0	24.0	49.0
Meadowbank Kohimarama Connectivity Project	A shared path connecting the Meadowbank and Kohimarama communities, via the Pourewa Valley and the Glen Innes to Tamaki Drive shared path - Te Ara Ki Uta Ki Tai (the path of land and sea).	1	Local Share and NLTF RFT	2021/22 - 2023/24	4.9	3.6	13.7	0.0	0.0	0.0	0.0	22.1
Mangere Cycleway (Airport Access)	Programme to improve airport access, including walking/cycling improvements.	1	Local Share and NLTF RFT	2021/22 - 2022/23	7.0	4.6	0.0	0.0	0.0	0.0	0.0	11.6
Tamaki Drive/ Ngapipi Road safety improvements	To improve the pedestrian and cycle connection on Ngapipi Bridge adjacent to the Tamaki Drive/ Ngapipi Road intersection.	1	Local Share and NLTF RFT	2021/22	6.8	0.0	0.0	0.0	0.0	0.0	0.0	6.8
Access for Everyone Introductory Works	Introductory works to support Auckland Council's Access for Everyone and the City Centre Masterplan Refresh.	2	Local Share and NLTF RFT	2021/22 - 2030/31	1.0	2.0	2.0	0.0	0.0	2.0	23.0	30.0
Minor Cycling and Micromobility	A programme of minor improvements to the cycle network, that includes pop-up cycleways, cycling improvements in and around RTN Stations, community bike hub facilities and micro-mobility based improvements. The project will also look to address issues related to the monitoring of active modes.	2	Local Share and NLTF RFT	2021/22 - 2025/26	4.0	6.0	7.0	7.0	6.0	0.0	0.0	30.0
LOCAL BOARD PRIORITIES												\$ MILLIONS
Local Board Initiatives	To allow Local Boards to fund transport projects in their communities. Projects to be funded will be developed with Local Boards to meet their specific priorities.	1	Local Share and NLTF	2021/22 - 2030/31	20.0	20.0	20.0	20.0	20.0	20.0	80.0	200.0
Projects Funded by Rodney Transport Targeted Rate	Additional transport investment in the Rodney Local Board area funded by the Local Targeted Rate .	1	Local Share	2021/22 - 2030/31	7.8	9.4	4.6	0.1	0.1	0.1	0.1	22.0
Waiheke Ten-Year Transport Plan	To commence the implementation of the highest priority projects in the Waiheke Ten-year Transport Plan.	Not in ATAP	Local Share and NLTF	2024/25 - 2025/26	0.0	0.0	0.0	5.0	5.0	0.0	0.0	10.0
ENVIRONMENT AND SUSTAINABILITY												\$ MILLIONS
Environmental Sustainability Infrastructure	Programme which seeks to address environmental sustainability issues from Transport. The programme will include, but may not be limited to, projects that reduce greenhouse gas emissions, provide resilience to climate change, mitigate pollution (air, noise, land and water), protect and enhance biodiversity, and support innovation in sustainability.	1	Local Share and NLTF	2021/22 - 2030/31	1.2	1.2	1.2	1.2	1.2	2.8	11.3	20.2
Electric Bus Trial Roadmap	Infrastructure to support electric/low emission buses on the public transport network.	1	Local Share and NLTF	2021/22 - 2022/23	4.5	4.5	0.0	0.0	0.0	0.0	0.0	9.0
Supporting Electric Vehicles	Infrastructure and initiatives to support electrification of the private vehicle fleet.	2	Local Share and NLTF	2021/22 - 2030/31	2.0	6.0	6.0	10.0	10.0	0.0	0.0	34.0

