Adoption of the draft RLTP and RLTP/LTP Hearings 2015

Recommendations

That the Regional Transport Committee:

i. Receives the Draft 2015/18 Auckland Regional Land Transport Plan.

ii. Delegates to the Chair and Chief Executive sign-off of the final document for consultation following incorporation of any comments by the Regional Transport Committee.

iii. Delegates to the Stakeholder Management Team authority to hear the views of Aucklanders on their behalf to during the 2015 Regional Land Transport Plan/Long Term Plan consultation process.

iv. Establishes a subcommittee to consider submissions from key stakeholders at an event to be held in early March 2015.

Executive summary

This report presents a draft 2015/25 Regional Land Transport Plan (RLTP) for public consultation in January 2015 (Attachment 1).

In adopting the draft RLTP for public consultation, the Board is acting in its capacity as the Regional Transport Committee for Auckland.

Consultation on the RLTP will be aligned with consultation on Auckland Council's (AC's) Long-Term Plan (LTP). It is also proposed that AT hold a separate event to hear submissions from key stakeholders on the RLTP programme.

Strategic context

Auckland Transport (AT) is required by the LTMA to prepare an RLTP every three years covering all significant transport activities in Auckland, including those undertaken by NZTA, AT and KiwiRail.

This Draft Auckland RLTP has been developed in conjunction with AC's LTP and will inform AC decisions on funding for transport in detail for the 2015/16, 2016/17 and 2017/18 years in outline for the following seven years.

Changes to the LTMA in 2013 made the RLTP the region's key strategic document for transport, and removed the requirement to prepare a separate Regional Land Transport Strategy. AT's 30-year ITP has developed a Summary document which provides strategic direction and a prioritised work programme for transport in Auckland, and these are reflected in the attached Draft RLTP.

Background

The RLTP:

- Sets out the strategic direction for transport in Auckland including how AT proposes to give effect to the transport components of the Auckland Plan and AT's strategic themes within the fiscal constraints of the funding provided in the LTP.
- Is consistent with the Government Policy Statement on Land Transport.
- Brings together objectives, policies and performance measures for each mode of transport.
- Sets out a programme of activities to contribute to this strategic direction. It outlines both the Basic Transport Network and the Auckland Plan Transport Network.
- Includes transport activities to be delivered by NZTA, KiwiRail, the NZ Police, AC and AT.

The Government has indicated in the Draft Government Policy Statement on Land Transport (GPS) that funding available from NZTA for AT's activities in 2015/18 will be similar to the 2012/15 period, albeit with some additional information and planning requirements.

Issues and options

Funding and prioritisation

AC's draft LTP indicates that funding available to AT for capital projects and operational services, (other than the City Rail Link) is significantly reduced compared to the 2012/15 programme.

The attached Draft RLTP describes two capital programmes:

1) The *Basic Transport Network*, driven by the funding constraints set by the draft LTP, in which both capital projects and operational spending is cut back to a bare minimum
2) The *Auckland Plan Transport Network*, which is an optimised programme to make significant progress towards the targets set in the Auckland Plan and to continue the momentum of improvement delivered over the last four years. The Auckland Plan Transport network requires funding at a level similar to that proposed in AC's 2012 LTP.

The RLTP includes these two prioritised capital programmes based on the prioritisation process developed for the ITP.

An early version of the draft RLTP was considered by the CRC at the October and November meetings. The Board also created a subgroup to advise on the development of the draft RLTP.

Consultation

In February 2014, the Board endorsed key directions for engagement on the RLTP; which included agreement that the consultation and submissions processes would be aligned with AC's LTP processes.

AC are proposing 21 local area events, in which it is proposed that local Board liaison staff will hear and collect the views of the public and local board members on behalf of the Regional Transport Committee (RTC). These views will then be fed back to the RTC along with a summary report of the written submissions received and the views expressed at the local area events. The report to the RTC will be in the form of a Hearings Panel recommendation for changes to the draft RLTP.

Whilst the majority of the consultation is taking place jointly with AC's LTP, given the complexity of transport issues, it is desirable to also hold AT-led transport hearings. While there is no legislative requirement for a formal hearings panel to be convened, it is recommended that at least two board members are present for all presentations, so that submitters feel their views are being given adequate respect. Board members could be supported by the Chief Financial Officer and the General Manager Strategy and Planning.

It is proposed that the transport events would be by invitation to Local Boards, Councillors and key stakeholders. The initial proposed invitation list is attached (Attachment 2), as we go through the consultation process other interested parties will be identified and included. The aim is to provide elected representatives and key transport stakeholders an opportunity to present to a panel of AT decision makers. This has the advantage that the presenters will be assured that their views are considered adequately and the hearings panel has opportunity to gauge the strength of feeling amongst local boards, councillors and their constituents as well as key stakeholders.

It is proposed that the transport consultation event would take place over two days in the second week of March.

AT's Stakeholder Management Team (part of the Communications Team) will attend all of AC's LTP consultation events. At the conclusion of the consultation period, the RTC will receive a document summarising the key themes coming through in consultation.

Next steps

The period for public submissions will be **23 January – 16 March 2015,** aligned with AC consultation on the Long Term Plan. RLTP hearing panel will be held during the **second week of March 2015**.

A final RLTP programme must be sent to NZTA at the end of April 2015. It is expected that AC will provide an early indication of which funding option will be supported in time to inform the programme supplied to NZTA However, the final programme decisions cannot be made definitively until after AC finalises it's LTP in June 2015. The final RLTP amended to reflect the outcomes of public consultation and of Board / AC / NZTA decisions must be published by **30 July 2015**.

Attachments

Number	Description
1	Draft Regional Land Transport Plan
2	Invitation list for the RLTP Hearings

Document ownership

Submitted by	Nicki Lucas **Manager Revenue and Analysis**	
Recommended by	Richard Morris **Chief Financial Officer**	
Approved for submission	David Warburton **Chief Executive**	

Glossary

Acronym	Description	Business Unit
RLTP	Regional Land Transport Plan	CFO
ITP	Integrated Transport Plan	S&P
LTP	Long Term Plan	A.C.
LTMA	Land Transport Management Act 2003 (amended 2013)	N/A

Draft Regional Land Transport Plan 2015-2025

For public consultation

For December RTC Meeting

Introduction from the Chairman

Auckland has made gains in recent years in addressing congestion and making its public transport system a desirable option for getting around our city. Other core services including parking and transit safety are also improving.

The narrative for the next ten years is one of growth and how we respond to it. Auckland is already New Zealand's largest city by far and the powerhouse of its economy. Auckland is set to grow by almost 250,000 people in the next ten years and with it the needs of its commuters, businesses, students and visitors.

The Long Term Plan (the sister document to this Regional Land Transport Plan) paints a somewhat bleak picture. One in which Aucklanders get to choose between poor transport outcomes or paying an extra $300 million a year - Aucklanders deserve better than that.

The challenges set out in this RLTP are:

- We need to be bold. The introduction of the electric trains has vastly improved the customer experience for public transport at the same time as it helps keep cars off the road. As with the introduction of electric trains, the City Rail Link will address many issues at once, helping to unlock the potential of Auckland
- We need to be innovative. Yesterday's thinking will not solve tomorrow's problems
- We need to ruthlessly drive efficiencies to get the most from every dollar
- KiwiRail, the New Zealand Transport Agency and Auckland Transport need to work even more closely together, pooling our talents and resources
- We need to put Aucklanders, our customers, at the heart of every decision

Even in a world of limited rates increase, we are committed to rolling out the rapid and frequent transit network through improved timetables, adding more bus lanes, a fairer fare system and progressing key projects for improving traffic flows and providing essential infrastructure.

Auckland has a choice to make – a thoughtful and reflective approach is required in order to capture, rather than undermine, the future of transport in Auckland.

Lester Levy

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For December RTC Meeting

Auckland Council and Auckland Transport are consulting on the draft Long Term Plan and the draft Regional Land Transport Plan, and are managing consultation responses for the LTP and RLTP together. To have your say, complete and return this form or see Chapter 3 – Consultation for more options.

Have your say on the future of Auckland

Feedback must be received by 4pm Monday 16 March 2015.

Please visit shapeauckland.co.nz before providing your feedback. We encourage you to provide feedback online, alternatively you can complete this form and return to us as outlined below.

Email Simply scan your completed form and email to **longtermplan@aucklandcouncil.govt.nz**

In person Drop off at to your local library, service centre or local board office

By post Place your completed form in an envelope and send to freepost address.
Long-term Plan 2015-2025
Auckland Council
Freepost Authority 182382
Private Bag 92 300, Auckland 1142

Shape Auckland .co.nz

Your name and feedback will be public documents. All other personal details will remain private.

First name:

Last name:

Email address or postal address:

Your local board:

The following information is optional.

Are you?

☐ Male ☐ Female

What age group do you belong to?

☐ Under 15 ☐ 15-24 ☐ 25-34
☐ 35-44 ☐ 45-54 ☐ 55-64
☐ 65-74 ☐ 75+

Which of the following best describes your ethnicity?

☐ European ☐ Pacific
☐ Asian ☐ Māori
☐ African/Middle Eastern/Latin American
☐ Other (please specify)

☐ Yes I want to receive the 'Stakeholder Update' email from Auckland Council

Question 1a: Do you agree with the proposed overall average general rates increase of 3.5 per cent each year, which will enable the proposed investment and spending outlined in this document?

☐ Agree ☐ Disagree

Question 1b: If you disagree, in which areas do you think we should spend more or spend less, and what level of general rates increase would you support?

Comments:

Question 2a: Do you support the **basic transport** programme or do you think we should invest more to get the **Auckland Plan transport** programme that would address our transport problems?

☐ Basic transport programme

☐ Auckland Plan transport programme

Question 2b: If we decide to invest in the Auckland Plan transport programme, how do you think Aucklanders should pay for it?

☐ Annual fuel tax increase of 1.2 cents per litre and an overall average annual rates increase of around one per cent (each year for nine years from 2016/17 in addition to the proposed 3.5 per cent overall average general rates increase)

☐ A motorway user charge of around $2 each time people enter Auckland's motorway system

Comments:

Question 2c: Are there any projects or priorities (e.g. more bus lanes, cycleways) we should focus on delivering as part of the basic transport programme or the Auckland Plan transport programme?

Comments:

Need more room? You can attach extra pages, but please make sure they are A4, and also include your name and contact information.

All personal information that you provide in this submission will be held and protected by Auckland Council in accordance with our privacy policy (available at aucklandcouncil. govt.nz/privacy and at our libraries and service centres) and with the Privacy Act 1993. Our privacy policy explains how we may use and share your personal information in relation to any interaction you have with the council, and how you can access and correct that information. We recommend you familiarise yourself with this policy.

1 Executive Summary

One thing is certain about Auckland's future - Auckland is going to grow. Its population will grow and with it its economy and the expectations of its many ethnic groups and its businesses. Auckland's economy will grow faster than the rest of New Zealand and the performance of key infrastructure, such as its airport and port will be a key determinant of New Zealand's growth potential. Visitor numbers will grow significantly and almost half of all tertiary students in New Zealand will study in Auckland.

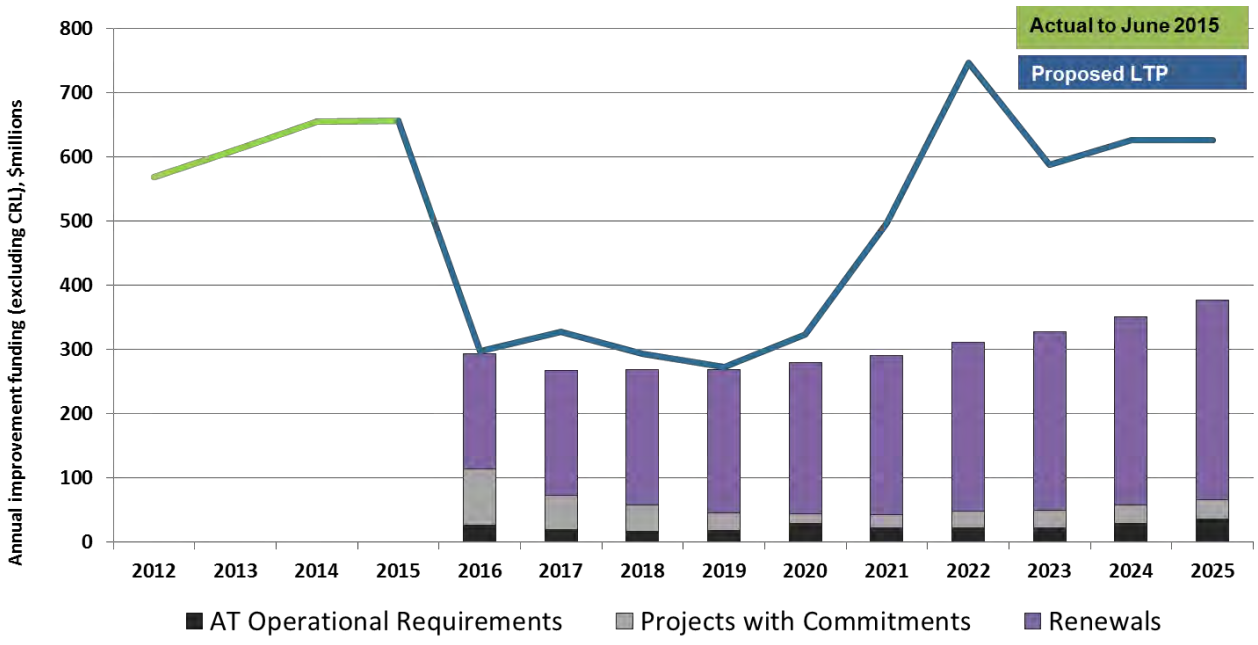
Our response to this should not be by debating whether this funding path or capital programme is better or more affordable than that, rather we should simply embrace growth. If we do not, we will be left to be a sea-anchor to Auckland's potential.

This RLTP presents a bold programme of action which is a contrast to the alternative. Bold action does not necessarily mean more cost to a taxpayer or ratepayer; it means effective public services delivered through agencies that are focused on delivering services and outcomes that Aucklanders need.

Auckland Council's draft Long Term Plan (LTP) includes significantly reduced funding for improvements to Auckland's roads and public transport (apart from the City Rail Link) at a time when demand on the transport system is rapidly increasing. This dramatic drop in funding puts the gains Auckland has made in the last few years at significant risk.

Public transport use has doubled in the last 20 years, which has helped keep a lid on road congestion. These gains are now at risk and the transformational improvements which we have been making to rail services and planned to make to bus services are now expected five or more years away. The graph below shows the degree to which Auckland Transport's ability to improve Auckland's transport has been reduced.

Figure 1: Funding available to Auckland Transport for network improvements (excluding City Rail Link)



If funding as shown in the LTP goes ahead, once essential renewals, commitments and operational requirements are taken into account, Auckland Transport will not be able to start any new projects until 2021.

At the same time, Government funding of the state highway system is fixed, meaning the optimal mix of projects will not be achieved. Rail infrastructure investment is desperately needed to enable increased levels

of freight to be moved, to enable the passenger and freight rail network to work as one, and to address safety issues at level crossings.

With proposed Council funding, bus interchanges and rail station upgrades will be put on hold reducing our ability to increase patronage and reduce congestion. Some projects are essential to the introduction of the New Network. The New Network involves running some buses to train stations as opposed to going all the way into the city, in order that the saved bus kilometres can be reinvested in more services. The net result will be quicker journeys on more frequent public transport, but more people will need to transfer between services to complete their journeys. However without building interchange stations such as proposed at Otahuhu, the New Network cannot be fully implemented.

Auckland Transport's cycling, walking and safety improvements will stall for at least three years.

We will not be able to properly maintain our assets as renewals spending will be reduced and in the first three years will be $89 million less than recommended. Although the cuts have been made with care so that safety is not compromised this level of spending will lead to a renewals backlog of over $1 billion at the end of ten years.

The City Rail Link will be commenced in the first three years and will be delivered in the early 2020s provided promised Government funding is forthcoming. This is an example of the sort of bold project needed to unlock Auckland's potential. Other projects likely to be needed in the next decade including consideration of options such as light rail. We cannot realistically meet population challenges by adding more buses to an already congested network of arterial roads.

1.1 New Zealand Transport Agency

Auckland's State Highway programme continues unaffected, NZTA are proposing to spend $2.2 billion in the first three years of the RLTP and $3.8 billion over the ten year period, with the major projects being:

- completion of the Western Ring Route in 2021
- additional lanes at bottlenecks for SH1 (from Greville Road north, and from Takanini south)
- Puhoi to Wellsford new motorway

Unfortunately, some of the benefits of this programme of improvements will be unrealised as complementary road and PT programmes are not able to happen. For example, NZTA is spending $1.4 billion on the Waterview Connection, the last missing link in Auckland's motorway network, and the widening of the North Western motorway. However, if Auckland Transport is not able to carry out improvements to Lincoln Road or Te Atatu Road, then many of the benefits of the state highway improvements will be lost. The result is likely to be queuing on the new widened motorway as the increased traffic will not be able to exit the motorway any faster.

1.2 The Alternative

Auckland Transport has proposed an alternative to the funding scenario in the LTP called the **Auckland Plan transport programme.** The **APTN** programme will make real progress towards the goals of the Auckland Plan, especially a transformational shift to outstanding public transport.

The APTN will transform the customer experience of public transport, attracting more people to make more trips on buses, trains and ferries as well as by walking and cycling. This in turn will release capacity on the road network for freight and other road trips. In the first three years of the programme, Auckland Transport will:

Prioritise rapid, high frequency public transport by implementing:

- A New Network of more direct, more frequent bus services, providing faster connections to more destinations. The New Network will however mean more customers need to make a transfer between services to complete their journey;
- 11 new bus/bus and bus/train interchange points, to make transferring from one service to another easy;
- 17 new Park and Rides at rail stations;
- Five rail station upgrades and a new station at Parnell;
- Ferry wharf improvements;
- Bus lanes and provision for double decker buses;
- Bus lanes, bus priority improvements and interchanges in the city centre to reduce delays and bus congestion.

Transform and elevate customer experience by delivering:

- An integrated system of simpler, fairer fares to encourage patronage growth;
- Intelligent Transport Systems which optimise the management of roads, public transport and cycling links and provide real-time information to travellers.

Build network optimisation and resilience by delivering:

- Enhanced safety programmes tailored to the specific factors behind the recent increase in deaths and serious injuries on Auckland's roads;
- Grade separation or road closure at high priority rail level crossings;
- Working with more schools, workplaces and communities to develop Travel Plans which make the most of the improved transport options available;
- 25 arterial and local road improvement projects creating additional capacity to cope with proposed growth and existing congestion.

1.3 The Choice

Auckland Transport has a plan for what is needed, and for what is affordable. There is a stark contrast between the Basic transport programme as proposed in the LTP and the alternative, Auckland Plan transport programme which will make significant progress towards the vision of a smarter, connected Auckland.

Aucklanders need to decide which programme they want for their city.

At the same time, NZTA and Auckland Transport are key to the success of Auckland and need to continue to innovate, become more efficient and work better with stakeholders and each other.

The consultation process around this RLTP is the opportunity for communities and delivery agencies to get united around a clear plan and a bold future.

2 Consultation

Auckland Transport has worked closely with Auckland Council and with the NZ Transport Agency throughout the development of this Regional Land Transport Plan. This draft Plan also reflects input from the Governing Body of Auckland Council and from each of the Local Boards, as well as the views of iwi and transport stakeholder representatives, expressed at preconsultation meetings held between May and September 2014.

Now it is time to hear from you through the submissions process. Auckland Council and Auckland Transport are consulting jointly on this RLTP and the Council Long Term Plan, highlighting the following key questions:

- Do you support the Basic transport programme or do you think we should invest more to get the Auckland Plan programme that would address our transport problems?
- If we decide to invest in the Auckland Plan transport programme do you think Aucklanders should pay for it through:
  A. Annual petrol tax increases of 1.2 cents per litre and an overall average annual rates increase of around one per cent each year (in addition to the proposed 3.5 per cent overall average general rates increase).
  B. A motorway user charge of around $2 each time people enter Auckland's motorway system.
- Are there any projects or priorities e.g. cycleways, more bus lanes, we should focus on delivering as part of the Basic or Auckland Plan transport programme

This draft RLTP is available at www.shapeauckland.co.nz; www.aucklandtransport.govt.nz or to be sent a paper copy please email us at rltp@aucklandtransport.govt.nz or phone 09 355 3553.

2.1 How to have your say

Please take the time to let us know what you think of this draft Regional Land Transport Plan. You have a choice of options to let us know your views:

- In writing, either via the online submission form at www.shapeauckland.co.nz, via email to rltp@aucklandtransport.govt.nz, write to Auckland Transport, Freepost Authority 239296, Private Bag 92300, Auckland 1142, or drop your submission off at any Auckland Council library or service centre.
- By attending a Have Your Say event and/or a Local Community Feedback event hosted by Auckland Council. For a complete list of events visit shapeauckland.co.nz or ring Auckland Council on 09 301 0101 or Auckland Transport on 09 355 3553
- By participating in the discussion forums and other engagement activities at www.shapeauckland.co.nz.

Regardless of the form your submission takes, be assured that both Auckland Transport and Auckland Council will consider your input with an open mind and will give it due weight when making decisions on Auckland's transport future.

All submissions must be received by **4pm on Monday 16 March 2015**. This timing has been selected to align with consultation on Auckland Council's Long Term Plan. Auckland Council and Auckland Transport will work together to ensure that all issues are considered by the appropriate agency and taken into account in the development of the appropriate final plan.

2.2 How final decisions will be made

All views and ideas expressed in submissions to Auckland Council or to Auckland Transport and at LTP engagement events will be summarised and presented to Auckland Council and also to a meeting of the Auckland Transport Board, in their role as the Regional Transport Committee for Auckland.

In addition to the Auckland Council engagement events, Auckland Transport will continue to engage with groups holding statutory responsibilities including Local Boards, Iwi, KiwiRail and NZTA, along with transport interest groups.

A report will be prepared summarising the key submission points, and this report will be presented to Auckland Council and to the Regional Transport Committee before decisions are made, and will be available at www.shapeauckland.co.nz; www.aucklandtransport.govt.nz in late June 2015.

Auckland Council will consider public input in making its decision whether to fund the Auckland Plan transport programme or the Basic network.

Auckland Transport will refine the selected investment package, taking into account the views expressed in public submissions, in order to deliver the best possible transport outcomes within the funding available.

NZTA will also make its decisions on the programme of activities that it wishes to deliver and/or support Auckland Transport to deliver by 30 June 2015.

The final RLTP will be posted on Auckland Transport's website as soon as possible after adoption, and printed copies will be made available prior to the statutory deadline of 31 July 2015.

3 Two Transport Investment Packages for Auckland

Auckland Council's draft Long Term Plan sets out two investment packages for transport in Auckland (3):

- A Basic transport programme reflecting the Auckland Plan strategic direction and prioritisation, but limited to activities which are affordable within the constraints set by the draft Long Term Plan; and
- An Auckland Plan transport programme which represents the first 10 years of Auckland Transport's optimised 30 year investment programme.

This RLTP sets out in detail how each investment package was developed, what is included, and what the costs will be over the coming 10 years. Details of funding options can be found in the Long Term Plan and in the report of the Independent Advisory Board.

3.1 Funding requirements of the Basic and Auckland Plan networks

Sources of revenue required to fund the Basic and Auckland Plan transport programmes are :

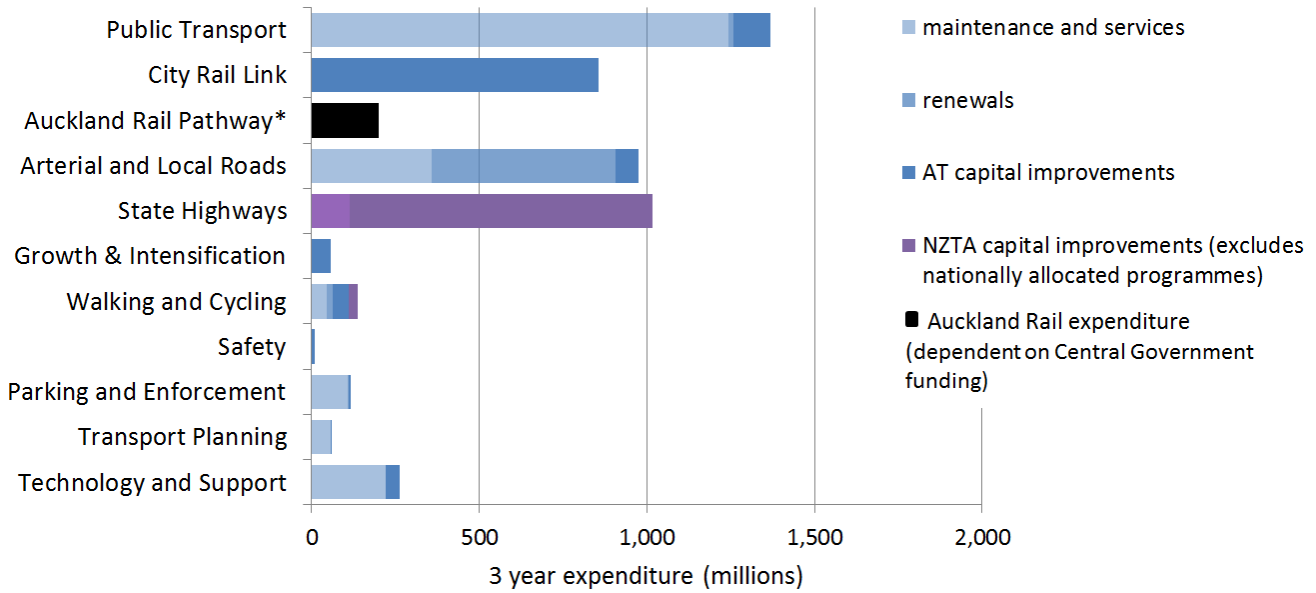
- Auckland Council revenue, the majority of which is from rates (details of funding sources for Auckland Council are set out in the Long Term Plan).
- NZTA investment in local road, public transport and other transport activities delivered by Auckland Transport. As NZTA can only contribute towards activities that have local contribution from Auckland Council, funding constraints imposed under the Basic network will also impact on NLTP allocations.
- Auckland Transport revenue including fares on many (but not all) public transport services, advertising, income from land held for future transport needs, parking revenue and enforcement. There are limits to the extent to which revenue from these sources can be increased while maintaining the focus on providing better transport choices for Aucklanders.