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SAFETY											\$ MILLIONS	
Safety Programme	A programme of investment to address the highest risk roads and intersections that require larger scale improvements to address safety deficiencies. This programme includes addressing speed-related deficiencies on the network, and ensuring better outcomes for vulnerable road users.	1	Local Share and NLTF RFT	2021/22 - 2030/31	65.3	65.3	65.3	71.1	81.0	81.0	228.0	657.0
Minor Improvements	A programme of targeted improvements to address safety and operational deficiencies across AT's road, motorcycle, pedestrian and cycle networks.	1	Local Share and NLTF RFT	2021/22 - 2030/31	10.0	8.0	8.0	10.0	10.0	12.0	42.0	100.0
School Speed Management	A programme of investment to reduce speed limits outside all schools in Auckland through speed management interventions to meet nationally mandated school speed limit changes by 2030.	1	NLTF	2021/22 - 2030/31	5.0	5.0	5.0	5.0	5.0	10.0	40.0	75.0
Marae and Papakainga (Turnouts) 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.	1	Local Share and NLTF	2021/22 - 2030/31	1.1	1.1	1.1	1.1	1.1	1.6	6.4	13.2
Community Safety Fund	Completion of the community safety projects that were developed by Local Boards and elected members in 2018-21.	1	Local Share and NLTF RFT	2021/22	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
ACCESS AND CONNECTIVITY											\$ MILLIONS	
CORRIDOR IMPROVEMENTS												
Lake Road/Esmonde Road Improvements	Improvements to Lake and Esmonde Road to improve people moving capacity and reduce journey time unreliability.	1	Local Share and NLTF RFT	2022/23 - 2025/26	0.0	2.1	7.3	10.6	28.5	0.0	0.0	48.4
Wynyard Quarter Integrated Road Programme	Providing road upgrades within the Wynyard Quarter precinct.	1	Local Share	2022/23 - 2024/25	0.0	0.8	15.5	29.8	0.0	0.0	0.0	46.1
Unsealed Road Improvements	Programme of delivering improvements to the region's highest priority unsealed roads.	1	Local Share RFT	2021/22 - 2030/31	6.0	6.0	6.0	4.0	3.0	3.0	12.0	40.0
Resolution of Encroachments and Legacy Land Purchase Arrangements	Programme to resolve encroachments and legacy land purchase arrangements.	1	Local Share	2021/22 - 2030/31	1.0	1.0	1.0	1.0	1.0	2.4	9.5	17.0
Ormiston Town Centre Link	A new road link to provide shorter access towards the emerging Ormiston Town Centre. This includes walking and cycling facilities.	1	Local Share and NLTF	2021/22 - 2022/23	1.7	15.1	0.0	0.0	0.0	0.0	0.0	16.8
Medallion Drive Link	A two-way link road between Fairview Avenue and the existing Medallion Drive with pedestrian and cycle facilities.	1	Local Share and NLTF	2021/22	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0
Lincoln Road Corridor Improvements	Lincoln Road widening to accommodate additional transit/bus lanes, as well as intersection improvements, footpath widening for both pedestrians and cyclists, and installing a solid median.	2	Local Share and NLTF RFT	2021/22 - 2027/28	2.0	11.4	6.9	13.7	26.0	26.5	19.6	106.2
Glenvar Road/East Coast Road intersection and corridor improvements	Corridor improvements, including road widening and upgrading intersections to provide safety benefits, transit priority and additional cycleways.	2	Local Share and NLTF RFT	2021/22 - 2024/25	2.8	14.3	21.1	19.1	0.0	0.0	0.0	57.3
Smales Allens Road Widening and Intersection Upgrade	Widening Smales and Allens Roads from two lanes into four lanes and upgrading the intersection with Springs and Harris Roads.	2	Local Share and NLTF RFT	2025/26 - 2025/26	0.0	0.0	0.0	0.0	2.5	9.0	11.8	23.4
Hill Street Intersection Improvement	Upgrade and reconfiguration of two intersections on State Highway 1 and Sandspit Road in Warkworth, to improve movement for all modes.	Not in ATAP	NLTF	2021/22	2.0	4.7	10.4	1.6	0.0	0.0	0.0	18.8

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ACCESS AND CONNECTIVITY CONTINUED												\$ MILLIONS
OPERATIONAL PROGRAMMES												
Regional Improvement Projects	Programme to respond to community requests for corridor improvements that focus on ensuring safe and efficient operation. This is the partner programme to the Minor Improvements Programme.	1	Local Share and NLTF	2021/22 - 2030/31	3.7	3.7	3.7	3.7	3.7	8.7	34.7	62.0
Parking Programme	Programme of initiatives to support AT's parking activities, including residential parking permits, on-and off-street paid parking, and enforcement activities.	1	Local Share	2021/22 - 2030/31	2.9	2.9	2.9	2.9	2.9	6.9	27.4	49.0
Improvements Complementing Developments	Programme to allow Auckland Transport to proactively work with developers to improve transport outcomes associated with new developments.	1	Local Share	2021/22 - 2030/31	0.7	0.7	0.7	0.7	0.7	1.7	6.7	12.0
Core Operational Capital Programme	Minor capital programme including projects such as Advanced Destination Signage, and Regulatory Controls Infrastructure.	2	Local Share and NLTF	2021/22 - 2030/31	0.8	0.8	0.8	0.8	0.8	2.0	7.8	14.0
OPTIMISATION AND TECHNOLOGY												\$ MILLIONS
NETWORK CAPACITY AND PERFORMANCE												
Network Performance	A programme of small scale multi-modal initiatives such as synchronisation of traffic signals, road-layout improvements including bus and freight lanes and dynamic lanes to support improved outcomes for active modes, public transport, freight, and general traffic.	1	Local Share and NLTF RFT	2021/22 - 2030/31	8.9	8.9	8.9	8.9	8.9	24.7	98.9	168.0
Intelligent Transport Systems	A programme to take advantage of emerging technologies to manage congestion, improve safety and influence travel demand.	1	Local Share and NLTF RFT	2021/22 - 2030/31	5.0	5.0	5.0	7.0	7.0	5.0	18.0	52.0
Freight Network Improvements	Optimisation improvements on the freight network.	2	Local Share and NLTF RFT	2026/27 - 2030/31	0.0	0.0	0.0	0.0	0.0	6.0	24.0	30.0
OPERATIONAL PROGRAMMES												
Customer and Digital	A combined programme facilitating technology change to support the design, operation, and use of the public transport system, better customer experience, plus maintaining IT equipment and Business Applications. This also includes allowance for Integrated Ticketing costs.	1	Local Share and NLTF	2021/22 - 2030/31	39.5	39.8	40.2	37.4	36.7	39.0	119.9	352.7
Core Technology	This programme is comprised of technology upgrades and replacements, and cybersecurity	1	Local Share and NLTF	2021/22 - 2030/31	5.0	5.0	5.0	6.0	6.0	6.0	24.0	57.0
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 with Waka Kotahi	1	Local Share and NLTF	2024/25 - 2025/26	0.0	0.0	0.0	3.0	3.0	0.0	0.0	6.0
ASSET MANAGEMENT												\$ MILLIONS
Renewals	Costs associated with renewing AT's transport network and corporate assets to an appropriate standard. This includes provision for responding to climate change and emergency events.	1	Local Share and NLTF	2021/22 - 2030/31	234.4	253.0	322.1	374.7	413.1	441.5	1,892.3	3,931.0
Seismic Strengthening Programme	Programme for seismic strengthening around the Auckland region, including Quay Street seawall	1	Local Share and NLTF	2021/22 - 2030/31	3.0	5.0	3.0	2.0	2.0	2.0	8.0	25.0
Street Lighting Improvements	Programme to deliver improved street lighting throughout the Auckland Region	1	Local Share and NLTF	2021/22 - 2023/24	5.0	5.0	7.0	0.0	0.0	0.0	0.0	17.0
Wolverton Culverts	Upgrade to two culverts under Wolverton Street that are in need of replacement.	1	Local Share	2021/22	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0