The draft Long Term Plan signals a reduction in the amount of Auckland Council funding available to Auckland Transport relative to the forecasts in the 2012 Long Term Plan. While the Auckland Plan transport programme is a cost effective programme that generally fits within the funding constraints of the 2012 Long Term Plan, it does not fit within the constraints of limiting average rate increases to 3.5%. Auckland Council is consulting in its Long Term Plan on potential alternative sources of transport revenue including increased rates or alternative charges such as a network or congestion charge, to fund its contribution to the delivery of the Auckland Plan transport programme.

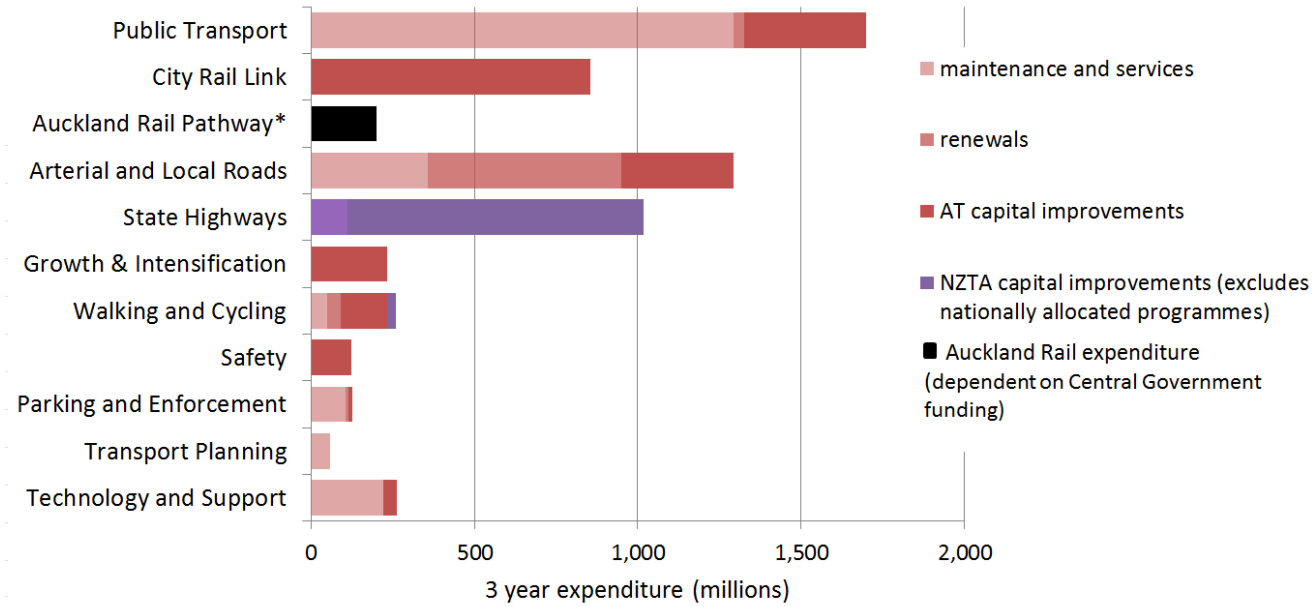
A summary of transport expenditure for the coming three years under both the Basic and Auckland Plan transport programmes is set out in Figure 2 below.

Figure 2: Auckland Transport expenditure under the Basic and Auckland Plan transport programmes

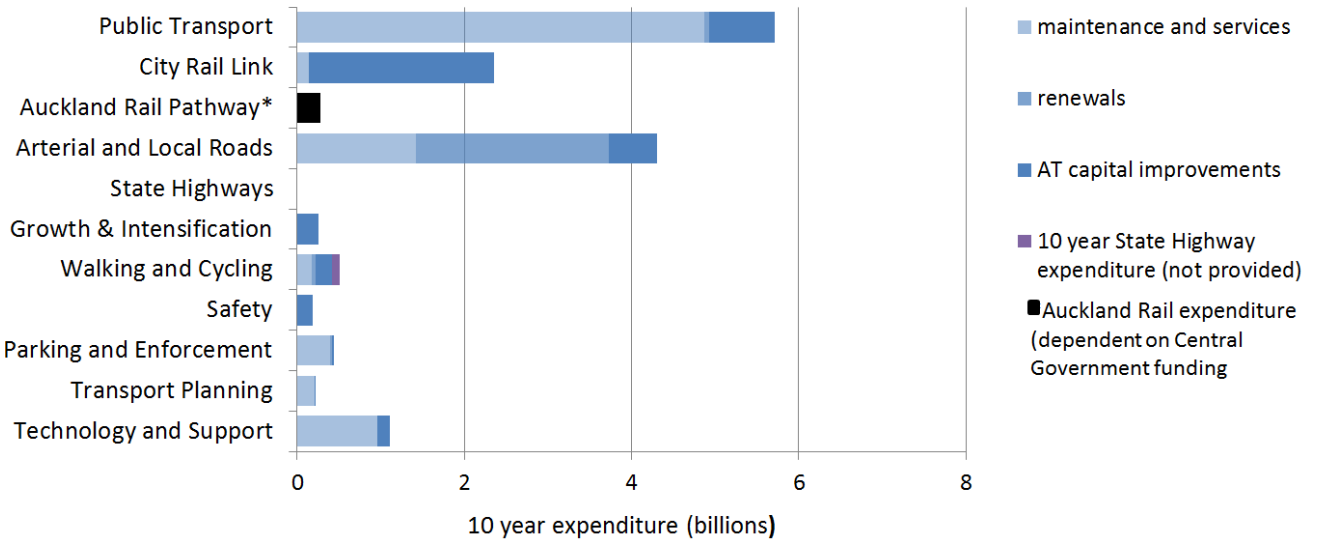
Basic transport programme – three years



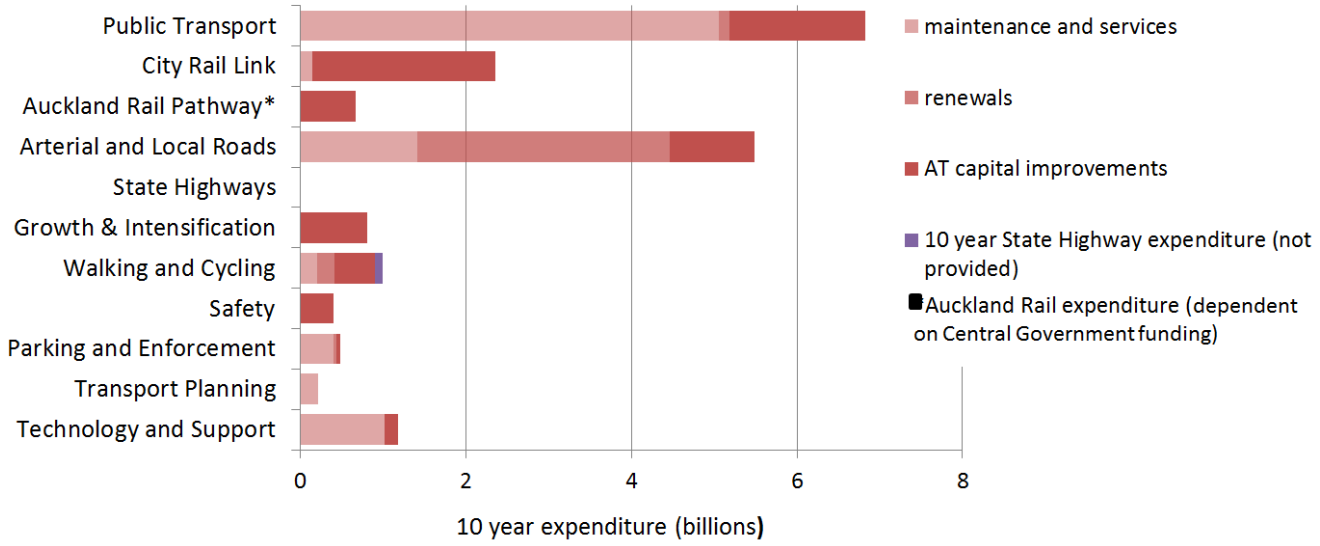
Auckland Plan transport programme – three years



Basic transport programme – 10 years



Auckland Plan transport programme – 10 years



3.2 What is delivered under each investment package

3.2.1 Basic transport programme

The Basic transport programme is dominated by the City Rail Link and committed projects. The programme will deliver:

	First three years (2015/16 to 2017/18)	Outer years (2018/19 to 2024/25)

Public Transport	• Implementation of a low cost version of integrated fares
	• Dominion Rd upgrade
	• Complete delivery of electric trains
	• Planning (but no construction) of the public transport elements of AMETI
	• Rollout of the Public Transport New Network as described in Chapter 6 of this RLTP, but without the supporting infrastructure needed to fully realise benefits
		• City Rail Link complete by 2021
		• Essential infrastructure to support the PT New Network, including:
		  • Otahuhu Bus Rail Interchange
		  • Manukau Interchange
		  • Te Atatu Bus Interchange
		• Continuation of AMETI project with completion of busway from Panmure to Pakuranga by 2025
		• Implementation of integrated fares
		• Restricted programme of bus lanes on frequent routes
		• Restricted programme of bus stop improvements and minor works

Arterial and Local Roads	• Albany Highway Upgrade (North) • Reduced seal extensions program • Intersection improvements in Warkworth associated with State Highway 1 improvements	• AT component of East West Connections (joint AT / NZTA project) • Te Atatu & Lincoln Road improvements to complement SH16 improvements delivered through Western Ring Route • Tahoroto/Wairau Stage 3
State Highways	• Western Ring Route • SH1 Northbound auxiliary lane • Northern Corridor Improvements • Southern Corridor Improvements • SH20A - Airport access improvements • Ongoing programme of small improvements	• Completion of SH16/SH18 Motorway Connection • Puhoi to Wellsford new road • SH1 Waitemata Harbour Crossing • SH16/Muriwai Rd Intersection
Growth and Intensification	• Construction starts on Northwest Transformation, Massey North town centre and Hobsonville village • Construction of Long Bay Glenvar Ridge Rd • Some Flat Bush improvements	• Flat Bush main street collector link • Murphy's Bridge improvements • Brigham Creek Road corridor improvements • Construction starts on Huapai and Penihana transport infrastructure • Mill Rd (Northern)
Walking and Cycling	• Waterview Walking and Cycling Connection • Continuation of Local Board initiatives program	• Completion of 40% of the Regional Cycle Network by 2025 (from 33% currently)
Safety	• Reduced investment in safety initiatives including the Regional Safety, Safety Around Schools, Crash Reduction Implementation and Safety and Minor Improvements programmes	• Safety programmes restored to previous levels in 2021/22
Renewals	• Constrained renewals programme resulting in renewals backlog of over $1 billion over the 10 years	

3.2.2 Auckland Plan transport programme

The Auckland Plan package delivers significant additional investment across all modes. The package has been optimised to best deliver the strategic objectives outlined in Chapter 4 above, including providing value for money. As well as delivering every project included in the Basic transport programme, and completing major projects earlier, the Auckland Plan package delivers:

Additional projects in Auckland Plan network first decade	
Public Transport	• Full benefits of the PT New Network described in Chapter 6 • 11 new bus/bus and bus/train interchanges, to make transferring from one service to another easy • 17 new Park and Rides at rail stations • Ferry Terminal Upgrades: Devonport, Bayswater, Half Moon Bay • Full programme of bus lanes on frequent routes, with provision for double decker buses • Bus lanes, bus priority improvements and interchanges in the city centre to reduce delays and bus congestion • Construction starts on AMETI busway from Panmure to Pakuranga • Full implementation of an integrated system of simpler, fairer fares to encourage patronage growth • Full programme of bus stop improvements and minor works to improve customer experience • Rail Network Performance, Resilience and Capacity Improvements including a third rail line for freight constructed from Otahuhu to Wiri* • Grade separation or road closure at high priority rail level crossings* • More electric trains when needed to avoid crowding and keep up with patronage growth.
Road improvements	• Accelerated completion of East West Connections • Long Bay Southern Corridor • Albany Highway Upgrade (Sunset - SH18) • Silverdale Transport Improvements • 25 arterial and local road improvement projects creating additional capacity to cope with proposed growth and existing congestion • Intelligent Transport Systems which optimise the management of roads, public transport and cycling links and provide real-time information to travellers.
State Highway Projects	• No additional projects; the full State Highway programme to 2025 is included in the Basic transport programme.
Transformation projects	• Full programme of Flat Bush improvements • Wynyard Quarter Improvements • Transport investments in support of Strategic Housing Areas
Walking and Cycling	• Completion of 55% of the Auckland Cycle Network by 2025 • Working with more schools, workplaces and communities to develop Travel Plans which make the most of the improved transport options available.
AT Safety Programmes	• Continuing and expanding the Regional Safety, Safety Around Schools, Crash Reduction Implementation and Safety and Minor Improvements programmes • Additional safety programmes tailored to the specific factors behind the recent increase in deaths and serious injuries on Auckland's roads.
Renewals	• Full funding of renewals programme, so transport assets are maintained in recommended condition

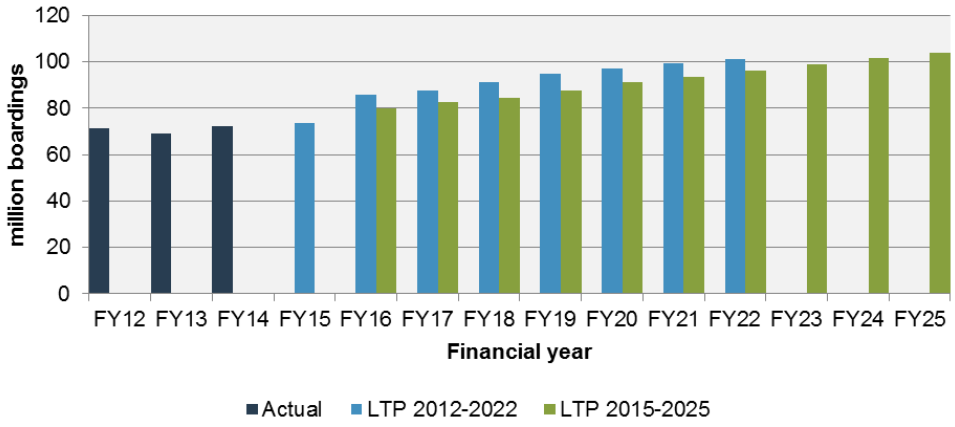
*Rail network improvements to be delivered by KiwiRail are subject to Government funding

If the decision is made to fund the Auckland Plan transport package via a future motorway user charge, this would have an additional implementation cost which has been estimated (2) at $108.7 million, and is assumed to be recovered through the use charge.

3.2.3 Impacts of the Basic network

The Basic transport programme represents a reduction in the investment across the board in areas such as the cycle and walking network, park 'n rides, public transport infrastructure and the roading network. This change will impact on previously projected public transport boardings as illustrated in Figure 3.

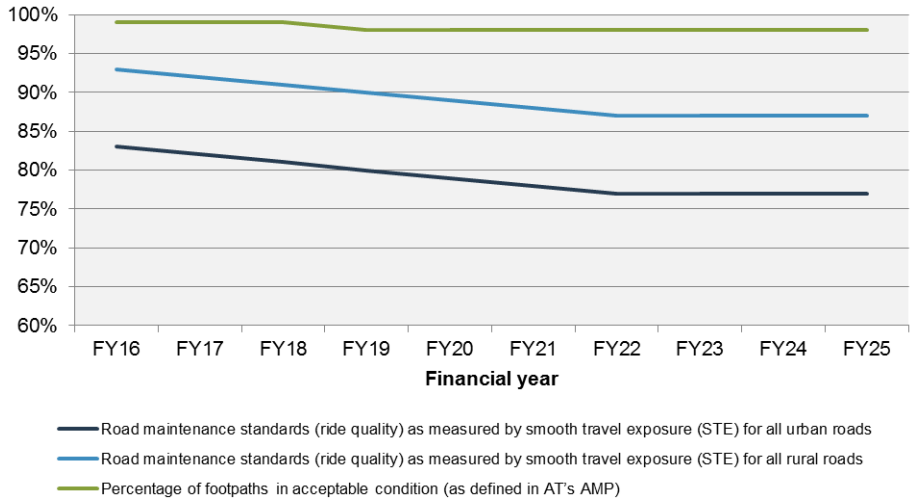
Figure 3: Annual public transport boardings



The reduction in public transport boardings relative to the 2012 Long Term Plan will result in higher levels of congestion across Auckland.

The level of renewals expenditure has also decreased by $200 million over ten years relative to the 2012 Long Term Plan, with decreases more prominent in the first three years. This will see a change in the condition of our transport assets and therefore it is projected that there will be a decrease in level of service over 10 years as shown in the following chart. Auckland Transport will minimise and closely monitor this through continued active asset management, with a primary focus on safety.

Figure 4: Impact of Basic renewals programme on roads and footpaths



If Aucklanders are prepared to accept a new way to pay for fixing Auckland's transport, this would enable AT to deliver the Auckland Plan transport programme.

3.3 Outlook in decades 2 and 3

After the first decade, the gap between the Basic and Auckland Plan transport programmes widens. Applying the funding constraints of the Basic network to the second and third decades provides for:

- A constrained renewals programme, which over time will run down the value of Auckland's transport assets and increase the annual cost of maintaining them
- Continuation of the highest priority programmes from the first decade – including the walking and cycling, safety, minor PT, bus and transit lanes, network performance and seismic strengthening programmes as well as the investment required to replace Auckland Transport's business assets, digital technology and maintain PT's integrated ticketing system
- Continuation of Auckland Council's mandatory programmes (Local Board Initiatives and seal extensions)
- Completion of the highest priority projects begun in the first decade which are not complete by 2025 (i.e. AMETI and Mill Road)
- Only 40% of the estimated costs of providing transport networks to support Auckland's identified housing growth needs.

All other Auckland Transport projects – including high priority rapid transit infrastructure such as the Te Atatu bus interchange, rail to the airport, fully supporting growth in greenfields areas and completion of the cycling network by 2042 will not be achieved at the levels of Auckland Council funding available in the Basic network.

3.4 Impact on transport outcomes

The Basic transport programme does not deliver the improvements needed to keep Auckland moving as its population and economy grows. The impacts of this will be felt well beyond the 10 years of this RLTP, as momentum towards improved public transport stalls, car travel and congestion grows, and walking and cycling becomes more difficult and dangerous. The following summarises the longer term impacts of reducing funding to the Basic level of investment.

The results in this section illustrate the performance of the Basic and Auckland Plan transport programmes using Auckland Council's Auckland Regional Transport (ART3) model. It provides an indication of the relative performance of the two networks – but does not include the demand management impacts of the funding tools suggested by the Independent Advisory Body (IAB) – specifically motorway user charges or increased fuel taxes. Please refer to the IAB's report or Auckland Council's long-term plan documentation for further details on the effect of these funding tools.

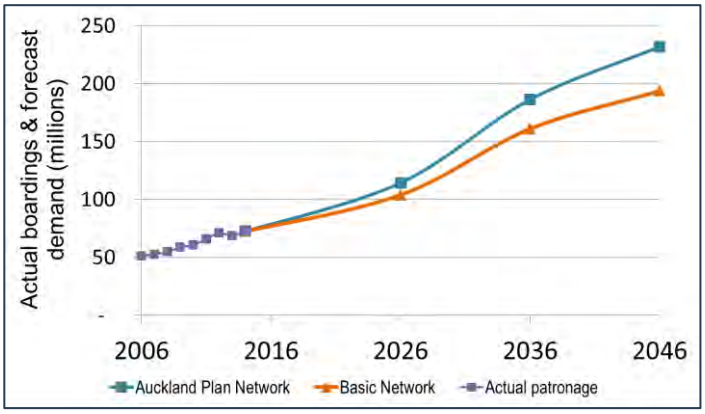
4.1 Public Transport Demand

Demand for public transport increases under both the basic and Auckland Plan networks.

Under the Basic network, the City Rail Link is constructed and the PT New Network is in place within the 10 years of this RLTP. As a result, PT patronage passes 100 million trips by 2025 – but remains well short of the Auckland Plan target of 140m boardings by 2022.

Under the Auckland Plan network, public transport demand increases more strongly over time, and is approximately 10% higher than the Basic network scenario by 2025. By 2045/46, demand for boardings exceeds the Auckland Plan long-term target of 100 boardings per person per annum – which is not the case under the smaller investment Basic network.

Figure 5: Public Transport demand 2006-2046



4.2 Access to employment

The Basic and Auckland Plan networks improve Aucklanders' access to jobs – most notably via public transport which reflects investments in new electric trains, the northern busway, the rollout of the new integrated public transport network and constructing the City Rail Link by 2025.

Figures 5a and 5b illustrate accessibility to employment over time for Aucklanders living within existing urban areas.

The gap between the two networks grows over time as the Auckland Plan network has additional investment designed to reduce congestion levels and increase the reach of the rapid public transport network – bring more jobs within reach of more Aucklanders.

Projects in the Auckland Plan transport programme include:

- Rail and rapid bus connections to Auckland International Airport and the surrounding employment areas
- Additional bus lanes, interchanges and priority measures to improve the performance of the new integrated PT network
- More investment in technology to manage and optimise bus, freight and vehicle flows

By 2046, the Auckland Plan transport programme more than doubles the proportion of jobs people can access within a 45 minute PT commute of their homes, and even increases the proportion of jobs accessible within a 30 minute car commute – all within the context of a rapidly growing city.

The Basic network provides smaller improvements in accessibility to jobs, with no significant improvements after 2025.

Figure 5a: Proportion of jobs accessible within a 30min car commute

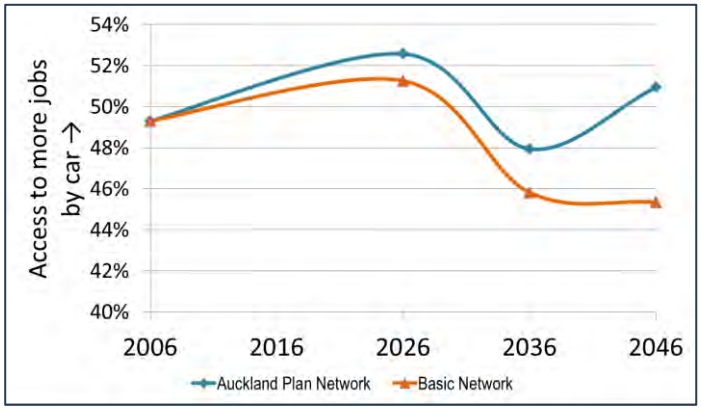
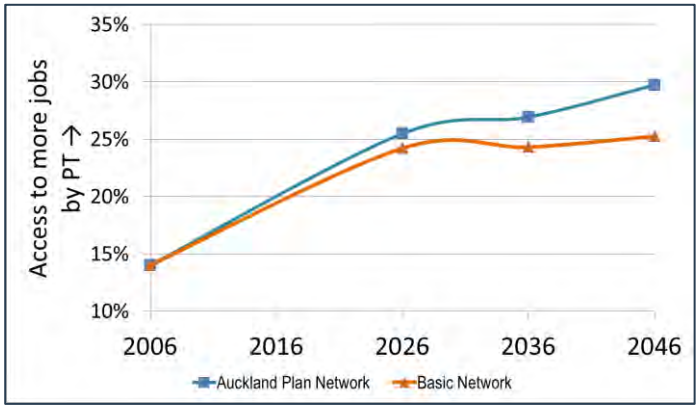


Figure 5b: Proportion of jobs accessible within a 45min PT commute



4.3 Freight Network Congestion and Travel Speeds

Auckland Transport defines the freight network as the motorways and major arterial roads. Freight network congestion is measured between 9am and 4pm as this is the most important time for freight movements. Auckland Transport's data shows that, on average, congestion affecting freight trips in the interpeak period was similar in 2013 to in 2010.

Under the Basic network, improvements to public transport, motorways and important freight routes including the East West Connections project keep freight congestion similar to current levels throughout the decade, meeting the Auckland Plan target of "Reduce congestion levels for vehicles on the strategic freight network to at or below the average of 2006-2009 levels (average daily speed of 45kmh and average delay of 32 seconds per kilometre) by 2021".

The State Highway programme is very similar for both networks. State Highways - the backbone of the freight network - are funded 100% through the National Land Transport Fund and are not reliant on rates or other local funding. For that reason, little difference is seen between the Basic and Auckland Plan networks until after 2035/36, where additional State Highway widening has been added to the Auckland Plan transport programme as a response to increasing congestion and regional growth.

By 2045/46, the Basic network has substantially lower freight vehicle speeds – and higher levels of congestion - than the 2006 starting point or the 2045/46 Auckland Plan transport programme alternative.

Please note the results in this section come from a transport model looking at Auckland's entire freight network at a high "birds eye" level. It cannot distinguish effects within decades, for example delaying urgent projects in the Basic network until after 2021, nor does it model the cumulative impact of programmes such as intersection upgrades or improved driver information.

Figure 6a: freight travel speed AM Peak

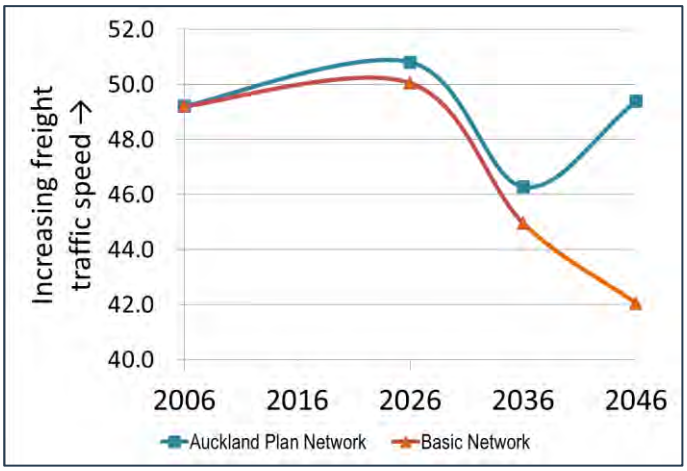
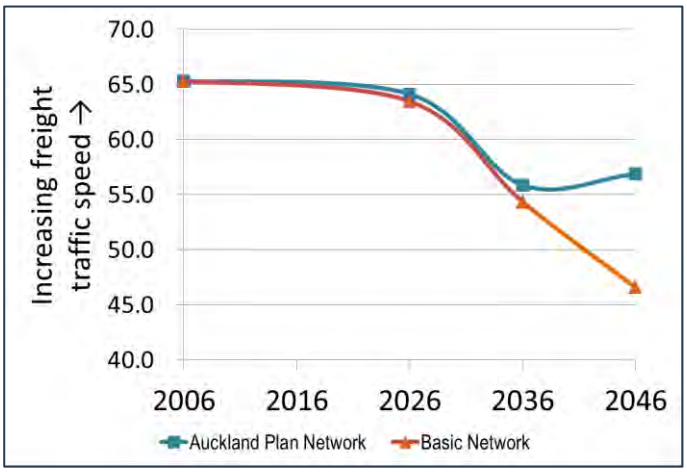


Figure 6b: freight travel speed interpeak



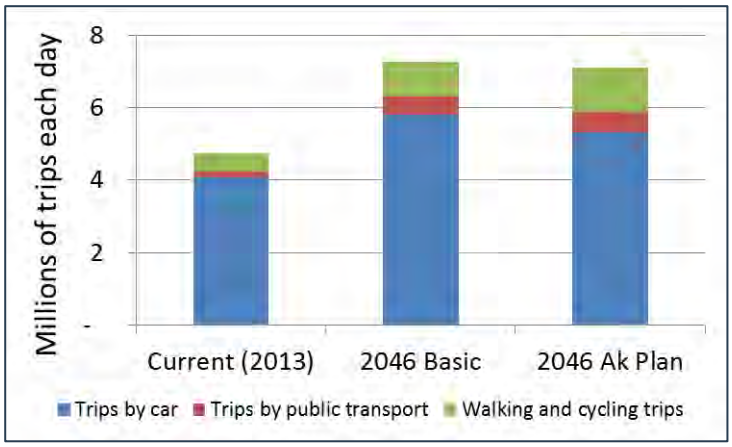
4.4 Walking and Cycling

The Basic programme has almost no Auckland Transport investment in new cycleways and walkways in the early years, before resuming the programme at similar to current funding levels after 2021.

Under the Basic programme, despite the increased population in urban areas, the proportion of trips made by walking and cycling in 2046 is only 17%, little more than the current 14%.

Under the Auckland Plan programme, 20% of trips are made by walking and cycling in 2046 and the proportion of trips made by public transport also grows, to 14%.

Figure 7: Trips by car, public transport, and walk/cycle



Auckland's Transport Policy in Detail

4 Context

4.1 The purpose of the RLTP

The draft RLTP is Auckland Transport's opportunity to put forward a work plan and budget that reflects the new priorities of a unified Auckland. Auckland Transport worked closely with Auckland Council and the NZ Transport Agency to develop this draft RLTP, and have also aligned the consultation process and the timelines for final decisions.

This draft RLTP details two transport investment packages for Auckland – a Basic transport programme which is affordable within current funding constraints and an Auckland Plan transport programme which maintains the momentum of transport improvements seen in the last four years. A key purpose of this draft RLTP is to inform a public debate on transport priorities and transport funding, to inform the decisions of Auckland Council, Auckland Transport and NZTA.

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

- Public Transport (bus, rail and ferry) services;
- Improvements to bus stops, rail stations and ferry wharves, and the creation of transport interchanges and Park and Ride facilities;
- Management and improvement of rail track infrastructure by KiwiRail;
- The road network, including State Highways;
- Footpaths and cycleways, which are usually but not always beside roads;
- Road safety activities delivered in partnership by Auckland Transport, NZTA and the Police;
- Parking provision and enforcement activities; and
- Transport Planning.

Information about these activities is provided in detail for the three years 2015/16 to 2017/18, and in outline for the seven years 2018/19 to 2024/25.

Auckland Council is the owner of Auckland Transport and contributes over half of Auckland Transport's total funding. This draft RLTP, and public input, will provide the basis for Auckland Council's decisions on the Transport component of its Long Term Plan 2015/25 which will set the level of funding available to Auckland Transport from rates and other Council sources.

The NZ Transport Agency (NZTA) manages the National Land Transport Fund (NLTF), and reinvests the revenue from fuel taxes, road user charges and vehicle registrations in transport activities that contribute to the priorities set out in the Government Policy Statement (GPS). Roughly a quarter of Auckland Transport's funding comes from the NLTF via NZTA. NZTA also invests directly in the State Highway Network, traffic policing and other transport activities.

The remainder of Auckland Transport's funding comes from operating revenue (parking and enforcement revenue and PT fares).

The draft RLTP also provides the basis of a request for funding from the NLTF, which will be assessed by NZTA using its Investment Assessment Framework. NZTA's decisions on which transport projects to invest in will be documented in the Auckland section of the 2015-18 National Land Transport Programme (NLTP).

Central Government also invests directly in transport activities in Auckland, an example is the electrification project being delivered by KiwiRail.

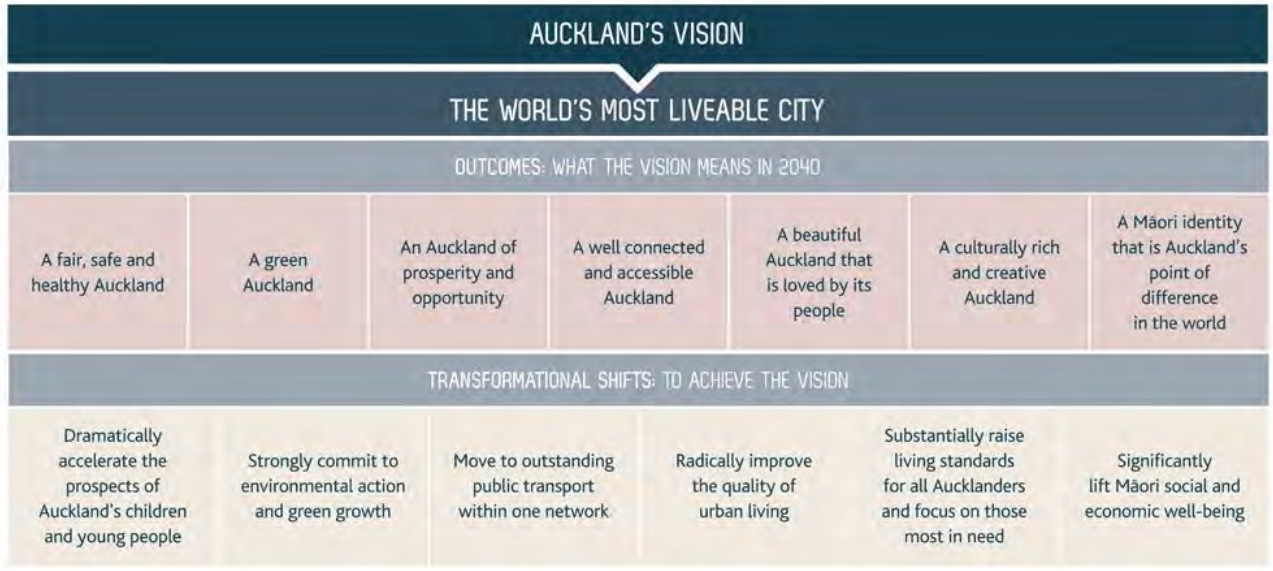
The final RLTP, as amended following public consultation and the funding decisions of Auckland Council and NZTA, will be adopted by the Auckland Transport Board, acting in their role as the Regional Transport Committee for Auckland.

Auckland Transport will review this RLTP in 2018 and will consult again on a revised 10 year programme.

4.2 The Auckland Plan

The Auckland Plan outlines how Auckland will grow and change to accommodate an estimated one million more people over the next 30 years. It sets out a vision of Auckland as the world's most liveable city, and describes the outcomes needed to achieve this vision by 2040, highlighting six transformational shifts where a 'step-change' is needed, as shown in Figure 8.

Figure 8: Auckland Plan vision, outcomes and transformational shifts



Two of the six transformational shifts, the move to outstanding public transport and radically improving the quality of urban living, relate closely to transport and can be seen as enablers of the other transformations.

To deliver a well connected and accessible Auckland, the Auckland Plan sets out four transport priorities:

- Manage Auckland's transport as a single system
- Integrate transport planning and investment with land use development
- Prioritise and optimise investment across transport modes
- Implement new transport funding mechanisms.

This draft RLTP supports the Auckland Plan by setting out the transport investment programme and supporting strategies for delivering the Auckland Plan's strategic direction over the next 10 years. A key task for the RLTP is the prioritisation of transport expenditure – particularly where insufficient funding is available. Alignment with the Auckland Plan's strategic direction is a central part of how transport projects have been prioritised for inclusion in this RLTP, as discussed in Section 5.5.

4.3 Government Policy Statement on Land Transport (GPS)

The work programme set out in this RLTP is designed to give effect to the transport components of the Auckland Plan, and is consistent with the Government Policy Statement on Land Transport (GPS). The GPS

sets out the Government's priorities, objectives and funding levels for land transport, establishes funding ranges for land transport activity classes, and identifies the results expected from this investment.

The draft GPS 2015 was issued by the Minister of Transport in June 2014. It proposes to continue the three key priorities from GPS 2012:

- A strong and continuing focus on economic growth and productivity: the Government proposes to continue supporting improvements which are expected to bring benefits for national economic growth and productivity.
- Road safety: the draft GPS 2015 continues to support the delivery of the Safer Journeys vision of a safe road system increasingly free of death and serious injury.
- Value-for-money: a land transport system that is effective in enabling the movement of people and freight in a timely manner, and efficient in delivering the right infrastructure and services to the right level, at the best cost.

The draft GPS proposes five land transport objectives, requiring a land transport system that:

- addresses current and future demand
- provides appropriate transport choices
- is reliable and resilient
- is a safe system, increasingly free of death and serious injury
- appropriately mitigates the effects of land transport on the environment.

The draft GPS recognises that an efficient and effective transport network for Auckland is crucial to improving the city's contribution to national economic growth. (4)

4.4 Auckland Transport Strategic themes

Auckland Transport has developed five strategic themes to drive the delivery of the transport components of the Auckland Plan. The themes are:

Prioritise rapid, high frequency public transport to achieve the Auckland Plan outcome of moving to outstanding public transport.

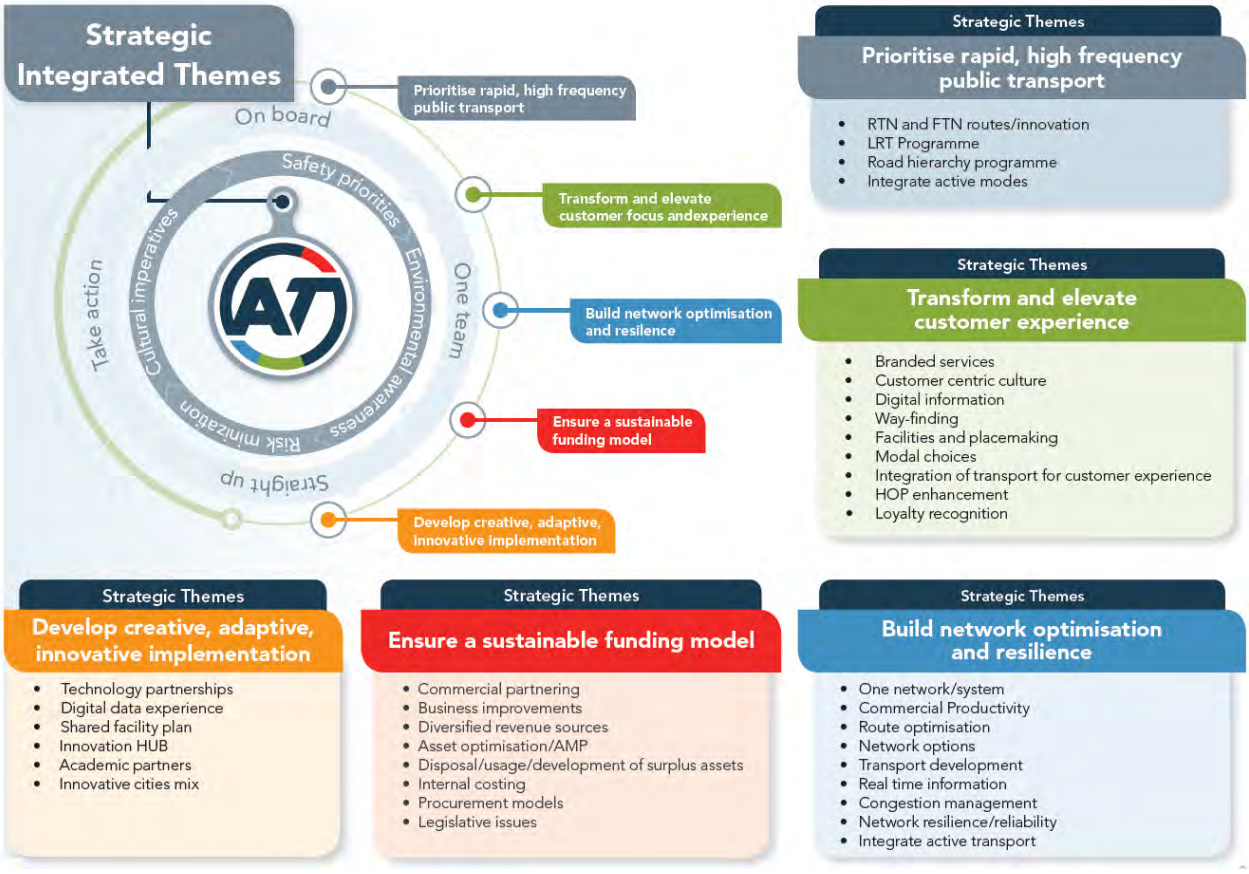
Transform and elevate customer focus and experience by delivering road, public transport, cycling and walking services which are user friendly, customer oriented, and meet the needs of the people of Auckland.

Build network optimisation and resilience to get better value out of our existing services and assets and be resilient against future shocks (e.g. oil price changes), changing travel patterns and demands and natural events (e.g. flooding).

Ensure a sustainable funding model to create certainty for maintaining and renewing our assets, improving service levels incrementally and adding additional capacity to the transport system to meet the needs of future growth.

Develop creative, adaptive, innovative implementation of Auckland Transport's services, programmes and new projects.

Figure 9: Auckland Transport's Strategic Themes to implement the Auckland Plan



The AT strategic themes align with Auckland Plan transport outcomes as shown in Figure 10 below.

Figure 10: Auckland Transport Strategic Themes and Auckland Plan Strategic Directions

		Auckland Plan Strategic Directions				
		Increased access to a wider range of quality, affordable transport choices	Auckland transport system moves people and goods efficiently	Auckland's transport system enables growth in a way that supports communities and a high quality urban form	Reduce adverse effects from Auckland's transport system	Better use of transport investment
AT Strategic Themes	Prioritise rapid, high frequency public transport	Strong	Moderate	Moderate	Minor	
	Transform & elevate customer focus and experience	Strong	Minor	Moderate	Strong	
	Build network optimisation & resilience	Moderate	Strong	Minor		Minor
	Ensure a sustainable funding model					Strong
	Implement accelerated, adaptive, innovative solutions	Strong	Moderate	Moderate	Strong	Moderate

5 The process used to develop this RLTP

The process by which this RLTP was developed was based on the Business Case approach which identifies the key problems to be addressed, the benefits that are expected to be delivered, and the strategic responses that are required. The key outcomes of this process are set out in this section, and inform the prioritisation and timing of activities in this RLTP.

Figure 11: Summary of steps in the Business Case approach

5.1 Problem definition

The Mayor's Direction for Auckland's 2015 Long Term Plan describes Transport as "the single biggest challenge facing our region" (4). In surveys of Aucklanders, transport consistently rates as something that people are not happy about (5).

As Auckland's population and economy continue to grow, existing transport challenges will get worse unless changes are made. The capacity of Auckland's transport system needs to expand to support and enable this growth, which is essential to New Zealand's economic development.

It is important to agree the component parts of the problem and their relative importance, before designing solutions. With this in mind, Auckland Transport has worked with Auckland Council and NZTA to identify four key problems that need to be addressed, as discussed below.

1. **Limited quality transport options and network inefficiencies undermine resilience, liveability and economic prosperity**

   Underdeveloped public transport, walking and cycling networks mean that Auckland continues to have high reliance on private vehicle travel and low levels of public transport use, walking and cycling. Private vehicles account for 78% of trips in urban Auckland (6).

   This high dependency on private vehicles means not only that there are long traffic delays but that many people have no choice other than to travel by car. Cars take up space that could otherwise be used to address Auckland's housing shortage, improve environmental outcomes, improve economic performance, reduce social inequalities, improve health and safety and improve transport affordability. It also increases the risk to the economy from future oil price shocks.

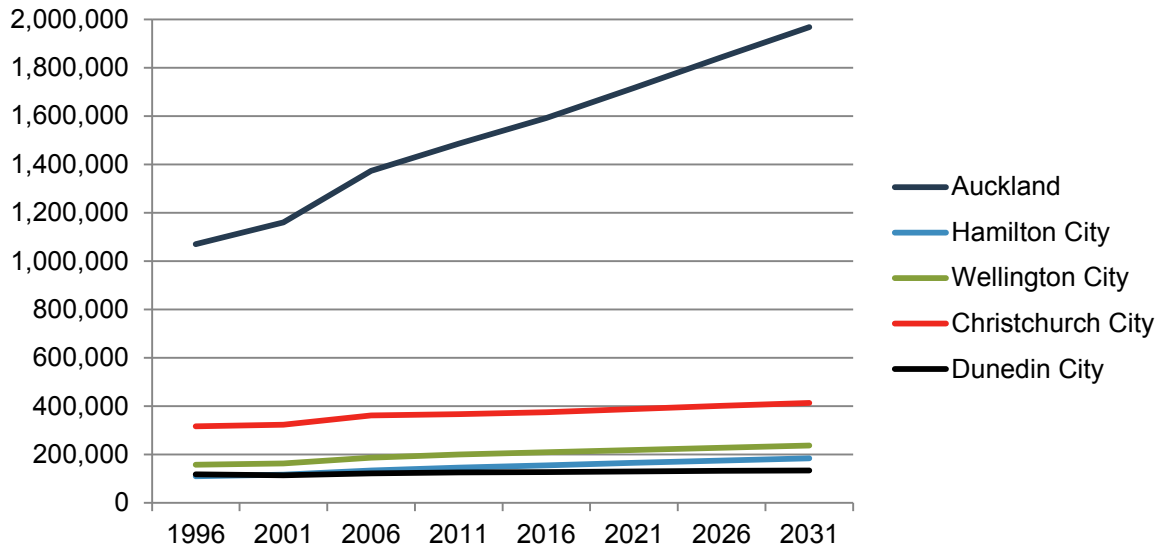
   Congestion and travel time unreliability negatively impacts on the efficiency of business and time sensitive freight travel. Future projections suggest worsening congestion as Auckland grows, especially for trips to and from the Auckland city centre, which is New Zealand's largest and most productive employment area. Constraining the growth of the city centre undermines the performance of Auckland and New Zealand's economy.

   Investments in the rail network and the Northern Busway are already making a difference, and Aucklanders have been taking up these new choices in numbers that exceed all forecasts. Annual surveys of travel to Auckland's city centre confirm that the growth in public transport travel is already making more capacity available on key links for freight and business trips (7).

2. The existing transport network won't adequately support growth in a way that achieves a quality compact city

Auckland is New Zealand's largest and fastest growing region and is predicted to grow by up to one million people by 2040, with 300,000 new jobs created in that time (8). Auckland is New Zealand's only international city, and does not compete with other NZ cities for investment and development, rather it competes with Melbourne, Sydney, Singapore, Vancouver and Portland. Increasingly, the competition for talent and investment is being won by cities that offer an attractive lifestyle, a safe and vibrant community and a quality environment.

Figure 12: Population growth 1996-2031, Auckland and Territorial Local Authorities



Source: Statistics NZ "medium" growth projections, 2006 base

Auckland's growing population and economy will result in a corresponding increase in the demand for travel, not only during peak commuter periods, but throughout the day. The existing transport system, which is already under pressure, will not be able to support Auckland's growth without significant changes.

In the newly designated Special Housing Areas, there is only very basic transport infrastructure and a completely new transport network will be required to support growth. Within the existing urban area, upgrades to roads, public transport, walking and cycling networks will be required to improve efficiency, make better use of existing transport assets and provide the additional capacity and enhanced connectivity that is required to encourage and support growth and intensification.

3. The transport system creates adverse health, safety, cultural and environmental effects

The social cost of road crashes in Auckland in 2013 was $847 million (9). Although there has been a declining trend in deaths and serious injuries on Auckland's road network over the past decade, the year 2013 saw an increase in road trauma. Auckland is no longer on track to meet its road safety targets. In international comparisons, New Zealand has a high road fatality rate on both a population and a per-km basis (10).

Transport accounts for around 20% of New Zealand's greenhouse gas (GHG) emissions, with the great majority of transport emissions coming from private vehicles (11). The Auckland Plan outlines a target of reducing GHG emissions by 40% by 2040 (based on 1990 levels). While some recent

improvements have been achieved, especially with the rollout of electric trains, a transformational reduction will be required for transport to 'do its share' in achieving this target.

Transport construction, maintenance and operations can also have adverse effects on the natural and physical environment, including damage or destruction of flora and fauna, adverse amenity effects, and the emission of harmful pollutants and the contamination of stormwater runoff from the street network. Transport projects can also have adverse effects on sites and areas of significance to Māori. The transport network can also play a role in bringing Auckland's Maori identity to the forefront as a point of difference in the world.

4. **Meeting all transport expectations is increasingly unaffordable and will deliver poor value for money**

Providing new or expanded transport infrastructure to respond to growth is becoming increasingly expensive and inefficient. Land corridors designated in the past for transport purposes have now been used, and constructing transport infrastructure on land already used for housing or as open space is expensive and unpopular. The Victoria Park Tunnel and the Waterview Tunnel are two examples of roading projects that have been constructed as tunnels to minimise adverse environmental and community impacts, at significant additional cost.

The amount of funding available for transport investment and operations is constrained. Limited growth in traffic and fuel consumption in recent years has had an impact on the amount of funding available for transport investment from the National Land Transport Fund, and the potential future funding from this source will be constrained if this trend continues. Council funding for transport is also constrained through signalled lower rates increases and controls on debt levels. Transport investment must compete with investment in water supply, wastewater and stormwater infrastructure which are also crucial to support Auckland's growth.

Once new infrastructure is built, it needs to be operated and maintained. Taking a "whole of life" approach, the costs of expanding and enhancing the transport network can be many times the initial capital investment. There is little benefit in investing in new assets if this means there is insufficient funding to operate, maintain and renew existing assets.

It is clear that expecting a high level of performance from the transport network for all modes in all locations at all times and for all types of trips is increasingly unaffordable and will not provide value for money. The level of performance can appropriately be expected to vary according to location, time of day, type of trip and mode of travel.

5.2 Benefits and outcomes

By investing in providing choice, Auckland Transport can improve the efficiency of the transport system, while also making the system safer and reducing environmental impact. It is also essential to get land use planning right, and to get the best performance from existing transport assets before building new infrastructure.

The benefits and outcomes that are sought from addressing Auckland's transport problems are:

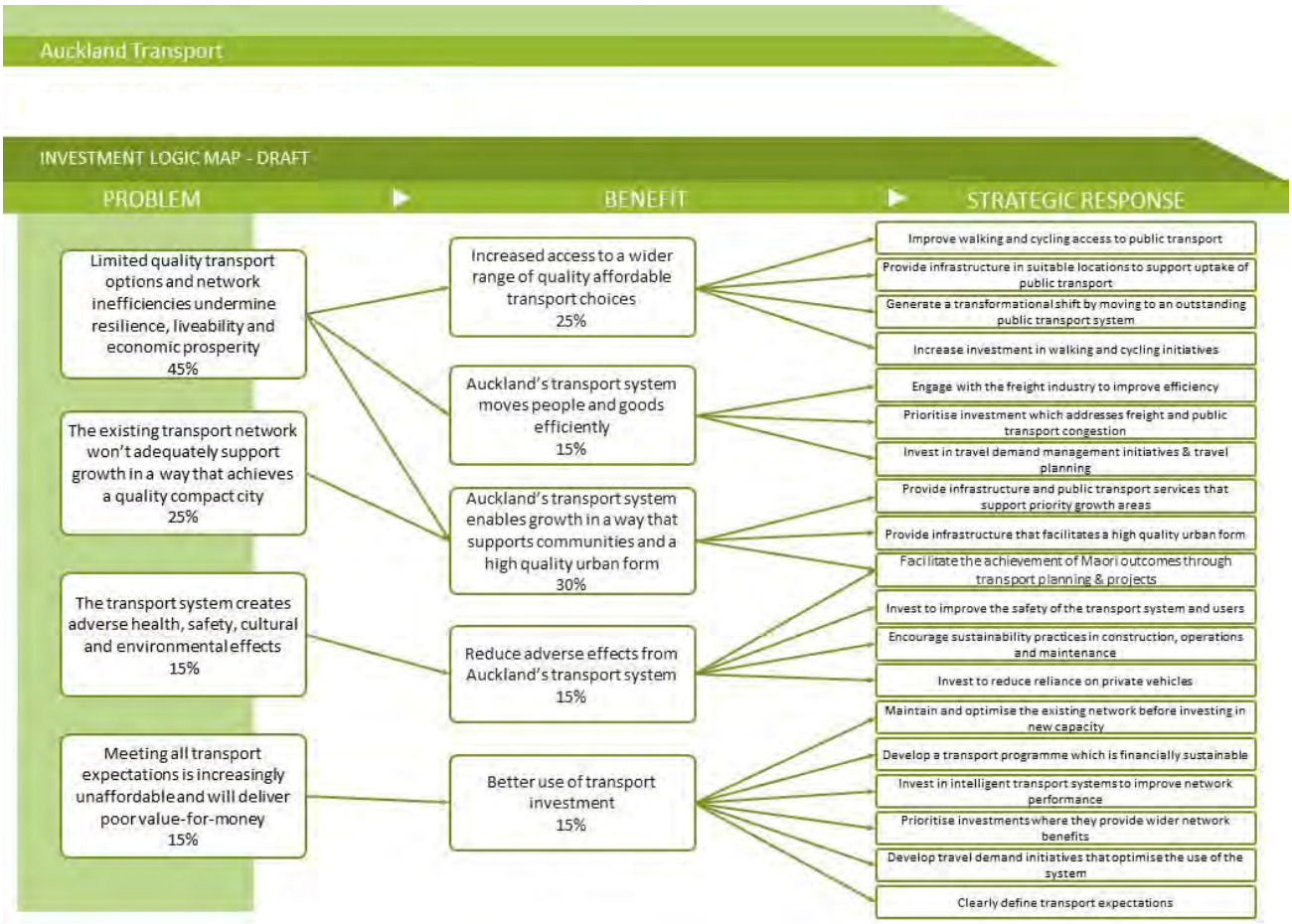
- Increased access to a wider range of quality affordable transport choices
- Auckland's transport system moves people and goods efficiently
- Better use of transport investment
- Auckland's transport system enables growth in a way that supports communities and a high quality urban form

- Reduce adverse effects from Auckland's transport system – Safety, Environmental and Health.