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Project Name	Project Description	Category	Funding source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 - 2030/31	10-year total
POPULATION GROWTH												\$ MILLIONS
Projects Supporting Auckland Housing Programme	Projects supporting Kainga Ora's Auckland Housing Programme, includes projects in Tamaki, Mangere, Mt Roskill, Northcote and Oranga.	3	Local Share and NLTF RFT ²	2023/24 - 2030/31	0.0	0.0	5.0	15.0	25.0	44.0	312.0	401.0
Greenfield transport infrastructure - Northwest	Projects to support high priority greenfield growth areas, including an upgrade of Trig Road and new Redhills connections with appropriate public transport and active mode provision.	1	Local Share and NLTF RFT ²	2021/22 - 2030/31	3.0	3.0	5.0	5.0	11.0	23.0	92.0	142.0
Supporting Growth - Post Lodgement and Property	To support legal costs and necessary property purchase associated with designations, including hearings and environment court costs.	1	Local Share and NLTF	2021/22 - 2030/31	3.5	7.5	17.0	5.5	5.5	5.5	20.0	64.5
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	1	Local Share and NLTF	2022/23 - 2030/31	0.0	3.0	8.5	9.8	11.3	4.6	3.7	40.9
Supporting Growth - Investigation for Growth Projects	To facilitate investigation for high priority projects in growth areas.	1	Local Share and NLTF	2021/22 - 2023/24	15.0	10.0	3.0	0.0	0.0	0.0	0.0	28.0
Matakana Link Road	A connection between State Highway 1 and Matakana Road	1	Local Share and NLTF RFT ²	2021/22	26.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0
Wainui Improvements	Infrastructure to support Wainui growth area.	1	Local Share	2021/22 - 2023/24	3.0	10.0	10.0	0.0	0.0	0.0	0.0	23.1
Strategic Business Cases	These business cases cover all regions in growth areas. Business cases unlock funding assistance from Waka Kotahi's NTLTP to match Council's share of the investment from the RLTP, securing FAR enables successful implementation of projects in the future. This includes Tamaki Drive Resilience Investigation.	1	Local Share and NLTF	2021/22 - 2030/31	1.0	4.0	5.0	0.0	0.0	4.0	8.0	19.8
Huapai Improvements	Station Road re-alignment and signalisation at the intersection of SH16.	1	Local Share and NLTF	2021/22 - 2022/23	13.4	4.1	0.0	0.0	0.0	0.0	0.0	17.5
Scott Point Repayment	Payment to Auckland Council for growth related infrastructure works in Scott Point.	1	Local Share	2021/22	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
Drury Local Road Improvements	Local road upgrades supporting growth and new rail infrastructure in Drury. This programme includes Waihoehoe Road improvements to connect to the proposed Drury Central Station, and intersection improvements at Waihoehoe Road and SH22.	3	Local Share and NLTF RFT ²	2027/28-2030/31	0.0	0.0	0.0	0.0	0.0	0.0	242.8	242.8
Northwest Growth Improvements	Local road upgrades supporting growth and facilitating better active and public transport in the Northwest growth area. This programme includes better public transport and active modes provision between Fred Taylor Drive and Maki Street.	3	Local Share and NLTF RFT ²	2026/27 - 2030/31	0.0	0.0	0.0	0.0	0.0	37.1	148.4	185.5
Western Link Road Route Protection	Route Protection for the Western Link Road in Warkworth.	3	Local Share and NLTF RFT ²	2024/25 - 2030/31	0.0	0.0	0.0	1.0	1.0	1.0	3.0	6.0
AUCKLAND TRANSPORT TOTAL					941.1	1,021.0	1,191.8	1,259.5	1,272.5	1,087.3	4,599.4	11,372.5