5.3 Overall Strategic response

Auckland Transport has identified the key strategic responses that form the basis of the investment programme in this RLTP. The diagram below summarises these strategic responses in an investment logic map, which shows their relationship to the key problems to be addressed, and the benefits sought.

Figure13: Investment Logic Map



5.4 Strategic response for each mode

The Auckland strategic response above needs to be delivered in an integrated way that considers each mode of transport. The One System approach is a methodology to achieve this by considering Auckland as a collection of places, linked by the different physical transport networks: the roads and motorways, freight routes, bus, rail and ferry networks, on and off-street parking, and off-road walkways and cycleways.

Figure14: The One System approach

It makes no sense to plan these networks in isolation because people use them as one system. A single journey might start on a local road, use the motorway network, park in a rail station park&ride, catch the train to the city, and then walk to a final destination.

The starting points for the One System are Auckland's current land use and the aspirations set in the Auckland Plan and Unitary Plan. Looking at transport networks as layers of connections enables Auckland Transport to identify opportunities to improve travel choices, make better use of existing transport networks, align transport provision with changing patterns of land use and demand, and improve resilience to unexpected events and future changes.

The One System approach is also about Auckland Transport, NZTA, KiwiRail and other transport providers working together to plan and manage the whole transport system, paying special attention to the old spatial and administrative boundaries where things might have fallen through the gaps in the past.

More detail on each of the layers of the One System approach is set out in the following chapters, along with details of how each component of the transport network can be improved to better contribute to the above outcomes.

5.4.1 Public Transport

Auckland Transport's objectives and policies for public transport are set out in the Regional Public Transport Plan (12) and are summarised below:

- Network structure: A permanent network of connected frequent services that supports Auckland's future growth
- Integrated service network: Simple integrated services that connect people with where they want to go
- Infrastructure: A high standard of public transport infrastructure that supports service provision and enhances customer experience
- Service quality: A convenient and reliable public transport system using modern vehicles
- Fares and ticketing: A fares and ticketing system that attracts and retains customers, while balancing user contributions against public funding
- Customer interface: Simple, visible, and intuitive customer information and service

- Assist the transport disadvantaged: Improved access for communities and groups whose needs are not met by the regular public transport system
- Procurement and exempt services: A procurement system that supports the efficient delivery of public transport services
- Funding and prioritisation: Effective and efficient allocation of public transport funding.

Policies to achieve the above objectives are set out in the Auckland Regional Public Transport Plan.

5.4.2 Arterial and Local Roads

Auckland Transport's objectives for roads focus on the arterial network. They are set out in the Arterial Roads Deficiency Analysis (13) and are summarised below:

- Support and implement the Auckland Plan and enhance important "Place" values
- Support and accommodate the use of roading capacity by freight, public transport, walking, cycling, and general traffic
- Improve road safety for all road users.

The core policies to achieve these objectives are:

- Improve transport choices, trusting that people will use the network more efficiently if they have a wider range of affordable transport options
- Develop a network operating framework to support multi-modal transport and optimise the network
- Actively manage the arterial network to improve the flows of people and freight, through signal optimisation, incident response and real-time monitoring
- Maintain arterial roads to higher standards than the rest of the network, because of their essential network function
- Remove kerbside parking from arterials where necessary to enable safe and efficient operation
- Develop Corridor Management Plans for priority arterial roads which guide investment and the allocation of scarce road space, balancing land use, transport and aspirations for how each unique corridor should develop over time
- Focus Auckland Transport's road improvement projects on the arterial network, and progressively upgrade the arterial network to better cater for priority users. Priority users are public transport, freight, pedestrians, cyclists and general traffic, and the order of priority varies depending on the road.

5.4.3 Walking, Cycling and Travel Demand Management

A city where more people walk and cycle more often is a better place to live in so many ways; people are healthier, neighbourhoods are safer and with fewer short car trips the whole transport network works better.

Auckland Transport's objectives for walking, cycling and travel demand management are to:

- Support and enable long term strategic land use outcomes
- Make walking and cycling safer
- Increase the proportion of trips made by walking, especially in the city centre, metropolitan centres and town centres and for short local trips especially trips to school
- Provide an integrated, connected cycle network linking key population centres, education centres and transportation facilities

- Unlock the suppressed demand for cycling
- Model a customer-centric approach by finding out the reasons behind peoples current transport choices, and what it would take to help them to make a change.

The core policies to achieve this are to:

- Maintain footpaths in a safe condition, with higher standards in places where people walk most
- Support schools to develop and implement Safe School Travel Plans
- Complete 70% of the Auckland Cycle Network (Metros and Connectors) by 2030
- Ensure that cycle facilities are safe and comfortable enough to attract new riders of all ages and abilities
- Ensure all transport projects consider cyclists and pedestrians as priority road users
- Support Local Boards to develop local transport projects which meet community needs
- Support Auckland businesses, business areas and tertiary institutes to encourage travel by walking, cycling and public transport through the Commute programme.

5.4.4 Safety

Auckland Transport, NZTA, the Police and community groups work together through RoadSafe Auckland to implement the Safer Journeys vision of a safe road system increasingly free from deaths and serious injuries.

The objectives and policies of RoadSafe Auckland are (14):

- Reduce fatal and serious injuries on Auckland roads from 506 in 2010 to fewer than 410 in 2020, a reduction of almost 20% over ten years (target to be revised in 2015)
- Reduce crash-risk exposure across the transport network and in particular at high-risk roads and intersections, and for high-risk road users and communities
- Provide safer walking and cycling environments that encourage more people to choose active transport
- Maximise the road safety benefits of new legislation on alcohol and driving
- Manage speeds through a combination of education, enforcement and engineering
- Prepare for the increasing challenges of rail safety.

RoadSafe Auckland's policies for Road Safety are:

- Work together to deliver road environments, speeds, vehicles and road users that reduce the risk of death or serious injury when crashes occur
- Develop Road Safety Action Plans which target interventions to high risk roads and road users, these vary in different road environments and include:
    - High-risk Intersections, Urban Arterials and Rural State Highways
    - Vulnerable Road Users: Pedestrians, Cyclists, Motorcyclists
    - Alcohol: Capitalising on the introduction of new legislation in December 2014 to lower the tolerance limit for alcohol impaired driving

- Speed Management: Enforcement, Education & Engineering
- At-risk communities: Urban South, Urban Central, Rural North, Maori & Pasifika
- Rail Safety Preparation including Rail Level Crossings.

5.4.5 Parking and Enforcement

The Auckland Plan, the Unitary Plan and the Regional Public Transport Plan all influence the context for providing and managing parking in Auckland. Auckland Transport is in the final stages of consultation on a draft Parking Discussion Document (15), consistent with these guiding documents. Over 4,300 submissions were received on the Discussion Document, which sets the following objectives for parking:

- Facilitate a transformational shift to public transport
- Support the economic development of the Auckland City Centre, metropolitan and town centres
- Prioritise the safe and efficient movement of people, services and goods on the road network
- Provide an outstanding customer experience at Auckland Transport operated on- and off-street facilities
- Support place-making, amenity and good urban design outcomes
- Ensure the efficient use of land in centres
- Ensure a fiscally responsible approach to providing, managing and pricing parking facilities and that benefits cover costs.

The draft Parking Discussion Document sets out 15 policies for parking, the key points of which are summarised below. Auckland Transport will revise these policies in the light of public consultation and will adopt a Parking Strategy before finalising this Regional Land Transport Plan. The policies proposed in the draft Parking Discussion Document are:

- Phase out on-street parking on arterial routes, frequent bus service corridors and priority cycling corridors, in parallel with a programme to mitigate impacts on businesses
- Where on-street parking is appropriate, allocate this in the following order of importance: emergency vehicles, mobility permit holders, public transport services, cyclists, construction vehicles, loading vehicles, motorcyclists, taxis, centre visitors (for shopping, business visits, recreation, entertainment), public transport layover, and lastly commuter parking
- Use pricing as a tool to manage parking demand
- Consider up to 10,000 new park and ride spaces, prioritising the outer reaches of the frequent PT network.

Further policies and detail is available in the draft Auckland Transport Parking Strategy.

5.5 Prioritisation of activities

The plans and programmes from which the above policies are summarised also set out, by mode, the transport improvements needed to address the problems identified in the Problem Statement.

The prioritisation process also evaluated projects developed by legacy councils, to enable a fair assessment of the priority of these projects relative to new proposals developed by Auckland Transport. In total, around 1,000 new initiatives were assessed.

The prioritisation process works like a sieve, grading each project according to:

1. The **strategic fit** of an activity relates to the issue or problem being addressed. Strategic Fit has been assessed using a detailed prioritisation methodology which assesses the contribution of transport projects to the benefits sought as described in Sections 5.2 and 5.3..
2. The **effectiveness** evaluation assesses how well the proposed investment addresses the strategic issue or problem identified in the Strategic Fit evaluation. Activities are most effective if they provide long-term, integrated and enduring solutions.
3. The **efficiency** rating is the Benefit/Cost ratio calculated according to the NZTA Economic Evaluation Manual.

Strategic Fit, Effectiveness and Efficiency are each graded “High”, “Medium” or “Low” to create a profile. Weightings are determined, in consultation with elected representatives and stakeholders, and are applied to rank activities in priority order.

The order of priority of transport activities is determined primarily by their Strategic Fit, that is, the contribution of the project to the benefits and outcomes of the Auckland Plan, set out in Section 4.2. The effectiveness of the project also affects its ranking in the prioritised list. All projects are prioritised, whether delivered by Auckland Transport, NZTA or Auckland Council. The prioritisation system is described in outline below and in detail in Appendix 2.

The prioritised list is then used to develop a strategically aligned, optimised programme that is deliverable and represents value for money. This forms the basis for Auckland Council and NZTA to make funding decisions and for Auckland Transport to prepare its final programme.

Full details of the prioritisation process, including the detailed criteria and weightings used to assess projects, is set out in Appendix 2.

5.1 Inter-regional priorities

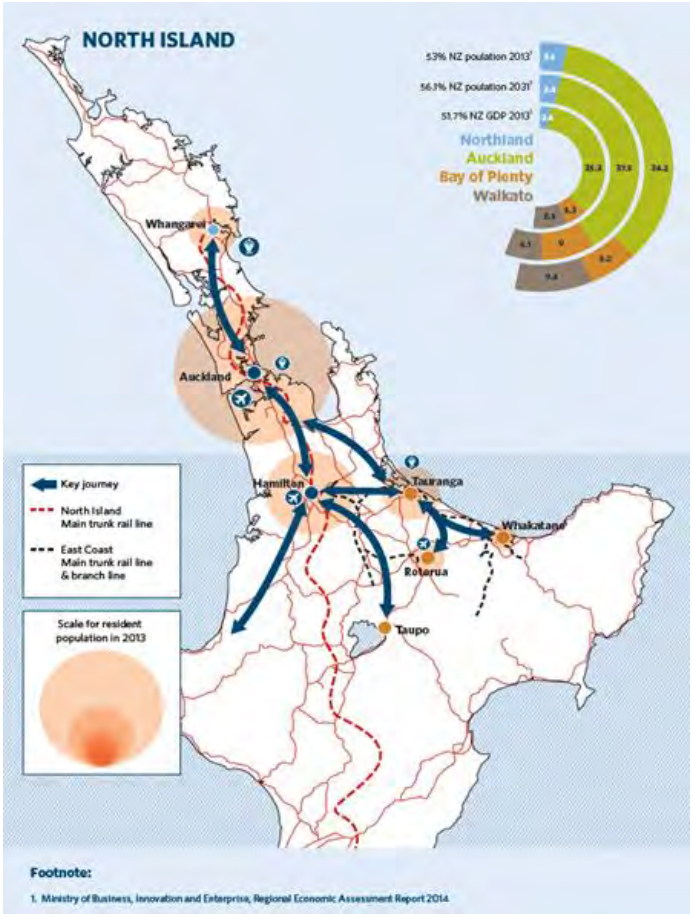
Auckland Council, Auckland Transport, and the Northland, Auckland, Waikato and Bay of Plenty Regional Transport Committees have worked together to identify high level upper North Island (UNI) priorities and have agreed the following statement:

The UNI of New Zealand is vital to New Zealand's social and economic success. The area is home to over half of New Zealand's population, employment and GDP and accounts for around 50% of the total freight volume and movement – and is forecast to keep growing[1]. An efficient, effective and safe transport system will be needed to support this forecast increase in the movement of people and goods.

There are opportunities to work together at an UNI scale to better plan and manage the impacts of future change of UNI significance and to communicate shared views with a united voice on these matters. This will help enable UNI performance by improving certainty for communities and investors, decision making and the quality of life for local communities.

The current high level land transport investment priorities from central and local governments include measures to reduce urban congestion, reduce costs for business, manage population change, improve connectivity (intra and inter-regionally), improve efficiency and road safety outcomes.

Figure 15: Upper North Island key journeys



The UNI is currently benefiting from significant transport system investment to achieve these central and local government priorities. Examples of this include the investment in improving the UNI inter-regional corridors and on reducing congestion in the main urban centres, particularly Auckland. This investment will have benefits at a local, regional and national level as often transport system improvements deliver benefits to people beyond the location of a project or local government boundary. Going forward, an improved understanding of those UNI scale issues and responses to deliver desired transport and wider economic and social outcomes is necessary.

At this stage, at an UNI scale, interregional road and rail strategic corridor network improvements are critical to enabling improved productivity outcomes through improving connectivity and the efficient and safe movement of people and goods. System improvements to how UNI urban centres function, particularly in Auckland, are also critical. A resilient transport network that maintains links between communities remains important.

It is essential to continue to develop and commit to collaborative stakeholder approaches at an UNI level to enable issues and opportunities to be identified and solutions agreed to resolve multi-faceted problems. The collaborative work undertaken to date has delivered significant benefits and as it develops further can continue to enable a broader understanding of the UNI inter-relationships and priorities.

[1] Ministry of Business, Innovation & Employment, Regional Economic Activity Report 2014; Ministry of Transport, National Freight Demand Study 2014

Details of Projects and Budgets

6 Public Transport

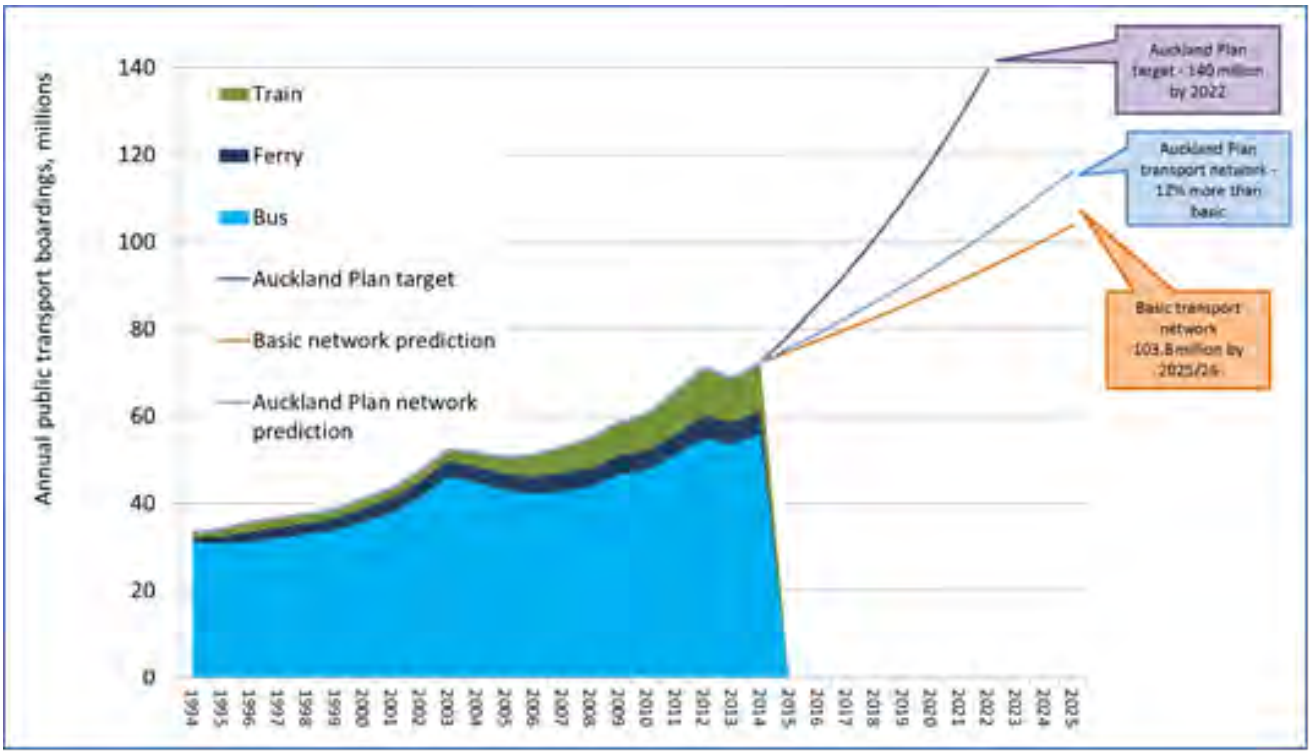
The transformational shift to outstanding public transport is an essential component of Auckland's overall vision to become the world's most liveable city.

Everyone benefits from good public transport, including road freight businesses and car drivers. As more roads are built, more people choose to travel by car and soon traffic congestion is at the same level as before the new road was built. However it is possible to build our way out of traffic congestion by building a public transport system that is good enough to attract people out of cars (16).

Not everyone who uses public transport has a choice. For people who cannot drive, or cannot afford a car, public transport opens up opportunities for education, work and a social life. A public transport system that works well for the young, the old and the mobility impaired, and serves the whole community including low income neighbourhoods, builds a stronger, more inclusive society.

Over the past 20 years, public transport patronage in Auckland has more than doubled, from 33.3 million trips in 1993/94 to 72.4 million in 2013/14, as shown in Figure 16. The Auckland Plan now calls for public transport patronage to be doubled again, to 140 million trips, by 2022.

Figure16: Auckland public transport patronage 1994-2014



6.1 The New Network

In the early years of this Plan, Auckland Transport will complete the deployment of fast, reliable new electric trains at 10 minute peak frequencies.

The next step forward for public transport will be the rollout of a simpler, better-connected bus network which offers more frequent and reliable access to more destinations. The “PT New Network” will untangle the complex web of infrequent bus services and put in place a simpler network of frequent bus services as shown in Figure 17. With the New Network and the City Rail Link in place, even more Aucklanders will have the option of fast, frequent and reliable travel, without having to use a car.

To make the most of the New Network, people will need to make some changes to the way they travel, and be willing to transfer from one public transport service to another to complete their journey. The essential infrastructure needed to support the New Network includes interchanges at Manukau, Otahuhu and Pukekohe, where buses from local suburbs can turn around, offering better frequency, while fast electric train services mean that for most passengers their trip will take less time in total. However, the new interchange stations can not be afforded in the first three years under the Basic transport programme.

In practice this means that the New Network in the South, which has been strongly supported through public consultation, cannot be fully implemented. Without Otahuhu interchange especially, the infrastructure will be completely short of what is required, however the new bus network would be rolled out, albeit unlikely to fully achieve anticipated benefits.

In addition to new services, Auckland Transport is proposing to introduce integrated fares. Integrated fares builds on the popularity of the HOP card, and offers the opportunity to make seamless journeys across public transport modes and services. Public transport pricing will be simplified with the introduction of fewer zones. Additional cost will be incurred by crossing zones borders and not by changing services. So whether you choose to travel by train or bus, and whether you catch one bus or transfer between bus services, a trip between the same two places will always cost the same.

Under the Basic transport programme these changes to the way public transport fares are calculated will mean there are “winners” and “losers”, because fare revenue must stay the same, to balance the budget. In the Auckland Plan transport programme, Auckland Transport is able to adjust average fares at the same time, so most PT users will see their fare stay the same or decrease, and the patronage benefit of integrated fares will be maximised.

Figure 17: Public Transport New Network in 2022

6.2 The City Rail Link

The City Rail Link is a 3.4 km rail tunnel that connects Britomart station with the Western rail line at Mt Eden via new stations at Aotea and Karangahape Rd and will transform the way Aucklanders travel around the city. Extensive consultation has confirmed that it is the top transport priority for Auckland.

The City Rail Link will double the capacity of the rail network allowing more frequent trains and faster travel into the city and around the wider network. The City Rail Link is also Auckland's biggest economic development project with investment already starting to grow around the route even prior to the start of construction. By better connecting the Auckland region the City Rail Link will enable a more productive economy, allowing more like minded people to work closer together.

Around the world, successful cities are the growth engine of a highly productive economy. Here businesses have access to the widest pool of skilled workers, and the buzz of people and ideas creates a momentum attracting ever more skilled and talented people. As more and more people want to live in Auckland, more efficient transport is needed. Cars simply take up too much space, and successful cities around the world have each had to solve the problem of how to get ever more people into and around the city as land and space become more valuable (8).

The City Rail Link The CRL will remove the bottleneck at Britomart which currently limits Auckland's whole rail network to, at best, a 10 minute service frequency, and will enable the rail network to serve the busiest parts of Auckland's city centre. By providing easy, congestion-free access to the city centre, the City Rail Link will unlock the potential of the whole of Auckland's public transport network, with flow-on benefits across the whole of Auckland.

The City Rail Link will fundamentally change the growth and infrastructure landscape of Auckland, in a similar way to the original opening of the Auckland Harbour Bridge. It will in effect bring parts of the south and the west of Auckland closer to the centre, and equally bring the centre closer to the south and west. For example, the travel time between New Lynn and the city centre will reduce from 50 minutes currently to about 25 minutes, with similar reductions across the South and West of Auckland.

The City Rail Link will enable a more frequent and reliable train timetable, so bus routes can be realigned to provide frequent links to rail, in place of the current long, congested trips across town. The CRL also improves the travel times in areas not served by the rail network by reducing bus congestion on key arterials such as Fanshawe Street.

Travel Times to City Rail Link Stations

From	To	Travel by train / bus (minutes)			Percentage improvement in travel time
		Before CRL	After CRL	Reduced travel time	
New Lynn	Aotea Station	51	23	28	55%
Morningside	Aotea Station	39	14	25	64%
Onehunga	K'Road Station	47	27	20	43%
Manukau	K'Road Station	61	42	19	31%
Newmarket	Aotea Station	27	10	17	63%
Mount Eden	Britomart	16	9	7	44%

In addition to providing rail users with faster, more frequent and more reliable train services, the City Rail Link will significantly reduce pressure on our roads. Without the City Rail Link, the time it takes to drive into the city centre from the west and south will increase by a third to a half, and traffic speeds in the city centre at peak times are projected to drop to 7 kilometres per hour by 2021. Soley relying on more buses will not help. For example, without the City Rail Link we would need more than 250 buses an hour on Symonds Street. However even with continuous bus lanes, bus congestion in the city centre is already an issue. Only rail has the capacity to move the number of people who will work, study and shop in the city centre by 2021 and to provide for future growth (7).

More people catching the train and bus to and through the city centre will free up parking and traffic space which can be reallocated to make room for the growing numbers of pedestrians. Projects like the Victoria St Linear Park will replace sterile tarmac with spaces which encourage people to linger and enjoy being in the centre of a world class city. The successful transformations of the Viaduct, Wynyard Quarter and Britomart are a model for how vibrant and lively the heart of our city can become.

The City Rail Link was first planned in the 1920s and is a vital part of Auckland's future transport network. The Long Term Plan (4) sets out further information on timing options and funding arrangements for the City Rail Link.

6.2.1 City Rail Link costs

The City Rail Link project has two main construction phases. The first at a cost of around $280 million for the early enablement works, and the second at approximately $1.9 billion for the main construction contract. The enabling works in the first phase will involve building two rail tunnels between Britomart under Queen Street and the Downtown Shopping Centre, and a 'cut and cover' tunnel under Albert Street as far as Wyndham Street. The enabling works are planned for 2016 to 2017 to coincide with the planned redevelopment of the Downtown Shopping Centre by Precinct Properties Ltd. The aim is to complete the enabling works before the World Masters Games in April 2017. In their October 2014 ministerial briefing, the New Zealand Transport Agency commented that "this is a sensible sequencing of enabling works which will minimise disruption of critical intersections in the CBD, and enable compliance with the planning conditions that only one intersection can be out of action at any one time. A more compact construction schedule at a later time would prove too disruptive".

City Rail Link Capital Expenditure – AT	2015/16 Numbers to come ed	2016/17 $m	2017/18 $m	2018/19 to 2024/25
City Rail Link				

Consistent with the Long Term Plan, this RLTP is based on the City Rail link being open for business in 2023. The operating costs of the new CRL stations and facilities is included in the later years of this 10-year plan.

City Rail Link Operational Expenditure – AT	2015/16 Numbers to come	2016/17 $m	2017/18 $m	2018/19 to 2024/25
City Rail Link - Expenditure				

6.3 Transport access into the city centre

The 2013 Census showed that the Auckland city centre has the fastest population growth of any area in New Zealand, growing from 18,000 residents in 2006 to over 26,000 in 2013. Employment and tertiary numbers are also growing.

In 2012, the City Centre Future Access Study (CCFAS) (7) responded to a government request to develop a robust and achievable transport programme for access to the city centre. It identified that the city centre is facing access capacity issues across all road entry points which would worsen from as early as 2021. While the CCFAS was designed to address regional needs it also highlighted residual city centre access issues, particularly from the central and southern isthmus not served by the rail network including:

- Key arterials with major bus routes are already near capacity will be significantly over capacity in the future even with the CRL and surface bus improvements
- If not addressed now, there will be area-specific problems, including the impact of a high number of buses on urban amenity, in the medium term and acute issues on key corridors in the longer term

To address these issues, work is currently underway to provide an effective public transport solution for those parts of inner Auckland and the City Centre that cannot be served by the heavy rail network, with CRL; that supports growth requirements in a way that maintains or enhances the quality and capacity of the City Centre streets. A range of options are being explored including light rail.