Auckland Council Projects



\$ MILLIONS												
Te Whau Pathway	A shared path that will link the Manukau Harbour to the Waitemata Harbour. This will be delivered with funding from the COVID Response and Recovery Fund.	1	CRRF	TBC							TBC	35.0

² RFT in addition to Development Contributions and funding from NLTF

Appendix 2

Waka Kotahi NZ Transport Agency Capital Programme

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires Funding

Project Name	Project Description	Category	Funding source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 - 2030/31	10-year total
SAFETY												\$ MILLIONS
Safer Networks Programme	A programme of works to prevent people from dying or being seriously injured on high risk state highways and local roads. Activities includes median and roadside barriers, markings and signage, and safe and appropriate speed treatment.	1	NLTF	2021/22 - 2030/31	12.5	7.9	0.5	21.3	30.4	22.7	97.7	193.0
SH16 Brigham Creek-Waimauku	A project to improve safety and efficiency for road users on the stretch of State Highway 16 between Brigham Creek and Waimauku in Auckland.	1	NLTF	2021/22 - 2024/25	28.8	60.8	40.0	7.8	0.0	0.0	0.0	137.0
Dome Valley Safety Improvements	The planned safety improvements on SH1 through the Dome Valley include widening the existing road, embankment reshaping, construction of right hand turn bays and installation of flexible wire rope barriers in the central median.	1	NLTF	2021/22 - 2022/23	29.7	0.2	0.0	0.0	0.0	0.0	0.0	30.0
RAPID TRANSIT												\$ MILLIONS
CC2M & Northwest Rapid Transit	Seed funding for future Rapid Transit on the City Centre to Mangere and Northwest lines.	1	NLTF	2027/28 - 2030/31	0.0	0.0	0.0	0.0	0.0	0.0	1,800.0	1,800.0
SH18 Rapid Transit	Business Case and planning work associated with future Rapid Transit along SH18 between Westgate and Constellation Bus Station.	1	NLTF	2021/22 - 2022/23	1.0	1.0	1.0	0.0	0.0	0.0	0.0	3.0
OPERATIONAL CAPITAL PROGRAMMES												\$ MILLIONS
Minor State Highway Improvements (Low Cost Low Risk)	A programme of activities that will be targeted to low cost safety, optimisation and resilience outcomes. These will contribute to the Transport Agency's goals of reducing the number of deaths and serious injuries, making best use of urban capacity, or greater resilience of the state highway network	1	NLTF	2021/22 - 2023/24	19.6	8.1	0.4	0.0	0.0	0.0	0.0	28.1
Noise wall upgrade programme	A programme to implement roadside noise barriers to reduce exposure to high traffic noise levels from the state highway network.	1	NLTF	2021/22 - 2023/24	2.5	5.0	7.5	0.0	0.0	0.0	0.0	15.0
MODE CHOICE												\$ MILLIONS
Northern Pathway (Westhaven to Akoranga)	The Northern Pathway project will provide a seamless dedicated walking and cycling link between Auckland's City Centre and the North Shore which will connect with existing local paths to extend the region's walking and cycling network.	1	NZUP	TBC				TBC				360.0
Glen Innes to Tamaki cycleway	A shared path for cyclists and pedestrians that will follow the eastern rail line from Merton Road near Glen Innes Station to Tamaki Drive - connecting pedestrians and cyclists from Auckland's eastern suburbs to the Waitemata.	1	NLTF	25.2	23.6	0.0	0.0	0.0	0.0	0.0	49.0	49.0
20Connect (SH20B) Route Protection	Early route protection work for this project. 20Connect will improve journey reliability along State Highway 20B and enable the future Airport to Botany Rapid Transit infrastructure, which will provide more choice for people when travelling around southwest Auckland, including to and from the airport.	1	NLTF	5.6	7.7	7.7	0.0	0.0	0.0	0.0	21.0	21.0
Old Mangere Bridge Pedestrian & Cycling Link	Replacement of the Old Māngere Bridge, providing the community with a safe, high-quality walking and cycling connection between the Ōnehunga and Māngere Bridge communities and a safe place for fishing.	1	NLTF	12.6	0.0	0.0	0.0	0.0	0.0	0.0	12.6	12.6
Walking and Cycling Low Cost Low Risk	Walking & Cycling Small Projects based on Low Cost Low Risk process.	1	NLTF	2.0	2.0	2.0	0.0	0.0	0.0	0.0	6.0	6.0

Appendix 2

Waka Kotahi NZ Transport Agency Capital Programme cont.

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires Funding

Project Name	Project Description	Category	Funding source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 - 2030/31	10-year total
GROWTH												\$ MILLIONS
SH18 Squadron Drive interchange upgrade	New interchange west-facing ramps will complement the existing east-facing ramps to create a full interchange and provide greater access for the Hobsonville growth area. This would also reduce traffic volumes and improve public transport reliability on Hobsonville Road by redirecting some customers from the local road to the state highway. (SH18).	1	NLTF	2021/22 - 2026/27	14.4	11.9	14.2	1.3	1.3	1.3	0.0	44.4
Supporting Growth Route Protection Programme	An AT/NZTA Alliance has been set up to look at route protection for the preferred network in the North west, North and Southern growth areas of Supporting Growth Programme. This includes specific NZTA activities like an alternative corridor to existing SH16, SH22, and capacity improvements North of Albany.	2	NLTF	2021/22 - 2026/27	2.0	14.0	26.0	23.0	1.5	1.5	0.0	68.0
BETTER CONNECTIONS												\$ MILLIONS
Mill Road Corridor	Mill Road will provide an additional route from Manukau to Drury, a safer, more reliable and accessible transport corridor to support residential and employment growth in south Auckland. Includes separated walking and cycling facilities will ensure better access to employment opportunities and provide residents with more reliable public transport services.	1	NZUP	TBC				TBC				1,354.0
Penlink	A new transport link between SH1 and Whangaparaoa Peninsula. A separated, shared walking and cycling lane adjacent to the new state highway will provide travel choice for those living in or visiting the peninsula.	1	NZUP	TBC				TBC				411.0
State Highway 1 Papakura to Drury South	Part of the Papakura to Bombay project, this is implementation of State Highway 1 improvements from Papakura to Drury South, widening the highway to three lanes in each direction to provide better travel time reliability.	1	NZUP	TBC				TBC				423.0
Puhoi-Warkworth	The Pūhoi to Warkworth project will extend the four-lane Northern Motorway (SH1) 18.5km from the Johnstone's Hill tunnels to just north of Warkworth. It is the first stage of the Ara Tūhono – Pūhoi to Wellsford project.	1	NLTF	2021/22 - 2030/31	98.6	103.2	80.1	80.2	80.0	80.8	322.9	845.8
Southern Corridor Improvements (Manukau-Papakura) [Debt repayment]	The Southern Corridor Improvements Project covers the stretch of Southern Motorway (SH1) from the SH20/SH1 connection at Manukau down to Papakura in the south. The Project includes additional lanes in both directions, upgraded Takanini Interchange and a 4.5km shared use pedestrian / cycle path.	1	NLTF	2021/22 - 2026/27	13.5	76.0	75.0	27.0	36.0	13.8	0.0	241.3
ITS Programme & State Highway Optimisation Programme	The Optimisation Programme includes four customer focused streams: Operate (See and Respond) - Traffic Management, Sensor/Signals Network, and Incident/Event Management; Optimise (Plan & Think Ahead) - Traffic optimisation, adjustments, and technology building blocks; Inform (Let people know) - Direct messaging, C2C Channels, and Social and Broadcast Media; and Insights (Analyse & Learn) - Storage, Analysis, and Prediction.		NLTF	2021/22 - 2030/31	2.0	2.0	0.0	0.0	0.0	0.0	118.0	122.0

Appendix 2

Waka Kotahi NZ Transport Agency Capital Programme cont.

Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires Funding

Project Name	Project Description	Category	Funding source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 - 2030/31	10-year total
BETTER CONNECTIONS CONTINUED												
\$ MILLIONS												
Northern Corridor (includes busway extension)	A package of capacity and safety improvement projects on the Northern Motorway between Upper Harbour Highway and Greville Road including widening of SH1 between Constellation Drive and Greville Road, widening of SH18 between SH1 and Unsworth Drive, a new motorway-to-motorway connection between SH18 and SH1, upgrade of the Greville Road interchange, and extension of the existing Northern Busway from Constellation Drive to Albany.	1	NLTF	2021/22 - 2023/24	86.4	39.1	2.7	0.0	0.0	0.0	0.0	128.2
SH1 Additional Waitemata Harbour Connections (Business Case, Designations and Property)	The Additional Waitematā Harbour Connections project will assess options for improvements to connections between the North Shore and the City Centre.	1	NLTF	2021/22 - 2026/27	15.2	11.8	10.3	10.3	10.9	1.5	0.0	60.0
SH20A to Airport (Debt Repayment)	Debt payment for grade separation of the SH20A / Kirkbride Road Intersection (motorway trenched under Kirkbride Road).	1	NLTF	2021/22	47.7	0.0	0.0	0.0	0.0	0.0	0.0	47.7
East West Link (Property)	Property costs associated with the East West Link. The wider project is currently being reviewed to evaluate whether it aligns with the new priorities and strategic direction set out by the Government Policy Statement on Land Transport.	1	NLTF	2023/24 - 2030/31	0.0	0.0	25.7	0.0	0.0	0.0	5.0	30.7
Warkworth to Wellsford (Designation)	The Warkworth to Wellsford project is the second section of Ara Tūhono Pūhoi to Wellsford. The Indicative Alignment is 26km long, includes an 850m long twin bore tunnel in the Dome Valley and three interchanges located at Warkworth, Wellsford and Te Hana.	1	NLTF	2021/22 - 2023/24	9.0	6.0	6.0	0.0	0.0	0.0	0.0	21.0
SH1 Drury South to Bombay (Route Protection)	The State Highway 1 Papakura (SH1) to Bombay project proposes improvements to Auckland's Southern Motorway, between Papakura and Bombay. This covers route protection south of Drury.	1	NLTF	2021/22 - 2025/26	2.1	2.2	0.2	6.9	6.9	0.0	0.0	18.3
Grafton Gully Improvement Business Case	The City Centre Master Plan envisions a new multi-modal boulevard and future urban neighbourhoods for Grafton Gully and Te Toangaroa / Quay Park seamlessly stitching the eastern edge of the city centre with the heart of the city and eastern city fringe neighbourhoods.	1	NLTF	2023/24 - 2025/26	0.0	0.0	5.0	5.0	5.0	0.0	0.0	15.0
MAINTENANCE, OPERATIONS AND RENEWALS												
\$ MILLIONS												
State Highway Maintenance, Operations & Renewals	State highway maintenance, operations, and renewals.	1	NLTF	2021/22 - 2030/31	199.2	202.6	206.1	179.2	179.2	179.2	716.6	1862.0
WAKA KOTAHI TOTAL					629.6	585.2	510.4	361.9	351.3	300.7	3,060.2	8,347.1