The enhanced public transport programme will have the following benefits:

- Improve transport access into and around the City Centre from areas not served by the rail network to address current problems and for a rapidly growing Auckland by providing a transport system that is best able to satisfy the immediate needs and the long term, rapidly growing customer demand in the City Centre and approaches
- Improve the efficiency and resilience of the transport network of the City Centre by:
- Improving journey time, frequency and reliability of transport access into and within the City Centre and City Fringe
- Improving the linkages and service of key destinations, particularly those not served by the CRL, notably the university campuses and the Wynyard Quarter
- Maximising the benefits of existing and proposed investment in transport (including CRL)
- Releasing the capacity constraints around the City Centre's most important approach routes and nodes

6.4 Outcomes

The proposed performance measures for public transport are set out below, along with the targets achievable with the Basic network.

Level of service statement	Performance measure	Actual 2013/14	Annual Plan 2014/15	Long Term Plan targets			
				2015/16	2016/17	2017/18	2018/19-24/25
Prioritise rapid, high frequency public transport	Total public transport boardings (millions)	72.4	73.7	79.9	82.4	84.3	103.8
Transform and elevate customer focus and experience	Public Transport punctuality (weighted average across all modes)	85.9%	New measure	92%	93%	94%	95%
	Customer satisfaction index- Public Transport	81.4%	83%	83%	84%	85%	85%
Ensure a sustainable funding model	PT Farebox recovery %[2]	N/A	New Measure	46-48%	47-50%	49-52%	50%+

[2] A farebox recovery ratio measures the contribution fares make to the operating cost of providing public transport services.

6.5 Public Transport Costs

6.5.1 PT Service Costs – Basic transport programme

Public transport services are the largest item of operating expenditure for Auckland Transport. Over the 10 years of this plan, the cost of bus, rail and ferry contracts increases more slowly than patronage, so public transport needs less subsidy per trip. However this is not true of the cost of operating and maintaining facilities, which is forecast to grow as more interchanges are added in support of the PT New Network.

The rollout of the PT New Network will deliver the routes, frequencies and service levels set out in the Regional Public Transport Plan. These changes are underpinned by new contracts and a new way of working with bus service providers. A key aim of these new contracts is to give Auckland Transport the tools it needs to untangle the "spaghetti" of bus routes and services that grew up over decades of operator-dominated service provision, and put in place a logical network of frequent, reliable, connected routes. The PT New Network will provide more direct routes and more frequent services, however more customers will need to transfer between services to reach their destination.

While the New Network and new PT Operating Model each have significant impacts on budgets at a detailed level, overall operational budgets have been prepared on the basis that most of the proposed changes will be cost neutral. For example, it is assumed that the cost to Auckland Transport is the same for net contracts (in which the operator keeps all revenue) and gross contracts (in which Auckland Transport pays the full cost of running the service, and also keeps the revenue). What does change however is the risk – under gross contracts, Auckland Transport stands to lose money from any drop in patronage, and must ensure it has the staff and systems in place to continuously build customer satisfaction and patronage.

In the Basic transport programme, the full benefits of the New Network are not realised in the first three years, because the construction of essential supporting infrastructure (the Otahuhu, Manukau and Pukekohe interchanges) is delayed until after 2021.

Public Transport (excluding CRL) Operational activities – Basic transport programme	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2024/25
Bus services and facilities	177.3	185.6	192.5	1,709.3
Rail services and facilities (excludes City Rail Link)	164.3	172.0	177.6	1,406.5
Ferry services and facilities	18.5	20.0	20.6	188.1
PT Ticketing, Marketing & Information services	37.3	38.0	39.3	319.6
Public Transport Opex total	**397.4**	**415.6**	**430.0**	**3,623.5**

6.5.2 PT Service Costs – Auckland Plan transport programme

Additional PT expenditure needed to support the Auckland Plan transport programme includes:

- Provision for Integrated fares to be introduced in a way that resulted in most peoples fares staying the same or going down, and very few fares increasing. This will maximise patronage growth but carries an ongoing operational cost
- Continuation of additional security on trains and at stations, which since its introduction in 2014 has successfully reduced incidents and increased evening and weekend patronage.

Under the Auckland Plan network Auckland Transport will also continue to expand our technology and systems capacity to better understand and manage all aspects of the transport system including bus, rail and ferry networks and to meet customers' expectations including better and more timely information.

Public Transport (excl. CRL) Operational activities – Auckland Plan	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2024/25
Bus services and facilities	177.3	185.6	192.5	1,709.3
Rail services and facilities (excludes City Rail Link)	164.3	172.0	177.6	1,406.5
Ferry services and facilities	18.5	20.0	20.6	188.1
PT Ticketing, Marketing & Information services	37.3	38.0	39.3	319.6
Integrated Fares ("Few losers" implementation)	11.9	12.2	12.6	99.6
Additional security on trains and at stations	4.4	4.5	4.7	36.9
Public Transport Opex total	**413.7**	**432.4**	**447.2**	**3,760.0**

6.5.3 Public Transport Infrastructure – Basic transport programme

Under the Basic transport programme, no new capital projects are initiated in the first three years apart from the Dominion Rd continuous bus lanes. Auckland Transport will complete the purchase of electric trains and the rollout of Integrated Fares and Integrated Ticketing, and finish the upgrade of Swanson station.

After 2020, work commences on interchanges in support of the PT New Network, including interchanges at Otahuhu, Manukau and in the CBD. Until these facilities are operational, in some cases it will not be possible to deliver the realignment of public transport services or to improve service frequencies.

Therefore, the lack of funding available for public transport infrastructure under the Basic transport programme will delay the implementation of the public transport New Network.

The next phase of AMETI, which involves a range of projects targeted at improving public transport connections, will be planned but not constructed in the first three years under the Basic network.

Even in the Auckland Plan transport programme, electrification of rail to Pukekohe does not progress until the second decade, so there is provision for the refurbishment of the diesel trains which will provide a shuttle service from Papakura.

Public Transport Improvements (excluding City Rail Link) Capital Expenditure – Basic budget	2015/16 $m	2016/17 $m	2017/18 $m	2018/19 to 2024/25 $m	Other benefits (in addition to PT benefits)
Airport Rapid Transit					
SMART (Airport Rail - Planning and Route Protection)				18.1	Active
Bus priority improvements					
Bus Priority Improvements & Transit Lanes				72.4	
Dominion Road Corridor Upgrade		27.9	24.5	0.0	Active
Bus stops and bus/bus interchanges					
Akoranga Busway Station improvements				1.4	
Bus Stop Improvements Programme				19.6	
Minor improvements Northern Busway stations				0.6	
Te Atatu Motorway Bus Interchange				46.4	
Bus/Rail interchanges					
Manukau Interchange (was Manukau City Rail Link)				20.2	

Public Transport Improvements (excluding City Rail Link)	2015/16	2016/17	2017/18	2018/19 to 2024/25	Other benefits
Otahuhu Interchange				20.5	
CBD Bus Infrastructure Improvements					
CBD Bus Infrastructure Requirement Fanshawe St				39.0	
CBD Bus Infrastructure Requirement Wellesley Street				19.4	
Downtown Interchange				24.1	
Learning Quarter - CBD Bus Infrastructure				8.4	
Wynyard Bus interchange				25.6	
Minor improvements at ferry wharves				2.5	
Northern Busway Extension				6.7	
Other Rail Improvements					
Diesel Refurbishment (alternative to electrification Papakura to Pukekohe)				8.1	
Procurement of new electric trains	26.8	1.0		0.0	
PT Ticketing and Information Projects					
AIFS system - extensions, enhancements and equipment replacement		3.8		33.7	
AIFS System - Integrated Fares	10.3			0.0	
Rail Station Improvements					
Minor improvements at rail stations				2.5	
Swanson Station upgrade	0.7			0.0	
PT Improvements - AMETI					
AMETI Botany Bus Station				32.4	
AMETI Pakuranga Bus Station		3.4		44.6	
AMETI Pakuranga Rd Busway		4.5		37.0	Active
AMETI Panmure Bridge		1.7		63.5	Active
AMETI Panmure Roundabout		0.2		31.7	Active
AMETI Panmure to Panmure Bridge		0.3		32.2	Active
AMETI Ti Rakau Busway		1.4		57.8	Active
Park and Ride					
NorthWest Transformation (NORSGA PC 13 Hobsonvillle Point Park and ride)	0.0	3.2	0.5	0.0	
Public Transport Improvements Basic total	**37.8**	**47.4**	**25.0**	**668.5**	

6.5.4 Public Transport Infrastructure – Budget to deliver Auckland Plan

The Auckland Plan calls for a transformational shift to public transport, which can only be delivered with a system-wide investment in improved infrastructure.

The PT New Network will link more people and places with frequent services, but will also require more customers to interchange between services to complete their journey. To make these connections fast and pleasant Auckland Transport is proposing a staged programme of bus/bus, bus/rail and bus/ferry interchanges. Closely linked (in some cases inseparable) are bus lane improvement projects, including on Dominion Rd, Albert/Vincent St and in Silverdale. The next phase of AMETI is also focussed on improving

bus connections, and budgets for the PT components are delivered earlier in the Auckland Plan programme. The AMETI project as a whole is described in more detail in the Roads chapter.

The draft Auckland Transport Parking Strategy identifies opportunities for park and ride provision at appropriate rail, bus and ferry hubs to bolster public transport patronage when opportunities arise to purchase or lease suitable land. Such park and ride opportunities may then become opportunities for better transit-oriented development in the future as part of a smart transition strategy.

The focus of rail projects is shifting as the initial rail upgrade and electrification are competed and the focus shifts to the City Rail Link, budgeted separately under Transformation Projects. However to gain the full benefit of the City Rail Link other rail expenditure is needed. A particular priority is Rail Level Crossings, where road closures, safety upgrades and in some cases full grade separation is required before rail frequencies can be increased beyond the planned 10 minute electric services.

Under both the Basic and Auckland Plan networks, public transport patronage is expected to grow beyond 100 million journeys each year within the 10 years of this RLTP. This will occur sooner under the Auckland Plan network and there will be opportunities taken to improve customer information and experience which will not be available under the Basic Network.

Most of these trips will be made by bus. Bus journeys will rise from 57 million passenger-journeys currently to around 80 million journeys. Bus congestion will become an issue on the current network with around 500 more buses needed to service this demand. The congestion will be worst in the city centre, where most services start and end. The CBD Bus Infrastructure programme will provide improved bus priority and transfer opportunities and is central to the success of the PT New Network.

Public Transport Improvements (excluding City Rail Link) Capital Expenditure – Auckland Plan transport programme	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2024/25	Other benefits (in addition to PT benefits)
Airport Rapid Transit					
SMART (Airport Rail - Planning and Route Protection)	2.6	0.5	5.5	7.8	Active
Bus Priority Improvements					
Dominion Road Corridor Upgrade	27.2	23.8		0.0	Active
Double decker network mitigation works	8.3	6.0	4.2	7.6	
Mission Bay - Patterson Ave reconfiguration.				0.6	
Mount Eden Village	2.1			0.0	
Mt Albert Road bus connection improvements	3.1			0.0	
Bus Priority Improvements and Transit Lanes	9.1	9.3	9.6	75.9	
Coping with City Centre Bus Congestion				100.0	
Bus stops and bus/bus interchanges					
Akoranga Busway Station improvements				1.2	
Balmoral Road bus connection improvements			1.6	1.7	
Blockhouse Bay Town Centre (bus-bus connection)				0.6	
Bus Stop Improvements Programme	4.4	4.3	2.3	21.4	
Flat Bush Terminus				0.6	
Long Bay bus turnaround facility			1.1	0.0	
Massey Road - Buckland Road Neighbourhood Interchange	1.3			0.0	
Massey University bus stops and bus circulation				1.1	

Public Transport Improvements (excluding City Rail Link)	2015/16	2016/17	2017/18	2018/19 to 2024/25	Other benefits
Point Chevalier Shops (bus-bus connection)		1.1		0.0	
St Lukes Road (bus-bus connection)				4.6	
Takapuna Bus Interchange				2.3	
Te Atatu Motorway Bus Interchange				45.9	
Minor improvements Northern Busway stations	0.1	0.1	0.1	0.9	
Bus/Rail Interchanges					
Avondale Interchange		2.1		0.0	
Grafton Interchange				6.4	
Henderson Bus Interchange				2.3	
Homai Station Interchange			0.4	0.0	
Manukau Interchange (was Manukau City Rail Link)	13.2	4.2		0.0	
Middlemore Interchange				5.1	
Mount Albert Interchange		1.1		0.0	
Newmarket Interchange				2.3	
Newmarket Terminus		1.1		0.0	
Otahuhu Interchange	13.8	3.8		0.0	
CBD Bus Infrastructure Improvements					
Albert / Vincent Street improvements				5.9	
CBD Bus Infrastructure Requirement Fanshawe St	5.1	10.5	10.8	5.6	
CBD Bus Infrastructure Requirement Wellesley Street				17.1	
Downtown Interchange				22.6	
Learning Quarter - CBD Bus Infrastructure				7.9	
Wynyard Bus interchange		5.3	5.4	11.2	
Ferry Wharf Improvements					
Bayswater Ferry Terminal Upgrade				15.2	
Devonport Ferry Terminal	4.1	1.3		0.0	
Downtown Ferry Basin Development	2.1	5.3	5.4	3.3	
Half Moon Bay Ferry Terminal Upgrade				6.9	
Northcote Point Ferry Terminal				1.2	
Minor improvements at ferry wharves	0.7	0.7	0.8	6.0	
Northern Busway Extension					
Northern Busway – additional stations associated with busway extension				7.3	
Other Rail Improvements					
Diesel Refurbishment (alternative to electrification Papakura to Pukekohe)				8.1	
EMUs - additional rolling stock & stabling				205.1	
Southdown to Avondale Loop (Mt Roskil spur)				3.7	
Park and Ride					
NorthWest Transformation (NORSGA PC 13 Hobsonvillle Point Park and ride)		3.7		0.0	

Public Transport Improvements (excluding City Rail Link)	2015/16	2016/17	2017/18	2018/19 to 2024/25	Other benefits
Park n Ride - Avondale Stn	0.4			1.3	
Park n Ride - Bayswater	0.2			0.0	
Park n Ride - Birkenhead				2.1	
Park n Ride - Botany				3.4	
Park n Ride - Dominion Rd	0.4	0.4	3.2	0.0	
Park n Ride - Glen Eden	0.1	0.2	0.4	0.0	
Park n Ride - Glen Innes	2.3	1.3		0.0	
Park n Ride - Henderson	0.3			0.0	
Park n Ride - Highland Park area				2.6	
Park n Ride - Howick				0.3	
Park n Ride - Manurewa				1.3	
Park n Ride - Meadowbank	0.6			0.0	
Park n Ride - Mt Albert Stn				0.6	
Park n Ride - Pakuranga	0.4			0.0	
Park n Ride - Papakura	0.4	0.4		0.0	
Park n Ride - Papatoetoe	0.3	0.3		0.0	
Park n Ride - Puhinui	3.3	0.3		0.0	
Park n Ride - Pukekohe	3.0	0.7		0.0	
Park n Ride - Ranui				0.4	
Park n Ride - Smales Farm				1.6	
Park n Ride - Sturges Rd	0.3			0.0	
Park n Ride - Swanson	0.2	0.8		0.0	
Park n Ride - Sylvia Park				1.0	
Park n Ride - West Harbour	0.4			0.0	
Park n Ride - Westgate	1.4	1.9		0.0	
Park n Ride Silverdale-Stg 2	5.9			0.0	
Procurement of new electric trains					
EMU Procurement	26.8	1.0		0.0	
PT Improvements - AMETI					
AMETI Pakuranga Bus Station	5.0	1.3	0.8	36.0	
AMETI Pakuranga Rd Busway	0.3	0.3	0.3	28.2	Active
AMETI Panmure Bridge	1.6	0.3	0.2	48.7	Active
AMETI Panmure Roundabout	0.4			28.8	Active
AMETI Panmure to Panmure Bridge	0.3	0.2	0.2	28.8	Active
AMETI Reeves Rd Flyover	9.1	9.5	51.2	73.6	Roads, Active
AMETI Ti Rakau Busway	1.3			131.2	
PT Ticketing and Information Projects					
AIFS - installation of gates at stations		1.6		7.4	
AIFS system - extensions, enhancements and equipment replacement	1.8	1.9	4.2	28.1	

Public Transport Improvements (excluding City Rail Link)	2015/16	2016/17	2017/18	2018/19 to 2024/25	Other benefits
AIFS System - Integrated Fares	10.3			0.0	
Real Time Passenger Information System enhancements	1.1		1.6	9.8	
Minor PT capex allowance for provision of PT information etc	1.0	1.1	1.1	8.6	
Rail Level Crossing Improvements					
Rail Crossing Separation (including Newmarket Crossing)	3.8	2.1	8.8	228.0	Roads
Rail Station Improvements					
Greenlane Station Access Improvements				4.8	Active
Newmarket Station access improvements				6.2	
Paerata Station and Park and Ride				18.9	
Parnell Station	12.3			0.0	
Pukekohe Station Upgrade	9.9			0.0	
Station Amenity Improvements	0.7	2.0	2.1	16.5	
Swanson Station upgrade	0.7			0.0	
Sylvia Park Station				4.3	
Takanini Station Upgrade	1.0	1.1		0.0	
Te Mahia Station Upgrade	1.0	1.1		0.0	
Westfield Station Upgrade	1.0	1.1		0.0	
Minor improvements at rail stations	0.2	0.2	0.2	1.7	
Public Transport Improvement Projects Auckland Plan total	**206.9**	**115.1**	**121.6**	**1,339.1**	

6.5.5 Public Transport Infrastructure Renewals – Basic transport programme

Auckland Transport is responsible for maintaining and renewing:

- 1,797 bus shelters (this excludes Adshel shelters)
- Five busway stations
- Park and Rides at rail, ferry and bus stations
- 15 ferry terminals (counting Downtown as a single terminal)
- 42 rail stations in service on five lines
- 57 electric trains and one maintenance depot.

Costs associated with the renewal of these assets is forecast and is growing as the number of facilities expands. Under the Basic transport programme there are so few new facilities, and budgets are so constrained, that this is not a major factor driving the increases in renewals, and renewals budgets grow at close to the rate of inflation.

In the Basic transport programme, renewals are constrained by funding. The impacts of this are explained in detail in the Roads chapter.

Public Transport (excl. CRL) Renewals – Basic network	2015/16	2016/17 $m, inflated	2017/18	2018/19 to 2024/25
Renewals - Rail assets	2.0	2.1	2.3	20.3
Renewals - Bus assets	0.8	0.9	1.0	8.6

Public Transport (excl. CRL)	2015/16	2016/17	2017/18	2018/19
Renewals - Wharf and Ferry assets	1.7	1.9	2.0	18.0
Renewals - Public Transport	**4.5**	**4.9**	**5.3**	**46.8**

The Auckland Plan network includes an optimised programme of renewals for all PT assets.

6.5.6 Public Transport Infrastructure Renewals – Budget to deliver Auckland Plan

Public Transport (excl. CRL) Renewals – Auckland Plan network	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2024/25
Renewals - Bus assets	0.9	2.8	3.2	17.7
Renewals - Wharves and Ferry terminals	4.1	4.5	4.3	22.2
Renewals - Rail assets	2.1	1.9	7.4	65.3
Renewals - Public Transport	**7.0**	**9.2**	**14.9**	**105.2**

6.6 Rail Network expenditure (KiwiRail)

KiwiRail is the Government agency responsible for the national rail track network. Auckland Transport and KiwiRail have worked together to develop a Rail Development Pathway which sets out the network investments required to deliver a rail network capable of the levels of performance specified in the Basic and in the Auckland Plan transport programmes.

Delivery of the Rail Development Pathway depends on central government funding.

Rail Network	2015/16	2016/17	2017/18	2018/19
Capital Expenditure - KiwiRail - Basic transport programme	**$m, inflated**			**to 2024/25**
Third Rail Line Otahuhu/Wiri KiwiR ITP	15.4	15.8	16.3	0.0
Auckland Train Control Centre KiwiR ITP		10.5	10.8	0.0
Crossovers	6.4	6.6	6.8	7.0
Signalling Improvements	1.0	1.1		0.0
Catchup renewals etc	16.2	16.7	17.1	54.4
Traction	12.8	13.2	13.5	13.9
POAL Access Improvements	10.3	10.5		0.0
Total KiwiRail network improvements - Basic transport programme	**62.2**	**74.4**	**64.6**	**75.3**
Dependent on Central Government funding				

Rail Network	2015/16	2016/17	2017/18	2018/19
Capital Expenditure - KiwiRail - Auckland Plan transport programme	**$m, inflated**			**to 2024/25**
Pukekohe Rail Electrification				166.0
Paerata Junction / Mission Bush				12.6
Port of Auckland to Wiri Additional Capacity				0.0
Third Rail Line Otahuhu/Wiri KiwiR ITP	15.4	15.8	16.3	0.0

Rail Network	2015/16	2016/17	2017/18	2018/19
Third Rail Line Wiri to Papaku KiwiR ITP				0.0
Westfield Junction Grade Separation				0.0
Auckland Train Control Centre KiwiR ITP		10.5	10.8	0.0
Crossovers	6.4	6.6	6.8	7.0
Signalling Improvements	1.0	1.1		0.0
Catchup renewals etc	16.2	16.7	17.1	54.4
Traction	12.8	13.2	13.5	13.9
POAL Access Improvements	10.3	10.5		0.0
Total KiwiRail network improvements - Auckland Plan transport programme	**62.2**	**74.4**	**64.6**	**253.9**
Dependent on Central Government funding				

6.7 Public Transport – Value for Money

6.7.1 Public transport services

The benefits of public transport services have been assessed using the prioritisation methodology set out in Section 5.5.

- The Strategic Fit of PT services is High because of the importance of urban public transport in contributing to the goals of the Auckland Plan and the Government Policy Statement
- Effectiveness is High because PT services are part of an integrated plan to achieve multiple outcomes (the Regional Public Transport Plan)
- Efficiency compares the costs of PT services against NZTA's assessment of the dollar value of benefits. For public transport, there are two types of benefits:
    - benefits to users, some of whom do not have the choice of travelling by car
    - benefits to road users due to less traffic on congested roads

  Bus and ferry services have High economic efficiency, but rail services are rated Medium because of their higher cost.

Bus Services	Strategic Fit	**High**	Effectiveness	**High**	Efficiency	**High**
Rail Services	Strategic Fit	**High**	Effectiveness	**High**	Efficiency	**Medium**
Ferry Services	Strategic Fit	**High**	Effectiveness	**High**	Efficiency	**High**

6.7.2 City Rail Link

The City Rail Link project has been prioritised using the methodology set out in Section 5.5 above, and has the following profile:

	Strategic Fit	Effectiveness	Efficiency	Priority
City Rail Link	**High**	**High**	**Low**	**1 of 151**

The City Rail Link project has the highest strategic fit score of any project when assessed using the prioritisation methodology for this RLTP, and also scores “High” for effectiveness. The Economic Efficiency is assessed using NZTA’s procedures and is Low, as assessed benefits are 1.3 times the costs. The project is anticipated to have far-reaching benefits, many of which are not counted in the NZTA evaluation. All the high cost transformational projects in Auckland – including AMETI, the Western Ring Route and a possible additional Waitemata Harbour Crossing have a similar low apparent level of benefits for this reason. Also, costs are high because this essential transport corridor was never protected in past plans, so its construction now includes substantial costs including the purchase of land in the city centre and deep tunnelling.

6.7.3 Public Transport Infrastructure

Each Public Transport infrastructure project has been separately assessed for Strategic Fit, Effectiveness and Efficiency, as set out in Section 5.5. Some general patterns are:

- As with PT services, most PT infrastructure projects included in the Budget to deliver Auckland Plan have High Strategic Fit
- Effectiveness varies. Projects early in the planning stages may improve their effectiveness rating during the term of this plan as there is more time to consider options and develop a robust business case
- Efficiency is the ratio of the benefits of a project to its costs and will always vary between projects, but there are some patterns:
    - Park and Ride projects in the outer reaches of the PT network, where land costs are low and trip lengths are long, gain a “High” efficiency rating
    - Bus interchange projects in the city centre are essential to the rollout of the PT New Network, which is forecast to significantly increase bus patronage, so these projects gain a “High” efficiency rating
    - Rail capital projects generally score “low” for efficiency, because the costs of making changes to the rail network are so high. However their high Strategic Fit and Effectiveness ratings mean these projects still represent value for money.

7 Arterial and Local Roads

Auckland's road network is one of the highest value public assets in New Zealand, with a total value of close to $12 billion. Auckland Transport is responsible for:

- 7,278 km of local and arterial roads
- 643 bridges and 371 culverts
- 737 sets of traffic signals
- 104,718 street lights
- 137,614 road signs.

Private vehicle traffic is only one of many demands on Auckland's roads, which must also cater for public transport, walking, cycling and freight. And roads are not only for movement; the road is part of the experience of living, working or shopping in a place, not just a way to get to somewhere else. Almost the entire infrastructure that supports the city, including water, wastewater, stormwater and telecommunications, is located in the road corridor.

If everything connected with Auckland's roads were in one chapter of this RLTP, the other chapters would be very short. In this document, Public Transport, Road Safety, and Walking and Cycling, are covered in separate chapters, though there are many overlaps between these and the Roads work program.

7.1 The Road Network

Auckland's 352 km motorways and rural State Highways (17) makes up less than 1% of the road network by length, but carry over a third of the traffic (35% of vehicle km travelled) in Auckland. Motorways and State Highways function best when they are mostly used for long trips and are especially important for freight.

Local and collector roads make up 83% of the road network in terms of length, but most of these roads serve their network function well, making them a lower priority for upgrades and traffic management than the arterials.

Auckland's primary and secondary arterial roads make up 16% of Auckland's road network by length. The arterial network has been well maintained but not sufficiently developed and managed to meet growing travel demands. Although not as busy as Auckland's motorways, arterials carry much more traffic than local roads and are the location of most of the network's safety and congestion problems, particularly those arterials which directly connect with the motorway network. The One System approach is especially important here as some motorway improvements cannot realise their intended benefits because the capacity constraint is actually traffic entering and leaving via the arterials.