Appendix 3

KiwiRail Capital Programme



Prioritisation Key:
 1 Committed and Essential
 2 Prioritised
 3 Requires Funding

Project Name	Project Description	Category	Funding source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 - 2030/31	Total cost
KIWIRAIL PROJECTS												\$ MILLIONS
CRL Day One - Infrastructure Package	Infrastructure improvements to support CRL including Additional Traction Feed (West) and Investigation for ETCS Level 2.	1	NLTF	2021/22 - 2023/24	25.0	19.0	17.0	0.0	0.0	0.0	0.0	61.0
CRL Day One - Resilience and Asset Maintenance Programme	Resilience and asset maintenance improvements to support CRL including Integrated Rail Management Centre and Emergency Management Systems.	1	NLTF	2021/22 - 2023/24	14.0	21.0	17.0	0.0	0.0	0.0	0.0	52.0
KiwiRail Strategic Future Planning	Third and Fourth Main business case and Network Investment Planning.	1	NLTF	2021/22 - 2030/31	7.0	5.0	5.0	5.0	5.0	5.0	20.0	52.0
Progressive Fencing and Security	Ongoing programme to improve safety and security of the rail corridor through managing access.		NLTF	2021/22 - 2030/31	2.0	2.0	2.0	2.0	2.0	2.0	8.0	20.0
Papakura to Pukekohe Electrification	Electrification of the track between Papakura and Pukekohe to allow electric services at up to 6 trains per hour in each direction.	1	NZUP	2020/21 - 2023/24	128.0	126.0	84.0	0.0	0.0	0.0	0.0	338.0 ³
Wiri to Quay Park	Works to add a third rail line between Wiri and Westfield, along with associated junction improvements, to increase rail capacity between Wiri and Quay Park, reducing congestion for both passenger and freight services.	1	NZUP	2020/21 - 2023/24	111.0	67.0	31.0	0.0	0.0	0.0	0.0	209.0 ³
Drury Stations	Funding for new railway stations around Drury, precise scope and phasing still to be determined.	1	NZUP	2020/21 - 2025/26	85.0	60.0	40.0	0.0	0.0	0.0	0.0	185.0 ³
MAINTENANCE, OPERATIONS AND RENEWALS												\$ MILLIONS
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 the programme is optimised and ensure the network will perform reliably under increased traffic volumes. Also known as the Rail Network Growth Impact Management Project. AT is the Approved Organisation.	1	NLTF	2021/22 - 2024/25	48.0	32.0	45.0	12.0	0.0	0.0	0.0	137.0
Maintenance, Operations, and Renewals	KiwiRail share of network maintenance, operations, and renewals cost to be agreed through the ANAA.	1	NLTF Rail Network via RNIP	2021/22 - 2030/31	5.0	5.0	7.0	8.0	8.0	8.0	33.0	74.0
Additional Rail Maintenance and Renewals	Lifting the level of maintenance and renewals to ensure reliable operation of the Auckland rail network in response to increased traffic volumes. This expenditure is above that currently provided by KiwiRail and Auckland Transport through the ANAA.	1	NLTF / ANAA	2021/22 - 2030/31	7.3	7.3	7.3	7.3	7.3	7.3	29.2	73.0
Additional MO&R for CRL Components	Additional budget maintenance, operations and renewals budget to ensure the reliable operation of CRTL. This expenditure is above that currently provided by KiwiRail and Auckland Transport through the ANAA.	1	NLTF / ANAA	2027/28 - 2030/31	0.0	0.0	0.0	0.0	0.0	0.0	9.0	9.0
KIWIRAIL TOTAL					432.3	344.3	255.3	34.3	22.3	22.3	99.2	1,210.0

³ 2021-31 figures in this table are less than the ATAP 2021 published values as KiwiRail has subsequently brought \$201m into 2020/21.

Appendix 4

Department of Conservation Capital Programme cont.