Arterial roads are often not able to cope with additional vehicle traffic, whilst widening roads and intersections is prohibitively expensive and can create problems for pedestrians and for people living locally as multi-lane roads are a significant barrier to local trips, especially for the young and elderly. Auckland's arterial roads are also the location of most of the city's shops, schools and other important destinations. It becomes essential to set priorities, considering public transport, freight, walking, cycling and general traffic. The order of priority of these different road users will vary depending on the road, and may vary by time of day on a single road.

Over the ten years of this plan, Auckland Transport's focus for road improvements will be the arterial network as shown in Figure 18 and the freight network shown in Figure 19. The highest priority arterials include Great North Rd, Lincoln Rd and Te Atatu Rd, which feed traffic onto and accept traffic from State Highway 16. The Auckland Plan network provides for all these roads to be upgraded during the first six years of this RLTP. These upgrades are essential to securing the benefits of the Western Ring Route project delivered by NZTA.

7.2 Moving People

Everyone in Auckland uses the transport network and almost everyone uses the arterials at peak times. This is true whether one is a driver or car passenger, pedestrian, cyclist, motorcyclist or bus passenger. Even people travelling by train, ferry or on the motorway network use arterial roads for part of their journey.

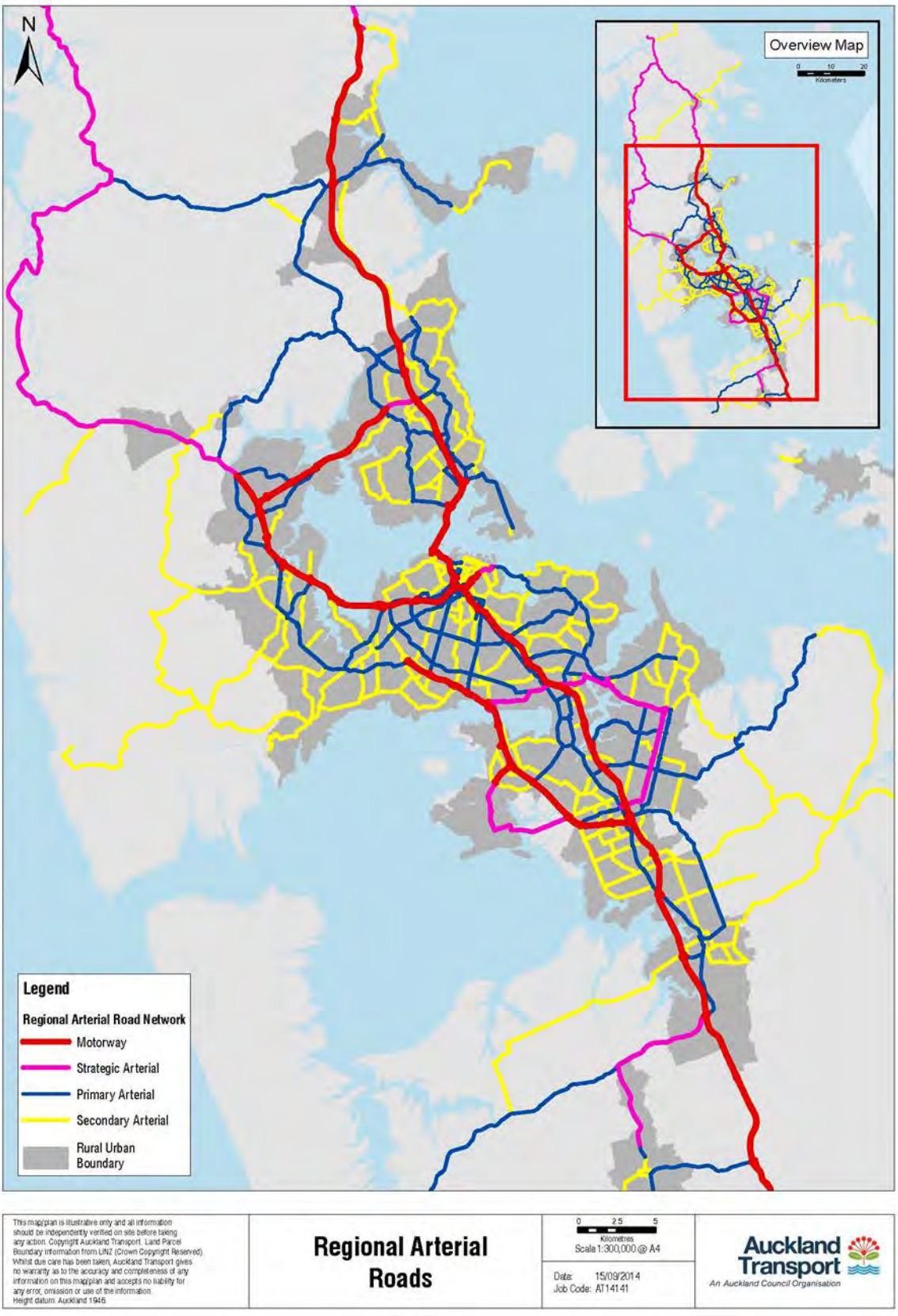
While the great majority of trips go smoothly, if a customer does experience delays or safety issues this is most likely to be on an arterial road, and most likely at peak times. Unlike the motorway network, which works best when traffic flows smoothly, the "best" arterial road is one where vehicle flow is balanced with other considerations including safety, the priority of different users, cross-movements, and the needs of retail and other land uses.

Widespread uptake of GPS tracking devices, the rollout of HOP cards on buses and advances in mapping and data analysis mean that Auckland Transport has more information than ever about how the road network is performing. This data shows some interesting results, including:

- Overall vehicle travel is growing more slowly than population. Growth in traffic on some routes in Auckland is offset by declines on other routes
- The peak is not well defined by a specific time (e.g. 7-9am and 4-6pm). The actual peak differs by place (Pukekohe residents travel earlier than Ponsonby), by purpose of travel (there is a clear "school peak" from 3-4pm), and by mode (bus travellers seem to be particularly late risers)
- On some links of the arterial network a bad run (defined as the worst 15% of travel times i.e. one trip in seven) takes twice as long as normal. However on the most congested arterials, travel times at peak are actually very consistent – that is, consistently slow
- Public transport use is growing, especially in areas served by the Busway and bus priority lanes. On some corridors including Fanshawe St, Symonds St and Dominion Rd there are more people on buses than in cars at peak times.

To get the best performance out of the whole network, Auckland Transport and NZTA have established a Joint Traffic Operations Centre (JTOC) which is the central hub for the network of traffic signals, sensors and CCTVs used to direct traffic flows, inform road users and respond to emergencies. The JTOC team work alongside specialists in Auckland Transport to improve the performance of each road and the resilience of the whole network. This includes managing traffic signals to optimise traffic flow, giving priority to buses, and responding quickly to incidents. The team is constantly looking for ways to move more people along each corridor safely, while minimising the negative effects of traffic on neighbouring homes and businesses. This RLTP also provides for small infrastructure improvements to improve road productivity.

Figure 18: Auckland Arterial Road Network



An arterial road is “optimised” when:

- The road is safe
- The number and/or speed of people movements is improving and approaching the standard of productivity defined for arterial roads by Austroads. On many arterials the best way to improve productivity is to give priority to buses and/or cars with passengers
- Reliability, defined as the ratio of the worst 15% of travel times compared to the median travel time, is improving
- Provision for cycling is in line with the Auckland Regional Cycle Network standards
- Pedestrians have a choice of places to cross the road safely, with minimal detours or delays
- There is enough access to side roads to serve the adjacent land uses.

7.3 Moving Freight

The term “freight” covers a wide variety of road users, from couriers and tradespeople to overdimension vehicles. Within this broad understanding of “freight”, Auckland Transport has used a narrower definition, focusing on truck traffic, to identify a Strategic Freight Network and a set of priority projects. Identifying and improving the main routes for trucks will also tend to benefit business movements more generally. Over time it may be appropriate for certain types of business vehicles e.g. courier vans to take advantage of any priority measures developed for larger freight vehicles (17).

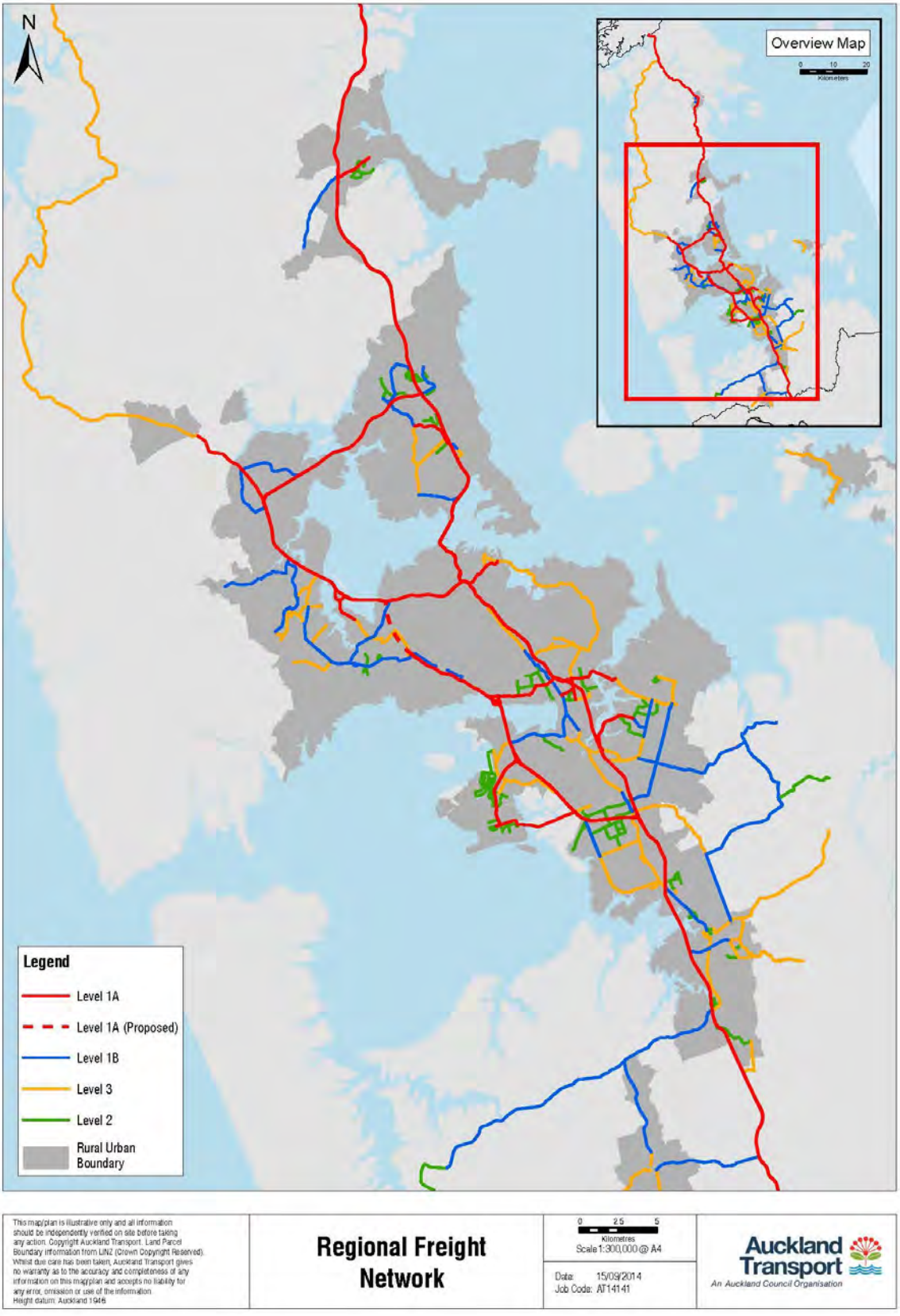
The Regional Freight Network is shown in Figure 19 and comprises three levels of road freight corridor:

1. Level 1 roads are important for the strategic movement of inter- and intra-regional freight. NZTA and Auckland Transport and will actively encourage freight to use Level 1a motorways and Level 1b arterial roads. Businesses that generate a lot of freight traffic will be encouraged to locate and expand along Level 1 freight routes. The potential impacts of truck movements should be recognised in all proposals for land-use development, and sensitive land uses should be discouraged from locating near Level 1 routes.
2. Roads defined as level 2 are intended to serve primarily freight movements in areas such as industrial parks where there are no competing land uses from residential or commercial centres.
3. Roads classified as level 3 poses various road user priority issues due to different activities having different priorities over different times of the day hence the requirement for active management. Freight movements on these roads may not be actively supported or encouraged, however there is also an acceptance that such movements cannot easily be relocated due to a lack of viable alternatives. Level 3 freight routes need to adhere to minimum technical standards to ensure that freight moves safely, for example pavement thickness, gradient, width and intersection turning circles.

- The rail corridor is also a Level 1 freight corridor.

Freight movement can often be assisted by good network management even without physical changes to the road. Traffic signals can be programmed to ensure that as far as possible heavy freight vehicles can proceed steadily, avoiding the need for repeated stops and starts. Road works and planned disruptions can be communicated widely, and unplanned disruptions managed via contingency plans. Over the 2012-2014 period Auckland Transport has managed to hold interpeak travel times and travel time reliability roughly constant on the five priority freight routes used for performance measurement, despite increases in freight and business travel.

Figure 19: Regional Freight Network



7.4 Major Arterial upgrades – AMETI and East West

On both sides of the Tamaki River, economic growth is being held back because of poor transport links. Auckland's eastern suburbs and the growing industrial hub from Onehunga through to Highbrook are not as well linked to either the road or public transport networks as their size, importance and growth potential warrants. Transport needs in the area are complex, with severe congestion at peak times on routes to and from the city centre, as well as increasing travel needs from east to west, on a 24/7 timetable that aligns to the area's growing role as Auckland's manufacturing and distribution hub.

A map of the area, showing the identified transport needs and the overlap between the AMETI and the East West Connections priority areas is shown in Figure 20.

7.4.1 AMETI

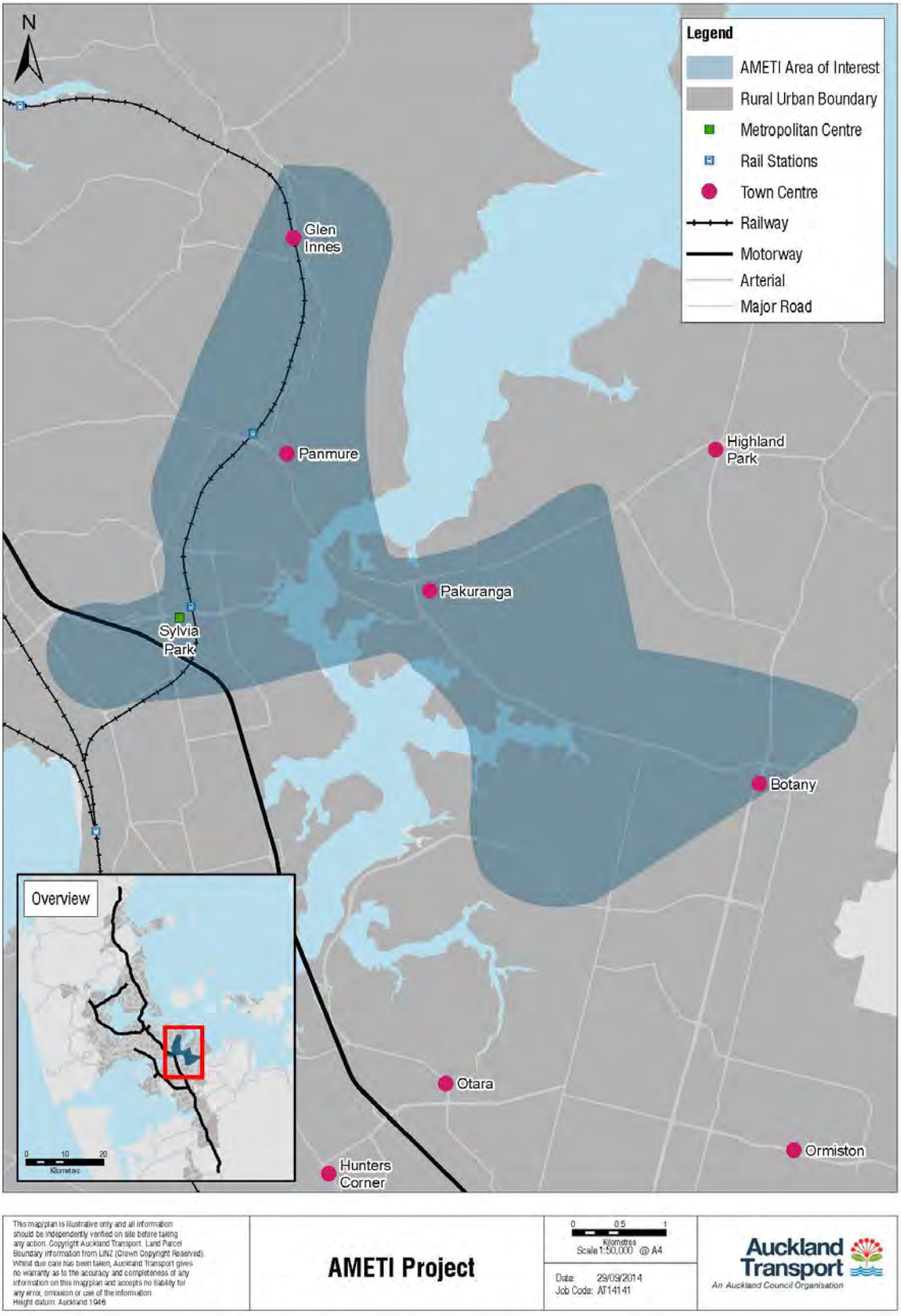
AMETI is not a single project but an interlocking set of initiatives which, taken together, will dramatically improve travel choices for the East Tamaki and Howick/Pakuranga areas. Already, Stage 1 of the AMETI project has built a new road linking Mt Wellington Highway and Morrin Rd, and a new Panmure Interchange where bus passengers can transfer to trains for a faster journey to the city centre.

A busway bridge will be constructed on the alignment of the Panmure Bridge, to enable frequent and more reliable buses for the south-eastern suburbs, with an easy transfer to trains at Panmure, and improved bus access to Sylvia Park. The Panmure Roundabout will be replaced with a signalised intersection which will improve safety and traffic throughput. A new flyover will provide a direct connection to the Waipuna Bridge for citybound traffic. By avoiding the detour at the Reeves Rd intersection, the Waipuna Bridge and South Eastern Highway will flow more smoothly, and will be able to carry most of the freight and business traffic headed for Central Auckland. With these changes in place, capacity will be freed up on the approaches to the Panmure Bridge to create a dedicated busway from Pakuranga to Panmure, and to make other improvements to the walking, cycling and local road networks.

By addressing the transport bottleneck across the Tamaki, AMETI will unlock the growth potential of Auckland's industrial and employment heartland, and will provide for the Eastern Suburbs to be better connected to the rest of Auckland.

Future stages of AMETI will extend the busway to Botany Town Centre, and improve links to the Stonefields development in Mt Wellington.

Figure 20: AMETI indicative map (detailed map to come)



7.4.2 East West Connections

The area extending from the Port of Onehunga to Highbrook is the main industrial, transport and distribution hub of Auckland and of the Upper North Island. Here, “inland ports” served by rail links from the ports of Tauranga and Auckland enable national and international freight to be trucked to its final destination. Most major freight and logistics businesses in Auckland have depots here, and the area is also a major manufacturing hub and the location for almost 40 per cent of Auckland’s manufacturing jobs.

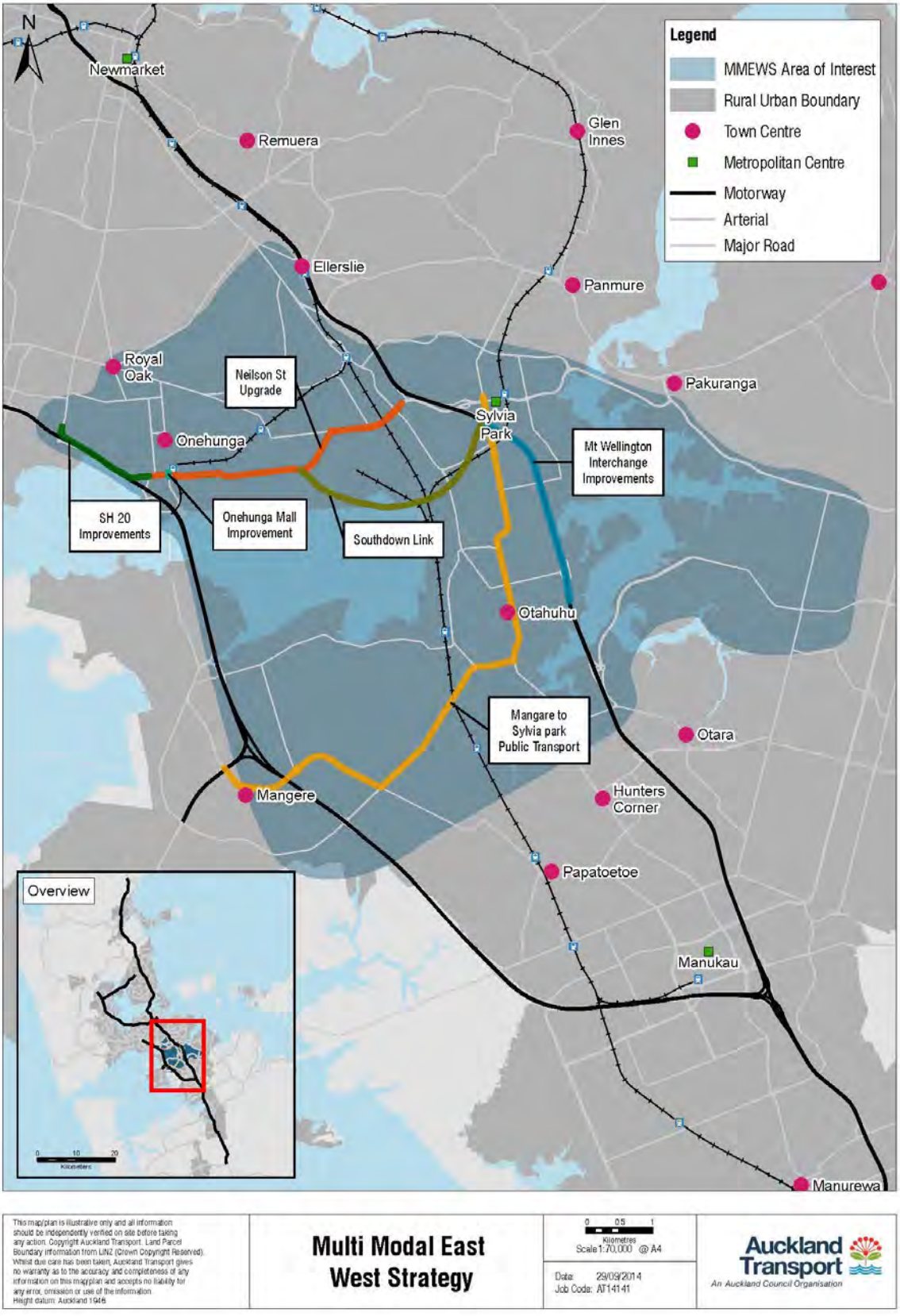
The Inland Port developments in particular make a real contribution to reducing congestion and road maintenance costs. MetroPort, an enterprise of Port of Tauranga handles around 200,000 container movements per year, and much of the bulk movement of freight to and from the Port of Auckland is also done by rail, reducing the need for heavy trucks to travel all the way to the city centre. However the road network in this area was not designed with this level of freight traffic in mind, and some changes are essential.

Part of the attraction of this area is the convergence of road and rail links, including State Highway 20 in the west and State Highway 1 in the east. However the approaches to both motorways, and the Church St/Nielson St link, are congested through much of the day and links to State Highway 1 are indirect and inefficient. Travel times in this area also tend to be unreliable, with the worst 15% of travel times taking almost twice as long as a normal trip on the same run. This directly impacts on the profitability of businesses for which time is money.

Planning for improved East West Connections has been accelerated, with the active involvement of businesses and the local community. So far, the option of a motorway connection from State Highway 20 to State Highway 1 south of the Manukau Harbour has been ruled out, and options for improved links between Onehunga and Sylvia Park, and overlaps with the AMETI project, are being worked through in more detail. Auckland Transport and the NZ Transport Agency are managing this project jointly in order to achieve the best possible integration between the local road and state highway networks.

Indicative links to be improved through the East West Connections project are shown in Figure 21.

Figure 21: East West Connections, multimodal priorities (map not to be released to public prior to January 2015)



7.5 Outcomes

The proposed performance measures for roads reflect the great variety of roads and road users in Auckland. This is a very complex area; Aucklanders make millions of trips each day and every trip is different, so it is a challenge to develop measures which sum up how the network as a whole is performing for buses, freight, walking, cycling and general traffic.

Auckland Transport's headline measure is multimodal productivity, which assesses how effective a road is at moving people at peak times, in cars and on buses, expressed as a % of the theoretical capacity of the road as defined by Austroads.

Public Transport, Road Safety and Walking and Cycling targets are in separate chapters of this RLTP but road projects can make important contributions to achieving these targets.

The proposed performance measures for roads, along with the targets achievable under the Basic transport programme, are set out below. Note these indicators are also influenced by external factors like fuel prices and population growth.