Project Name	Project Description	Category	Funding source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28 - 2030/31	10-year total
DEPARTMENT OF CONSERVATION PROJECTS											\$ THOUSANDS	
Local Road Improvements					-	-	100.0	34.0	34.7	35.4	148.7	352.8
Local Road Maintenance					25.5	25.5	25.5	41.4	41.9	45.5	152.8	358.3

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Appendix 5

Other projects considered by ATAP

These could be considered if additional funding is available.

AGENCY	PROJECT	UNFUNDED AMOUNT (\$MILLION, UNINFLATED)
PARTIALLY FUNDED PROJECTS		
AT	Accessibility Improvement Project	70
AT	City Centre Masterplan A4E Supporting Works - Full	522
AT	Community Safety Fund	10
AT	Connected Communities	1,026
AT	Core Operational Capital Programme	10
AT	Downtown crossover bus facility	100
AT	Drury Local Road Improvements	1,454
AT	Decarbonisation of the Ferry Fleet	69
AT	Further Investment in Cycling Programme	851
AT	Greenfield Transport Infrastructure - Northwest	60
AT	Minor Cycling and Micromobility Capex (including pop up cycleways)	70
AT	Minor Safety Improvements	39
AT	Northern Busway Enhancements	480
AT	Northwest Growth Improvements	878
AT	Projects Supporting Auckland Housing Programme	195
AT	Tranche 1 Level Crossing Grade Separation	100
AT	Waiheke 10 Year Transport Plan	74

AGENCY	PROJECT	UNFUNDED AMOUNT (\$MILLION, UNINFLATED)
UNFUNDED PROJECTS		
AT	Additional Growth Projects - Paerata	127.0
AT	Additional Growth Projects - South	134.9
AT	Additional Growth Projects - Warkworth	168.6
AT	Additional Unsealed Road Improvements Airport to Botany RTN via Manukau and Airport Access Improvements Full	84.0
AT	Implementation	1,212.6
AT	Bus Depot Strategy	64.0
AT	Chapel Rd realignment	40.2
AT	Cycling and Walking Connections to Waka Kotahi Infrastructure	115.0
AT	Dairy Flat Highway Improvements	58.4
AT	Downtown Ferry Terminal Redevelopment - Phase 2	152.0
AT	Great Barrier Airfields Programme	12.4
AT	Infrastructure resulting from development	20.0
AT	Public Transport Facilities - Middlemore Hospital	22.5
AT	PT Minor Capex enhancements - additional elements	100.0
AT	Safe & Healthy Schools Programme	72.5
AT	Walking Investigation	14.0
AT	Wellesley Street Bus Improvements (Stage 2)	137.1
AT	Whangaparaoa Bus facility	33.7
KiwiRail/AT	Rail Infrastructure Programme Step 2 (future decades)	4,071.0
KiwiRail/AT	Rail Programme Step 3 (future decades)	2,614.0
NZTA	East West Link	705.0
NZTA	Kumeu Alternative Access	1,097.0
NZTA	Northern Pathway (Akoranga to Constellation)	200.0
NZTA	Northwest Busway - Te Atatu to Lincoln and Brigham Creek Park and Ride	281.0
NZTA	SH1 to SH18 Northbound Ramp	86.0
NZTA	SH16/SH18 connections programme	886.0

Appendix 6

Projects with committed NLTF funding

The final RLTP will contain the table of activities that have been approved for NLTF funding but are not yet completed.

Appendix 7

The relationship of Police activities to the RLTP

New Zealand (NZ) Police have a significant role to play in keeping Tāmaki Makaurau's roads and communities safe. As a requirement of section 16(6)(b) in the Land Transport Management Act (LTMA), this is an assessment of the relationship of Police to the Regional Land Transport Plan.

Road policing in the Auckland region aligns to the Road Policing action plan by focussing on the top risk factors where enforcement can have the greatest impact: restraints, impairment, distraction and speed enforcement. Aligned with the focus, there is strong and coordinated support of safety behaviour change and education activities that are led by AT (AT). These activities are funded nationally by Waka Kotahi (NZ Transport Agency) through the Road Safety Partnership Agreement.

\$826m is invested in road policing activities (2018-2021), with around 30 per cent allocated to Tāmaki Makaurau. This proportion flows through to the policing targets, where Tāmaki Makaurau is responsible for around 30% per cent of the three million random breath test desired target for 2020/21.

The Road Safety Partnership Programme 2019-2021 outlines the operational priorities and desirable outcomes for road policing and NZ Police work in partnership with AT to deliver local road safety plans which are informed by the Road Safety Partnership Programme. These activities are delivered by the Tāmaki Makaurau Road Policing unit, working across the three police districts of Waitemata (Rodney, Albany, North Shore, Waitakere and Whau Wards), Auckland (Waitemata and Gulf, Albert-Eden-Roskill, Orakei, Maungakiekie-Tāmaki Wards and Whau), and Counties Manukau (Howick, Manukau, Manurewa-Papakura and Franklin Wards).

Appendix 7

The relationship of Police activities to the RLTP cont.