Level of service statement	Performance measure	Actual 2013/14	Annual Plan 2014/15	Long Term Plan targets			
				2015/16	2016/17	2017/18	2018/19-24/25
Transform and elevate customer focus and experience	Customer satisfaction - Roads	71%	70%	70-75%	75%	75%	75%
Build network optimisation and	Arterial road productivity[3]	68%	53% of the ideal achieved	54% of the ideal achieved	55% of the ideal achieved	55% of the ideal achieved	55% of the ideal achieved

[3] Road productivity is a measure of the efficiency of the road in moving people during the peak hour. It is measured as the product of number of vehicles, their average journey speed and average vehicular occupancy. Key arterial routes include:
Airport to CBD (via Manukau Rd)
St Lukes to St Johns (via Balmoral/Greenlane West/Greenlane East/Remuera Rd)
Albany to Birkenhead (via Glenfield Rd)
Henderson to CBD (via Great North Rd)
SH1 to Ti Rakau Dr (via Te Irirangi Dr)
SH20 to Portage Rd (via Tiverton/Wolverton Rd)

Level of service statement	Performance measure	Actual 2013/14	Annual Plan 2014/15	Long Term Plan targets			
				2015/16	2016/17	2017/18	2018/19-24/25
resilience	Travel times on key freight routes[4]	Baseline travel times maintained on 6 out of 8 routes	Maintain travel times for 85th percentile on all nominated freight routes	Maintain baseline travel times for the 85th percentile	Maintain baseline travel times for the 85th percentile	Maintain baseline travel times for the 85th percentile	Maintain baseline travel times for the 85th percentile
	Road maintenance standards (ride quality) as measured by smooth travel exposure (STE) for all urban and rural roads [5]	Rural 95 Urban 85	New Measure	Rural 93 Urban 83	Rural 92 Urban 82	Rural 91 Urban 81	Rural 87 Urban 77
	Percentage of the sealed local road network that is resurfaced	10%	New Measure	10%	11%	11%	12%
	Percentage of customer service requests relating to roads which receive a response within the time frame specified in Auckland Council's Long-term Plan.	85%	New Measure	85%	85%	85%	85%

[4] Target travel times on nominated strategic freight routes:

Route	Travel Time (mins)
SEART (from Sylvia Park to East Tamaki)	11
SEART (from East Tamaki to Sylvia Park)	12
Wairau Rd (from SH1 to SH18)	8
Wairau Rd (from SH18 to SH1)	8
Harris Rd (from East Tamaki to SH1 Highbrook interchange)	10
Harris Rd (from SH1 Highbrook interchange to East Tamaki)	11
Kaka St/James Feltcher Dr/Favona Rd/Walmsley Rd (SH20 to Walmsley)*	13
Kaka St/James Feltcher Dr/Favona Rd/Walmsley Rd (Walmsley to SH20)*	13
Great South Rd (SH1 Ellerslie Panmure Hwy Interchange to Portage Rd)*	11
Great South Rd (Portage Rd to SH1 Ellerslie Panmure Hwy Interchange)*	11

*New added route

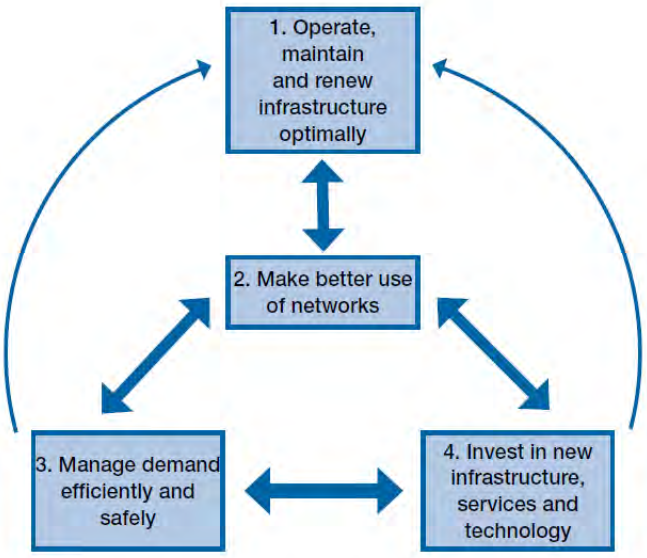
[5] Smooth travel exposure measures the proportion of vehicles kilometres travelled in a year (VKT) that occurs on 'smooth' sealed roads and indicates the ride quality experienced by motorists.

7.6 Road costs

Auckland's rapid growth creates pressure to prioritise spending on new assets, but Auckland Transport and NZTA must ensure this is not at the expense of the central task of maintaining the value of existing assets and delivering the best performance from the network.

Auckland Transport applies a hierarchy of four transport interventions as shown in Figure 22 in order to derive the greatest benefit from transport investment.

Figure22: The four stage intervention process



Auckland Transport is working with NZTA to improve consistency in the way road assets are managed in the various elements of the State Highway and local transport networks. The One Network Road Classification aims to improve value for money through a nationally consistent roading hierarchy, with evidence-based service levels that will meet stakeholder and customer requirements appropriate to the role of each road in the national network, and the optimal works associated with delivering these.

7.6.1 Road Maintenance and Operations– Basic transport programme

The maintenance of road assets is one of the largest areas of expenditure for Auckland Transport.

Road maintenance is considered a non-discretionary expenditure, as short term savings tend to add to costs later. Auckland Transport uses an advanced Asset Management Planning model to determine the most cost-effective and sustainable management regime for the road network, to meet the levels of service required and achieve the best value for money in the long term. This has involved defining the required "level of service" for each road - the more important links in the road network need to be maintained to a higher standard in keeping with their higher role. Auckland Transport is securing better value for money through setting clear priorities and negotiating longer term (3-5 year) contracts covering maintenance of the road network.

In addition to physical road maintenance, Auckland Transport is also responsible for road network management and optimisation. This covers the work of Auckland Transport and the Joint Traffic Operations to manage traffic flows and to optimise people movement on key arterials.

Roads	2015/16	2016/17	2017/18	2018/19
Operational activities – Basic network	$m, inflated			to 2024/25
Road maintenance and operations	114.6	119.5	124.8	1,056.6

7.6.2 Road Renewals – Basic transport programme

If road maintenance can be compared with cleaning a house, then renewals are the equivalent of repainting or reroofing.

Auckland Transport is mandated to provide optimal stewardship of the transport network. This includes the efficient management of renewals, maintenance and performance. It does this through effective asset management planning, recorded through the publication of an asset management plan every three years.

The benefits of investment to renew assets include:

- Optimising the useful life of assets and minimising the costs of renewing and maintaining items
- Effective management of the asset to meet present and future demands
- Reducing and managing the risk of asset failure.

Under the Basic transport programme, the renewals programme is less than recommended and results in a significant forecast increase in assets assessed to be in a very poor condition. The implications of this are:

- Asset value decreases by over $1 billion by the end of the 10 year period
- Increased risk of failure
- Increased maintenance demands to keep assets from failing
- Decreased public satisfaction.

With investment at this level, the proportion of assets in “very poor” condition (Condition grade 5) grows steadily, reaching 17% by the end of the ten year period, and asset value is run down by over $1 billion, with further consequences beyond the 10 years.

The constrained level of renewals funding proposed will reduce Auckland Transport’s ability to maintain levels of service and manage risk across the network. AT has reallocated renewals funding across the network to ensure that, while some assets are deteriorating beyond their levels of service, the risk of asset failure is minimised, particularly for critical and high risk assets.

Roads Renewals – Basic network	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2024/25
Renewals - Roads	**166.4**	**180.1**	**201.2**	**1,765.0**

7.6.3 Road Maintenance and Renewals – Auckland Plan transport programme

The Auckland Plan budget for road renewals provides for full funding of an optimised renewals programme, so road assets are maintained in recommended condition. Costs incurred to achieve this are:

Roads Operational activities – Auckland Plan network	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2024/25
Road maintenance and operations	114.6	119.5	124.8	1,056.6

Roads Renewals – Auckland Plan network	2015/16 $m	2016/17 $m	2017/18 $m	2018/19 to 2024/25
Renewals - Roads	173.6	212.4	205.9	2,461.2

7.6.4 Road infrastructure improvements – Basic transport programme

The Basic transport programme only provides for planning and property purchase for AMETI and East West Connections. Later in the decade, the construction phases of AMETI become affordable within the funding envelope. In the Basic network, the Reeves Rd Flyover opens in the 2022/23 year, freeing up capacity for the public transport elements of AMETI to be scheduled in the later years of this RLTP. Construction on Mt Wellington Highway and the Morin to Merton link continues beyond the 10 year period. Work on the Auckland Transport components of the East West Connections project commences in 2020 and is complete by 2023.

Outside these areas, Auckland Transport's focus for the road network is on making better use of assets, including by managing demand. Many of the new projects proposed during the term of this plan are bus priority projects or minor enhancements to existing roads and traffic management projects which make the most of new technology to enhance safety, optimise traffic flows, and respond promptly to incidents.

Required improvements to road infrastructure are generally funded as Road projects although they also contribute to public transport, walking and cycling goals. The Albany Highway project demonstrates this approach, providing walking and cycling links to schools and Massey University and a priority lane shared by buses and cars with two or more occupants.

The road components of AMETI, like the PT components, have been delayed in the Basic transport programme with planning only occurring in the first three years of this RLTP.

Roads Capital Expenditure – Basic budget	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2024/25 $m	Other benefits (in addition to road benefits)
Road Improvements - General					
Albany Highway upgrade (North)	23.6	13.3	1.1	0.0	PT, Active
Core Seal Extensions	1.0	1.1	1.1	8.6	
Lincoln Rd - Corridor Improvements				55.2	PT, Active
Taharoto/Wairau - Stage 3				5.7	Active
Te Atatu Rd : Corridor Improvements				15.4	Active
Warkworth SH1 intersection improvements		3.8		0.0	
Road Replacements and Seismic Strengthening					
Resolution of Encroachments and Legacy Land Purchase Arrangements	0.3	1.3	1.3	11.7	
Route Optimisation				6.3	
Road Improvements - Replacements and Seismic Strengthening					
Quay Street Seawall (including Seismic Strengthening)				48.7	
Seismic Strengthening Works	1.0	1.1	1.1	59.6	
AMETI					
AMETI Mt Wellington Hway				19.8	PT, Active
AMETI Morin to Merton Link				51.0	Active
AMETI Reeves Rd Flyover		16.7		154.6	Roads, Active
East West Connections (was East West Link)		1.1		134.1	PT, Active
Road Overprogramming				-61.0	
Road Improvements Basic total	**25.9**	**38.3**	**4.6**	**509.6**	

The Auckland Development programme of Auckland Council also delivers improvements to local roads and streetscapes.

7.6.5 Road infrastructure improvements – Auckland Plan transport programme

The Auckland Plan has a strong focus on public transport and urban environments. This requires Auckland Transport to refocus road corridors to better support the more complex mix of transport choices needed in the 21st century. The Auckland Plan transport programme brings forward comprehensive investment in bus priority improvements in support of the PT New Network.

The Auckland Plan network provides for construction to start within the first three years on East West Connections.

Improvements on Lincoln Rd and Te Atatu Rd, two of Auckland's most congested roads, begins in Year 1 and a range of other priority road improvements are added to the programme. There is also investment in better traffic management technology, supported by smaller, smarter improvements to keep traffic movement.

Roads (excludes AMETI, E/W, Growth, Safety) Capital Expenditure – Auckland Plan budget	2015/16 $m	2016/17 $m	2017/18 $m	2018/19 to 2024/25 $m	Other benefits (in addition to road benefits)
Road Improvements - AMETI					
AMETI Morin to Merton Link				51.0	Active
AMETI Mt Wellington Hway				19.6	PT, Active
AMETI Reeves Rd Flyover	9.1	9.5	51.2	73.6	Roads, Active
East West Connections					
East West Connections (was East West Link)	5.1	21.1	30.4	61.0	PT, Active
Road Improvements - General					
Albany Highway (Sunset to SH18)				33.5	PT, Active
Albany Highway Upgrade (North)	23.6	13.3	1.1	0.0	PT, Active
Anzac St (Auburn to Fred Thomas)				35.1	Active
Core Seal Extensions	3.1	3.2	3.2	25.8	
Corridor Management Plans - General works				87.3	PT, Active
Dairy Flat Highway/The Avenue				11.6	Active
Ellerslie Panmure Highway / Lunn Ave / Barrack Road intersection upgrade	0.0	0.1	1.0	0.0	
Lincoln Rd - Corridor Improvements	5.9	10.6	9.4	21.4	PT, Active
Linwood Rd Route Improvements (Franklin)				1.7	Active
Manukau/Harris/Custom Intersection Improvements	0.2	1.2	2.2	0.0	
McClymonts Road (Don McKinnon to Medallion Drive)				16.9	
Ormiston Preston EastTamaki Rd I/SCTN	2.3	2.4		0.0	Active
Ormiston Rd (East of Murphy Rd) - Upgrade Regional-Arterial Road				2.4	Active
Silverdale Transport Improvements (inc Penlink designation)	1.7	3.3	13.0	71.7	PT, Active
Smales Allens Rd Widening & Intersection Upgrade	5.0	5.1		0.0	Active
Street Lighting improvements- regionwide				3.4	

Roads (excludes AMETI, E/W, Growth, Safety)	2015/16	2016/17	2017/18	2018/19 to 2024/25	Other benefits
Taharoto/Wairau - Stage 3	0.5	3.2	1.1	0.0	Active
Te Atatu Rd : Corridor Improvements	11.5	1.7	0.1	0.0	Active
Tetratrap Installation - Central	0.1	0.1	0.1	0.9	
Tiverton-Wolverton Stage 2	6.5			0.0	
Warkworth SH1 intersection improvements	3.7			0.0	
Intersection upgrade programme (less than $5mil)				16.0	PT, Active
Road Improvements - Network Management					
Destination & Urban Route Signage	0.5	0.5	0.5	4.3	
Network Operating Plan Capital Programme	1.9	2.3	2.7	34.9	
Resolution of Encroachments and Legacy Land Purchase Arrangements	1.2	1.3	1.3	10.5	
Route Optimisation	0.5	0.5	0.5	4.3	
Traffic Signals New	0.7	0.7	0.8	5.1	
Intelligent Transport Systems Infrastructure (JTOC, ATOC, CCTV, Incident Management Response Systems)	3.1	3.3	4.6	29.5	
Road Replacements and Seismic Strengthening					
Seismic Strengthening Works	2.1	2.1	2.2	54.9	
Quay Street Seawall (including Seismic Strengthening)	10.3	21.1	10.8	0.0	
Road Improvement Capex total	**98.7**	**106.5**	**136.3**	**676.2**	

7.7 Value for Money - Roads

7.7.1 Arterial and Local Road Maintenance and Optimisation – Value for Money

The benefits of road network management and optimisation have been assessed using the prioritisation methodology set out in Section 5.5.

- The Strategic Fit, which is High because of the priority given to maintaining and optimising existing assets in the Auckland Plan and the Government Policy Statement
- Effectiveness, High because these activities are part of an integrated plan to achieve multiple outcomes as set out in the Arterial Road Deficiency Analysis and the Roads Asset Management Plan
- Efficiency, which compares the costs against NZTA's assessment of the dollar value of benefits. Again this is High:
    - For road maintenance, because the programme reduces whole of life costs;
    - For road corridor optimisation, because travel time savings from these projects commonly have a value over 10 times the project cost.

Road Maintenance	Strategic Fit	**High**	Effectiveness	**High**	Efficiency	**High**
Road network management & optimisation	Strategic Fit	**High**	Effectiveness	**High**	Efficiency	**High**

7.7.2 AMETI and East West – Value for Money

The AMETI package of projects has been assessed as a single, integrated programme of improvements with high strategic fit and high effectiveness. Like the City Rail Link, AMETI has a Low economic efficiency using NZTA's procedures, largely because no continuous transport corridor was protected in past plans. Constructing the required improvements now is expensive due to the need to cross water, purchase land, and make changes through a built-up area with high property values.

The East West Connections project is at an earlier stage of planning. Based on current information, both the Auckland Transport and the NZTA components of the East West Connections have the same profile as AMETI (High/ High/ Low). The Efficiency profile of the East West Connections higher than for AMETI, but still falls in the "Low" range

	Strategic Fit	Effectiveness	Efficiency	Priority
Auckland Manukau Eastern Transport Initiative	**High**	**High**	**Low (1.2)**	**2 of 151**
East West Connections – Auckland Transport component	**High**	**High**	**Low (2.1)**	**14= of 151**
East West Connections – NZTA component	**High**	**High**	**Low (2.1)**	**14= of 151**

AMETI and the East West connection projects rank highly for Strategic Fit and Effectiveness, with a wide range of benefits. The Benefit Cost Ratio is in the Low range, primarily because costs are high due to the need to purchase land in an already built up urban area. The full prioritised list is set out in Section 15.2.

7.7.3 Road infrastructure improvements – Value for Money

The benefits of each project in the Road Improvement programme above have been assessed using the prioritisation methodology set out in Section 5.5. There are a large number of projects and a wide variation between them on all aspects of the evaluation; the full list is provided in Section 15.2.

8 State Highways

As a national highway provider, NZTA ranks its projects according to a national prioritisation process, which generally produces a similar ranking to the regional prioritisation process. However, there are some projects where the two systems produce different ranking, for example because congestion relief via public transport is a higher priority in the Auckland region than it is nationally.

NZTA's proposed programme for 2015/18, and indicative programme for the 2018-21 and 2021-25 periods, is shown below.

The state highway programme is as expected, dominated by motorway projects which add much needed capacity to the roading network. In addition, a number of cycleway projects are proposed by NZTA which will add critical links to the regional cycleway network – these are listed in the Walking and Cycling chapter.

Under the Basic transport programme, Auckland Transport will not have sufficient funds to complete local road improvements which connect to NZTA's improved State Highways, such as at Lincoln Road and Te Atatu Road in the first three years of the programme. These local road improvements are necessary to provide egress to vehicles leaving the widened North Western motorway. Without these improvements, the benefits of the widened motorway will not be enough to avoid congestion both on the local roads and the improved motorway.

8.1 State Highway costs

Like Auckland Transport's investment in Local Roads, NZTA's investment in State Highways has three components: Maintenance and Operations; Renewals and Infrastructure Improvements.

8.1.1 State Highway Maintenance and Operations Renewals

State Highways Maintenance and Operations - NZTA	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2020/21	2021/22 to 2024/25 (indicative)
State Highway operations and maintenance	73.3	85.1	81.9	243.0	324.0

8.1.2 State Highway Renewals

State Highways Renewals - NZTA	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2020/21	2021/22 to 2024/25 (indicative)
State Highway Renewals	31.7	40.1	40.8	126.0	168.0

8.1.3 State Highway Improvements

When the Western Ring route joins State Highway 20 to State Highway 16, this completes the motorway network in the built up Auckland region. The Western Ring Route will allow an alternative north south route providing route security to the state highway network at its busiest point. Widening to the North Western, Southern and Northern motorways at bottlenecks will also add capacity as most of these improvements are near residential growth areas.

State Highways Improved infrastructure for State Highways – NZTA	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2020/21	2021/22 to 2024/25 (indicative)
Airport Access Improvements	68.5	47.9			
Brigham Creek-Railway Rd Median Barrier		0.1	4.1	2.9	
Ngakoroa Realignment (Passing)			0.2	7.9	
Puhoi to Warkworth New Road			18.0	643.7	191.2
Seismic Retrofit	1.0				
SH1 Northern Corridor Improvements - Motorway	25.5	91.0	94.0	235.8	
SH1 Waitemata harbour crossing	7.2	9.2	11.3	87.4	
SH16/Muriwai Rd Intersection			2.5	5.1	
SH20 / SH16 West Ring route	160.7	89.1	51.7	74.4	
Southern Corridor Improvements	49.7	69.0	53.0	20.3	
Warkworth Stage 1 (Hill ST)	1.8				
SH1 Northbound auxiliary lane	17.1	2.9			
Hobsonville Deviation	3.4				
SH1 Warkworth to Wellsford RoNS - Detailed Design and Const	5.2	7.2	9.3	20.6	
Minor Improvements inc. Safety, optimisation and resillience	1.3	1.3	1.3	3.9	5.2
Auckland expenditure within nationally prioritised budgets including Safe Roads and Roadsides, advanced traffic management systems and small improvement projects	Not included	Not included	Not included	Not included	Not included
				New projects under $15 million not included	Indicitive only, new projects not included
Auckland State Highway Improvements (excludes nationally allocated programmes)	**341.4**	**317.6**	**245.4**		

NZTA's proposed cycleway programme can be found in Chapter 10 - Walking and Cycling.

9 Supporting Auckland's growth and intensification

The 2013 Census counted a usually resident population of 1.42 million people in the Auckland Region, a growth of over 110,000 people since 2006 - roughly the population of Tauranga. Over the 10 years of this RLTP it is forecast that Auckland's population will grow by 237,000 (4).

Auckland Council anticipates that to accommodate this growth, 109,000 new dwellings and 4.3 million square meters of business space will need to be built over the next 10 years, along with the roads, and public transport services to support them.

The transport impacts of Auckland's growth are not confined to projects which are directly associated with plan changes and decisions of the Environment Court, but even by this narrow definition Auckland Transport currently has obligations to deliver 30 growth-related projects during the 10 years of this RLTP. The most significant of these projects are in Wynyard Quarter, the Northwestern Strategic Growth Area (Massey/ Hobsonville/ Whenuapai), Long Bay and Manukau City Centre.

Over the next 10 years new obligations will be added to this list, particularly in the Special Housing Area projects in Scotts Point, Red Hills, Wesley, Kumeu, and Hingaia. Auckland Council and Central Government have agreed to fast track development in the Special Housing Areas, to address the shortage of affordable homes in Auckland. Better transport connections to these areas is an essential component of the overall Housing Accord.

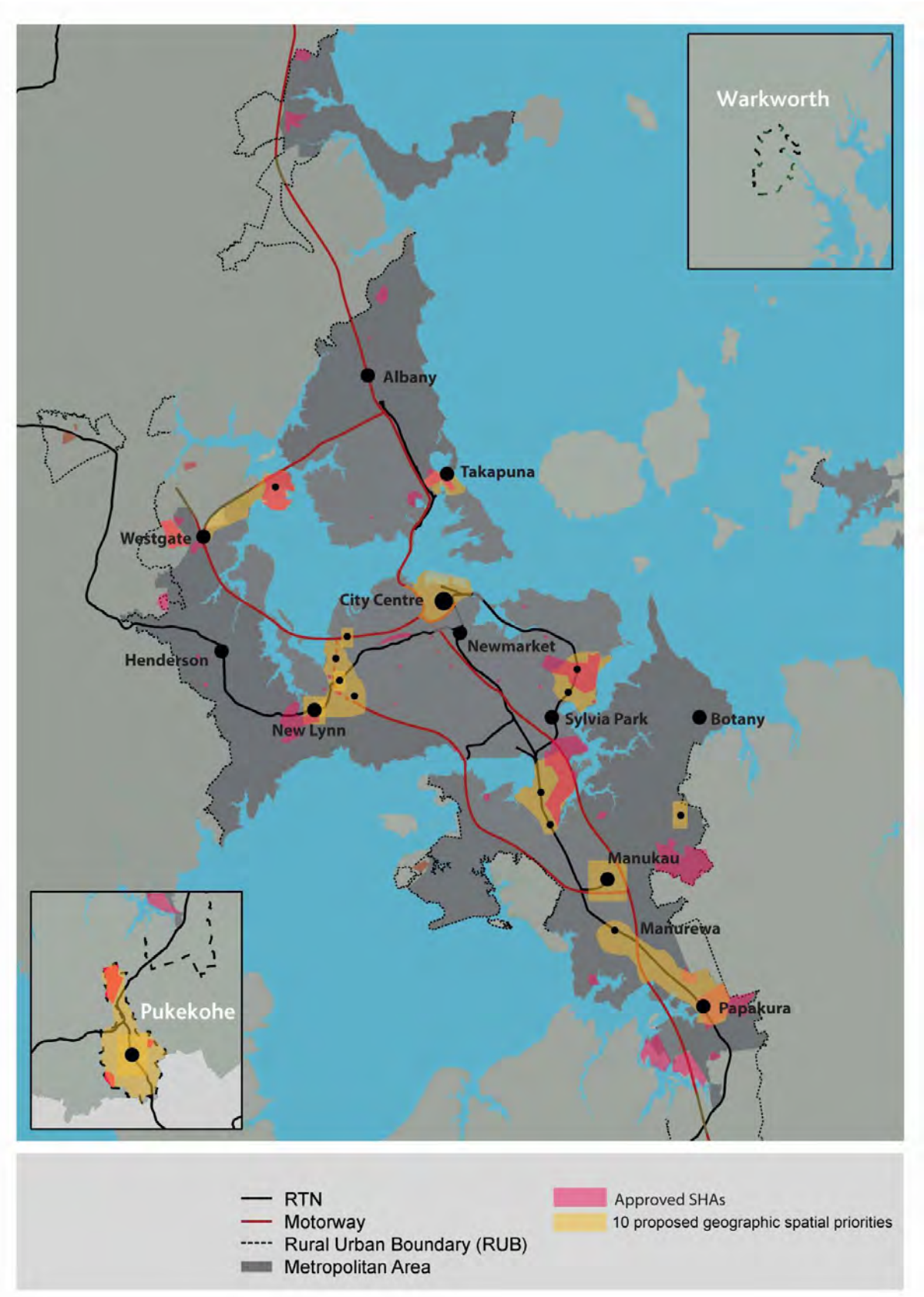
In addition to the Special Housing areas, transport improvements are also needed to support the development and intensification of Auckland's spatial priority areas as shown in Figure 23.

The transport impacts of growth extend beyond the growth areas themselves, as more people create demand for more roadspace and more public transport right across Auckland. While the transport needs of growth areas are a current focus, the majority of the growth in Auckland's population will continue to be in existing built up areas.

Auckland Transport is continuously upgrading roads and PT networks to cope with continually increasing demand. Without these upgrades, levels of service will get progressively worse as Auckland's population grows.

This is especially true if there is no improvement in public transport. While Auckland has, in the Unitary Plan, a strategy to accommodate the population of another Tauranga every seven years, providing for the number of cars in Tauranga to be added to the Auckland vehicle fleet every seven years is clearly not an option.

Figure 23: Auckland Spatial Priorities and Special Housing Areas



9.1.1 Growth Project Costs – Basic transport programme

Due to constrained funding, the first three years of Auckland Transport's investment in projects to support growth will be limited to existing commitments to the Northwest transformation (NORSGA), and the Glenvar Ridge Rd project in Long Bay. Auckland Transport will commence work in Penihana in 2019 and Huapai in 2021, with improvements to Murphy's Bridge and the Flat Bush main street also commencing in 2021. The Basic network also provides for Auckland Transport to deliver some minor improvements where the opportunity arises to integrate these with new developments.

Transport Improvements - Growth Capital Expenditure – Basic transport programme	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2024/25	Other benefits (in addition to growth benefits)
Brigham Creek Road Corridor Improvements				10.7	Active
Flat Bush Main Street Collector Link				7.7	
Improvements Complementing Developments	0.8	0.8	0.9	6.9	
Long Bay Glenvar Ridge Rd	2.6	2.6	2.8	0.0	Active
Murphys Rd Upgrade Bridge Improvements (Plan Change 20)				10.1	Active
NorthWest Transformation (NORSGA PC 15 Massey North Town Centre)	17.1	9.7	6.2	7.1	PT, Active
NorthWest Transformation (NORSGA PC14 Hobsonville Village)	0.2	2.7	10.6	5.6	Active
Plan Change 127 Huapai North Transport Mitigation				2.5	
Plan Change 32 Penihana North Transport Mitigation				0.4	Active
Mill Road (Northern)				143.6	PT, Active
Transport Improvements - Growth	**20.8**	**15.8**	**20.5**	**194.7**	

9.1.2 Growth Project costs – Auckland Plan transport programme

Auckland Transport's recommended investment package contains many more growth related projects in the first 10 years than are affordable in the Basic network. The scale of Auckland's growth creates ongoing needs for investment, which continue beyond the ten years covered by this plan. Even the Auckland Plan network presented below provides only for those commitments which have already been identified. The only scope for new growth related initiatives over the coming ten years is in the Strategic Housing Areas.