OPERATIONAL PRIORITIES	NZ POLICE ACTIVITIES
Speed	Provide sufficient enforcement levels of legal speed limits to achieve general deterrence.
Road and roadsides	Enforce proper use of the roads
Active users	Educate and enforce relevant laws to help keep active road users safe
Incident management	Respond to and investigate major incidence on the network
Light vehicles	Enforce laws around vehicle defeats and illegal modifications
Motorcycling	Enforce compliance with road rules and refer motorcyclists to education and skills programmes
Heavy vehicles	Ensure compliance with heavy vehicle rules
Alcohol and drugs	Deliver sufficient testing levels to achieve general deterrence from driving under the influence of drugs or alcohol, and enforce compliance with legislation
High-risk drivers	Reduce the opportunities for high-risk drivers
Fatigue and distraction	Identify and discourage the use of cell phones while driving and driving while fatigued
Restraints	Ensure the wearing of restraints
Inexperienced drivers	Refer drivers to licence programmes

These priorities are targeted to help achieve NZ Police's Road Policing target of a five per cent reduction in road deaths each year and is consistent with the national Road to Zero Strategy and the Vision Zero Strategy for Tāmaki Makaurau.

Vision Zero Strategy for Tāmaki Makaurau is an ambitious transport safety strategy to reduce DSI on Auckland's transport system to zero by 2050, with an interim target of no more than 250 DSI by 2030. This target is approximately a 65 percent reduction from a 2016-2018 annual average baseline of 716 DSI.

An important part of achieving our Vision Zero aspirations is through leadership and governance. NZ Police is a member of Tāmaki Makaurau Road Safety Governance Group which also includes AT, Waka Kotahi, Accident Compensation Corporation, Auckland District Health Board and Auckland Council. The governance group holds members to account for the delivery of the system outcome that reduces DSI in accordance with strategy targets, with clear mechanisms for communication, collaboration and accountability. This includes actions in the Vision Zero Strategy in the section of 'Policing and Prevent Harm' and the partnership recommendations in AT's Road Safety Business Improvement Review 2018 as listed below.

- Increase red light cameras as part of the Memorandum of Understanding between AT and NZ Police.
- Enforcement activities around key risk areas of speed, restraints impairment (alcohol and drugs, including roadside impairment tests), intersections and distractions (RIDS).
- Improved traffic crash reporting processes.
- Increased use of supported resolutions and compliance for non-RIDS related offences to achieve road safety outcomes.

The AT Alignment Project (ATAP) also includes many policy areas where work can be progressed to achieve our safety targets. The ATAP Investment Package has requested higher penalties, fines and enforcement. These safety regulatory settings will link into the work Police will undertake in keeping our roads safe.

To achieve the safety outcomes for Tāmaki Makaurau, it is critical to further strengthen the partnership with NZ Police to increase enforcement and road policing activities. Death and serious injury with alcohol and speed as a contributing factor contributes to a large proportion of road deaths in Auckland (alcohol 39% and speed 36%). Road policing and enforcement plays a key role in reducing DSI and plays an important part in the collective effort in reaching our road safety targets.

Appendix 8

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 the Regional Transport Committee to adopt a policy that determines significance in respect of:

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

This policy sets out how to:

- determine the significance of variations to the Auckland RLTP under section 18D of the LTMA 2003.
- 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:

- The addition or removal of an improvement activity or group of activities that the Regional Transport Committee 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.
- A new AT activity, or a change to the scope of an existing AT activity, which the Regional Transport Committee 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

- A new Transport Agency activity or a change to the scope of an existing Transport Agency activity, which the Regional Transport Committee considers would increase expenditure by more than 30 per cent of the Transport Agency's total gross expenditure in Auckland in any one year
- Any variation that is defined as significant in the Auckland Council's Significance Policy as it applies to AT
- A variation to the RLTP that results in a significant variation to the Regional Public Transport Plan.

The following variations will generally not be significant:

- 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.
- Replacement of an activity or project by another activity or project of the same or substantially similar type.
- Cost or timing changes that do not affect the scope of an activity or project.
- A scope change for a project that does not significantly alter its original objectives.
- An activity that has previously been consulted on.
- A decision to progress emergency works.

Consultation is not required for any variation that is not significant, or arises from the declaration or revocation of a State Highway.

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, or it is a nationally **significant activity** identified in the Government Policy Statement on Land Transport.

Appendix 9

Glossary

AC	Auckland Council
AIAL	Auckland International Airport Ltd
ANAA	Auckland Network Access Agreement
AT	Auckland Transport
ATAP	Auckland Transport Alignment Project
CCO	Council Controlled Organisation
CRL	City Rail Link
CRLI	City Rail Link Limited
FTN	Frequent Transit Network (key bus and ferry routes)
GPS	Government Policy Statement on land transport
ILM	Investment Logic Map
LTMA	Land Transport Management Act 2003
LTP	Long Term Plan
MoT	Ministry of Transport
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
RFT	Regional Fuel Tax
RLTP	Regional Land Transport Plan
RTC	Regional Transport Committee
RTN	Rapid Transit Network
RPTP	Regional Public Transport Plan
SH	State Highway
Waka Kotahi	Waka Kotahi NZ Transport Agency



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