Transport Improvements - Growth Capital Expenditure – Auckland Plan transport programme	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2024/25	Other benefits (in addition to growth benefits)
Brigham Creek Road Corridor Improvements	1.0	8.1	0.1	0.0	Active
Chapel Rd Realignment & New Bridge	5.2	6.5		0.0	Active
Crown Lynn Regeneration - New Public Road (Plan Change 17)	7.2	5.5	5.7	0.0	
Flat Bush Main Street Collector Link	2.2	4.5		0.0	
Flat Bush School Road East Upgrade (Plan Change 20)				18.7	Active
Gills to Oteha Valley connection				26.6	Active
Hingaia Peninsula Road Improvement	0.5	0.4		0.0	
Improvements Complementing Developments	1.0	1.1	1.1	8.6	

Transport Improvements - Growth	2015/16	2016/17	2017/18	2018/19 to 2024/25	Other benefits
Lonely Track Gills Road Intersectionn Upgrade (Plan Change 32)				1.0	
Lonely Track Road upgrade and widening (Plan Change 32)				11.7	
Long Bay Ashley Avenue Upgrade				0.9	Active
Long Bay Glenvar Ridge Rd	2.6	2.6	2.8	0.0	Active
Long Bay Southern Corridor				46.9	Active
Mangere Gateway Area (Plan Change 14)				24.2	
Matakana Village Centre and Rodney Leathers Bridge (Plan Variation 64)				1.7	
McQuoids Road - Collector Upgrade (Plan Change 20)				24.3	
Medallion Drive Extension (Plan Change 32)	1.0	0.1	0.2	10.6	Active
Mill Road (Northern)	26.8	36.8	20.8	35.2	PT, Active
Murphys Rd Upgrade Bridge Improvements (Plan Change 20)	4.3	4.4		0.0	Active
NorthWest Transformation (NORSGA PC 15 Massey North Town Centre)	17.1	9.7	6.2	7.1	PT, Active
NorthWest Transformation (NORSGA PC14 Hobsonville Village)	0.2	2.7	10.6	5.6	Active
Peninsula Golf Course development (Plan Change 159)				0.3	
Plan Change 127 Huapai North Transport Mitigation				2.4	
Plan Change 260 - Orakei Point				5.6	
Plan Change 32 Penihana North Transport Mitigation				0.4	Active
Plan Change 33 Manukau City Centre Implementation	2.8			0.0	Active
Plan Change 35 Puhinui Gateway Transport Mitigation				21.7	Active
Plan Change 8 St Lukes Mall Transport Mitigation				12.4	
Porchester Road - Manuroa to Stream				3.6	Active
Private Plan Change 12 Drury South Transport Implementation				76.6	
SH16-Tapu Rd Intersection Upgrade		0.3	0.3	4.5	
Stockyard Falls Light Industrial and Retail Parks (Variation 158)				4.9	
Takanini Structure Plan Area 6 Transport Mitigation			0.2	21.0	Active
Thomas Road - Collector Upgrade and Re-alignment (Plan Change 20)				21.4	
Walters Rd - Porchester to Grove Improvements				1.3	Active
Whitford Road/ Jack Lachlan Intersection Upgrade (Plan Change 30/30A/34)				5.2	Active
Wynyard Quarter Integrated Road Programme	15.4	5.3	10.8	45.7	Active
Transport Improvements in Strategic Housing Areas				119.7	
Growth Related Transport Auckland Plan total	**87.5**	**87.9**	**59.0**	**569.9**	

9.1.3 Growth Projects – Value for Money

Individual growth projects are each assigned a priority ranking in Section 15.2. Generally, growth projects perform poorly in a value for money assessment relative to projects which solve existing problems. If transport infrastructure is provided before new developments are built, then in comparison to the existing urban area there are no current issues to resolve. This needs to be balanced by considering other factors including:

- the extra costs and difficulties of retro-fitting transport improvements once an area is already built up
- the opportunity to provide attractive transport options from the start, before the habit of daily car travel becomes part of people's lifestyles
- legal obligations arising from Environment Court decisions or Plan Changes
- obligations placed on Auckland Transport through Development Contributions paid to Auckland Council.

10 Walking, Cycling and Travel Demand Management

Walking, cycling and travel demand management are expected to become an increasing focus over the coming years, for the following reasons:

- More intense urban developments, so more people live within walking and cycling distance of more destinations
- Population growth, a renewed interest in city living and Auckland's ageing population. Good footpaths are useful for people of all ages, but children, older adults and those with disabilities, they are essential
- A decrease in per capita car travel
- Improvements to public transport leading to more focus on the "first and last leg" of public transport journeys
- Growing popularity of cycling for recreation and transport and increased demand for safe cycling facilities
- Growing interest in health, community and social benefits from active transport in a world-class city
- Constrained funding and limited opportunities to expand road capacity leading to an increasing focus on managing demand and optimising the efficiency of the transport network.

10.1 Place

Every journey starts and ends somewhere, and Auckland Transport's role in getting Auckland moving operates within important constraints which protect the places we value. Over time, more people are choosing to live in the Auckland city centre, metropolitan centres and in town centres, where it is easy to shop, work and socialise close to home.

Good planning for walking and cycling is inseparable from good land use planning – people won't walk or cycle unless the place they are going to is within walking or cycling distance. But distances seem much shorter if the journey is safe and interesting. Auckland Transport's role, working with Auckland Council and other Council-Controlled Organisations, is to maintain and improve streetscapes so more people will naturally walk and cycle for short trips.

There will always be a tension between providing attractive, walkable, bikeable streetscapes which support a local sense of place and community, and moving more vehicles along a constricted road corridor. Auckland Transport is aware of this tension and ranks Place values for every arterial road. In a town centre, the Place values will be high and any changes to the road will need to put the highest priority on walking, cycling, safety and liveability. On a purpose-built arterial road, buildings are set well back, access is restricted and the movement of vehicles takes priority.

The pattern of Auckland's development means that many of our busiest roads also pass through our main town centres, as shown in Figure 24. There are no easy answers to this issue, but having clearly identified and prioritised place values enables the inevitable tradeoffs to be made in a clear and transparent way.

10.2 Walking

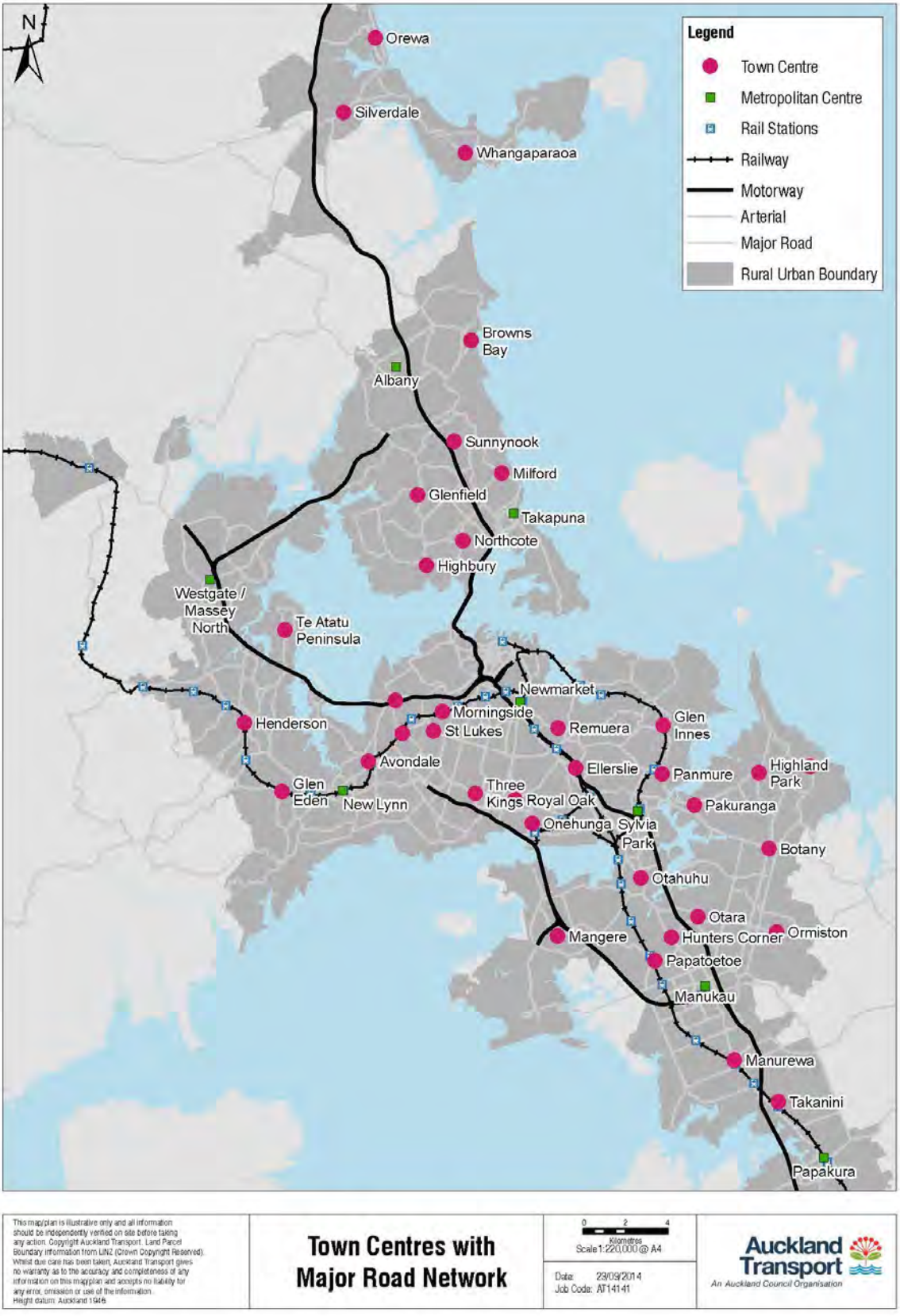
In terms of trip numbers, walking comes a close second to driving, with over half a million walk-only trips each day on Auckland's 6,860km of footpaths. If trips on public transport and by car which begin and/or end with a walk are included, walking is the most common way to travel. Walking is great for communities, for health and

for the environment, and frees up space on the transport network for people who need to travel longer distances.

Walking to school is a great start to a lifetime of walking. Most primary school children want to walk to school; it is their parents who choose to drive (18). Auckland Transport's TravelWise Schools programme now works with 404 schools to make it easier and safer to walk, bike or bus to school. In the nine years that the TravelWise programme has been operating, Auckland's TravelWise Schools have achieved a 58% reduction in injury crashes involving child pedestrians and cyclists in their local areas. There are also 11,097 fewer car trips each morning peak as a result of the programme. Taking these trips off the network makes a huge difference to traffic congestion, because so many of Auckland's schools are located on busy, congested roads.

The TravelWise schools programme is supported by the Safety around Schools capital project, which is included in Chapter 11 – Safety.

Figure 24: Major centres (high place values) and major roads



10.3 Cycling

Cycling in Auckland is on the increase (19), not just as an increasingly popular leisure activity, but for a variety of transport-related trips. Surveys indicate a sizeable latent demand for safe cycling facilities. The number of people cycling is growing fastest where new facilities are provided as part of the Regional Cycle Network, proving that the "build it and they will come" approach is working.

To keep up with this trend and to spur further growth in cycling, Auckland Transport plans to accelerate the construction of the Auckland Cycle Network. The Auckland Cycle Network comprises more than 1,000km of connected on and off road cycle facilities that provide a safe environment to accommodate likely latent demand and encourage more growth in cycling. The network is shown in Figure 25 and has three levels:

- Cycle metros are separate facilities on main routes, for example the North Western Cycleway
- Cycle connectors may be on-road cycle lanes, or off-road shared paths, designed to provide safe and direct routes for cyclists
- Cycle feeders link schools, parks and community destinations to each other and to the network.

The target set in the Auckland Plan is to complete 70% of the Auckland Cycle Network (Metros and Connectors) by 2022. This RLTP contains a programme of dedicated cycle projects and of cycling links delivered through road construction and road maintenance projects. The Auckland Plan investment package includes a dedicated cycleway budget of $30 million per year, in addition to many road projects with a strong cycling element, and will result in 70% of the network being constructed by 2030. Even this accelerated programme of cycleway construction is slower than that envisaged in the Auckland Plan. The Basic investment package will not complete 70% of the Auckland Cycle network until after 2040.

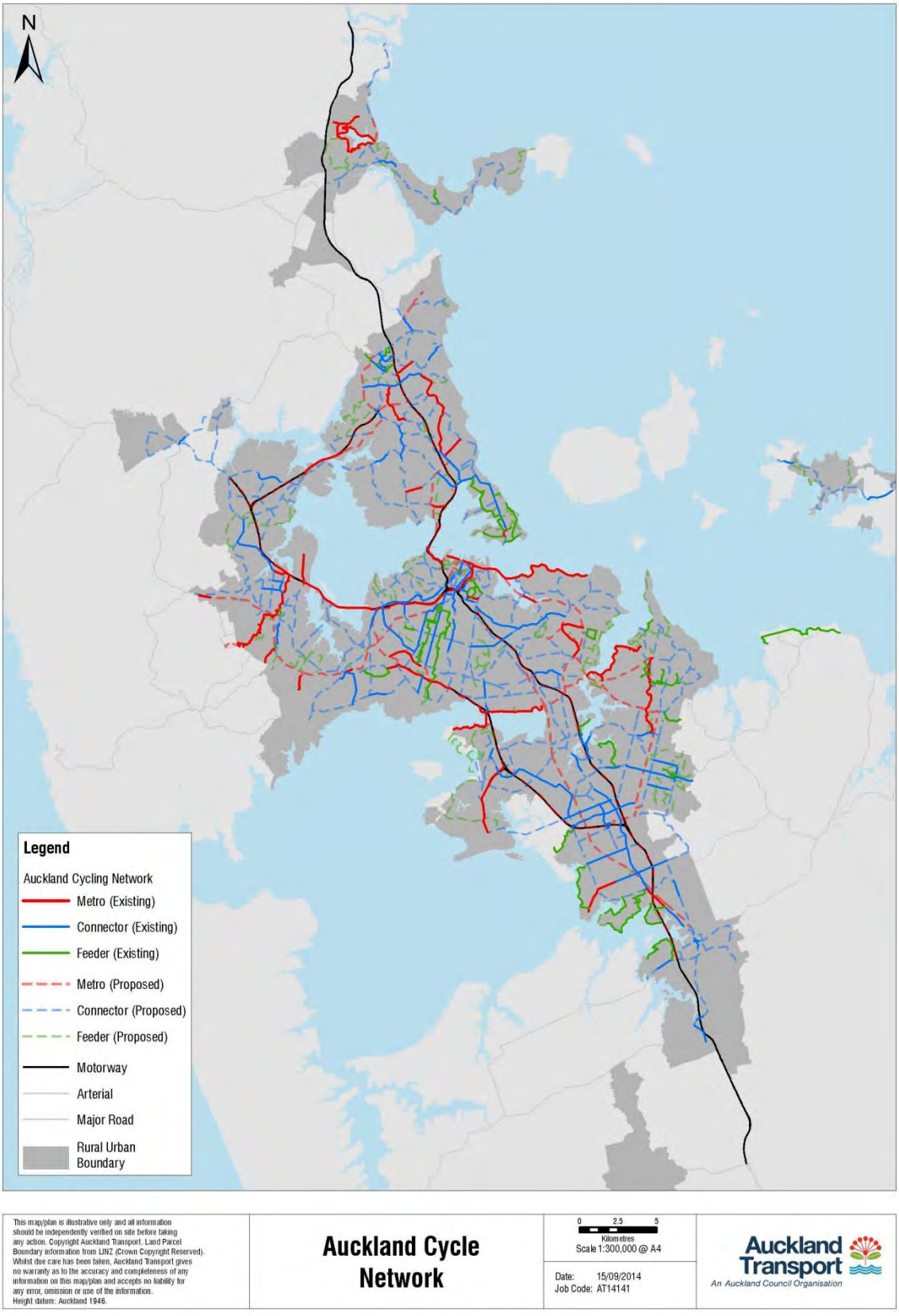
Metro and Connector links provide the backbone of the Cycle Network and can have a dramatic impact on ridership. The other essential part of a comprehensive cycle network is the feeder routes or Greenways along quiet streets, through parks and along streams, which encourage people to walk or cycle for short trips around their local community. Offroad facilities are the natural place to learn to cycle and encourage parents to let their children travel independently. Cycling among young people has declined over past decades – in 1990 over a quarter of intermediate and secondary school aged children cycled regularly (20), but today almost half (49%) of Auckland's intermediate and secondary schools have no students arriving to school by cycle. In contrast, schools in areas with good offroad cycle networks, including Belmont, Okiwi, Hobsonville Point and Silverdale, recorded over 20% of the school roll cycling to school (21).

Auckland Transport's new cycleways are planned to complement existing facilities and to form a connected network. The Waterview Shared Path is one of these projects; it links into existing infrastructure and has the potential to lead to a significant increase in cycling. The cycle network will also improve connections to public transport interchanges, and priority areas for cycle parking are also identified as part of the network.

Cycling numbers are growing as safe and connected facilities are built that accommodate a range of ages and abilities. Cycle training programmes and awareness campaigns, aimed at drivers as well as cyclists, are an essential part of the package of cycling improvements.

Central Government has announced an additional $100 million to be spent on urban cycleways, a proportion of which has been earmarked for the Auckland region. In order to attract this additional funding, one third of the cost of the proposed cycling projects must be locally funded.

Figure 25: Auckland Cycle Network



10.4 Travel Demand Management

Travel demand management initiatives are delivered to commuters through travel planning with businesses, business associations and tertiary institutes and personalised journey planning programmes with individual commuters. In additional travel demand programmes are linked to maximising the benefits of new infrastructure and services and improving accessibility to key employment destinations, town centres and public transport.

Auckland Transport manages the Commute programme, which supports Auckland businesses, business areas and tertiary institutes to encourage commuting and business travel by means other than the single occupant vehicle. Commute projects are very cost effective, delivering over $8.60 in congestion benefits for every dollar spent, and taking 3,800 cars off the road each morning peak.

Personalised journey planning projects have been a recent innovation to the programme and have linked to public transport service and infrastructure improvements but also support walking, cycling and carpooling. Around half of participants who completed a Personalised Journey Plan programme have made a shift from single driver private car use to public transport, carpooling and active modes for their regular commuting journey.

10.5 Outcomes

Key performance indicators for walking, cycling and travel demand management are set out below, along with the targets achievable for the level of funding in the Basic network:

Level of service statement	Performance measure	Actual 2013/14	Annual Plan 2014/15	Long Term Plan targets			
				2015/16	2016/17	2017/18	2018/19-24/25
Transform and elevate customer focus and experience	Customer satisfaction - Footpaths	63%	65%	65-75%	75%	75%	75%
Build network optimisation and resilience	Annual number of cycling trips in designated areas in Auckland: - During Morning peak - All day	141,897 (morning peak)	142,200 (AM peak) 958,000 (all day)	156,400 (morning peak) 1,054,000 (all day)	172,000 (morning peak) 1,159,400 (all day)	173,720 (morning peak) 1,275,340 (all day)	191,092 (morning peak) 1,402,874 (all day)
	Percentage of footpaths in acceptable condition [6]	99%	New Measure	99%	99%	99%	98%
	Percentage of customer service requests relating to footpaths which receive a response within specified timeframes [7].	85%	New Measure	85%	85%	85%	85%

[6] As defined in Auckland Transport's Asset Management Plans
[7] As defined in Auckland Transport's customer service standards

Level of service statement	Performance measure	Actual 2013/14	Annual Plan 2014/15	Long Term Plan targets			
				2015/16	2016/17	2017/18	2018/19-24/25
Develop creative, adaptive, innovative implementation	No. of car trips avoided through travel planning initiatives	16,587	16,700	17,500	18,400	20,240	22,264

10.6 Walking, Cycling and TDM costs

10.6.1 Walking, cycling and TDM – Basic transport programme

Auckland's 6,860km of footpaths require regular maintenance and periodic renewals in order to continue to link local communities, provide a safe and attractive option for short trips, and to add to the value of adjacent property. Auckland Transport uses its Asset Management Planning model to set the level of operational, maintenance and renewal expenditure at a level that minimises whole-of-life costs, while also taking into account required service levels. This means that very little maintenance or renewals expenditure can be treated as discretionary, as any savings now will add to costs later.

Other elements of attractive streetscapes, besides footpaths, also need a high level of maintenance. NZTA does not currently subsidise the maintenance of footpaths or "amenity" features such as footpath lighting (as distinct from streetlights), amenity planting or street furniture. Yet walking trips have a vital role in the wider transport network.

Auckland Transport is also active in promoting walking and cycling for transport. Key activities delivered through the operational budgets below are:

- The Travel Demand Management programme including TravelWise Schools and the Workplace Commute programmes
- Planning for the Auckland Cycle Network and monitoring implementation and uptake
- Progressing walk and cycle infrastructure projects through the Investigation phase
- Delivering Walking and Cycling road safety activities
- Delivering cycle training to 10,000 people each year and working with cyclist groups to promote cycling for fun and transport.

Walking, Cycling and TDM Operational activities – Basic network	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2024/25
Footpath Maintenance	3.1	3.3	3.4	28.1
Travel Demand Management	11.6	11.9	12.2	96.8
Walking, cycling and TDM total	**14.7**	**15.1**	**15.6**	**124.9**

Auckland Transport has moved to an integrated asset management approach in which levels of renewals for footpaths are set based on where people walk most often, with the priority given to the city centre, town centres and transport hubs, rather than according to legacy council areas. However the move to regionally consistent levels of service has highlighted some areas of past underinvestment, and renewals budgets need

to increase over the decade to avoid much higher asset replacement costs and ensure levels of service are met.

Walking, Cycling and TDM Renewals – Basic network	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2024/25
Renewals - Footpaths	**7.3**	**8.5**	**3.1**	**26.7**

The Basic transport programme provides for continuation of the Local Board Transport Improvements programme and constructs the Waterview cycling and walking connection. There is provision for $70 million (in inflated $) to be invested in new cycleways and walkways, but expenditure on these projects is scheduled to occur after 2020/21.

The recently announced Urban Cycleways Funds will inject $100 million of funds nationally to deliver cycleways over the current financial year and the first three years of the RLTP 2015-25. The funding proportion for this fund is one-third local Council share investment, one-third NZTA funding, and one-third Urban Cycleways fund. On this basis, the Basic programme will likely present a risk to Auckland obtaining a share of the $100 million national Urban Cycleways fund.

Walking, Cycling and TDM Capital Expenditure – Basic network	2015/16	2016/17 $m, inflated	2017/18	2018/19 to 2024/25
Local Board Initiatives	10.3	10.5	10.8	85.9
Walking and Cycling Programme				70.6
Waterview Cycleway connection	3.6	3.7	6.7	
Walking and Cycling Improvements total	**13.9**	**14.2**	**17.6**	**156.4**

10.6.2 Walking, cycling and TDM – Auckland Plan transport programme

The Auckland Plan calls for a focus on making walking more pleasant and safer, especially to destinations within the city centre and town centres. Walk trips are forecast to grow much faster than population, because mixed use developments will bring more people closer to work, shopping and education and because growth in public transport patronage will mean more walking for “the first and last leg” of public transport journeys. The Auckland Plan also calls for accelerated progress on constructing the Auckland Cycle Network. Delivery of the Auckland Cycle Network will be through Journey Corridors that will deliver a core spine that will also allow local connections in from the community. In providing a connected network to the community, it will have the biggest potential increase in cycle mode share.

Pressures on parking and the health benefits of sustainable travel choices are expected to encourage more workplaces to participate in Auckland Transport’s Workplace Commute programme. These programmes have very high benefits for their cost. Transport modelling of the benefits of the Auckland Plan transport programme include the reduction in car travel from a much expanded Travel Planning programme, growing from the current level of $2.4 million to around $10 million per year by 2025. The operational costs of this additional TDM are included in the Auckland Plan network.

Walking, Cycling and TDM Operational activities – Auckland Plan network	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2024/25
Footpath maintenance	3.1	3.3	3.4	28.1
Travel Demand Management	11.6	11.9	12.2	96.8
Additional TDM to meet Auckland Plan targets		1.0	2.0	33.7
Walking, Cycling and TDM Auckland Plan total	**14.7**	**16.1**	**17.6**	**158.6**

The Auckland Plan transport programme also includes an optimised renewals programme that maintains Auckland's walking, cycling and streetscape assets in recommended condition.

Walking, Cycling and TDM Renewals – Auckland Plan network	2015/16 $m	2016/17 $m	2017/18 $m	2018/19 to 2024/25
Renewals - Footpaths	20.5	7.2	9.7	143.1
Renewals - Streetscapes	1.0	1.2	1.3	13.9
Renewals - Cycleways	0.5	0.6	0.8	9.6
Walking and Cycling Renewals Total	**22.1**	**9.0**	**11.8**	**166.5**

Auckland Transport is also recommending a much expanded programme of improvements to walking and cycling infrastructure, including provision of over $30 million each year for construction of the Auckland Cycle Network, enabling 70% of the network to be completed by 2030. The Auckland Plan network would also enable Auckland Transport to source additional funding from the $100M national Urban Cycleways Fund which is available for part funding for the first three years of the RLTP 2015-25.

Walking and Cycling Capital Expenditure – Auckland Plan network	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2024/25
Walking and Cycling Programme	30.8	31.6	32.5	257.6
Waterview Cycleway connection	6.2	5.3	2.3	
Local Board initiatives	10.3	10.5	10.8	85.9
Tactile paving / pram crossing upgrades	0.6	0.6	0.6	4.5
Walking and Cycling Improvements*	**47.8**	**48.0**	**46.2**	**348.0**

*Excludes 39 km of the Auckland Cycle Network delivered by AT as part of Road, PT or Growth projects
These budgets could be revised upwards to reflect any successful applications for Urban Cycleways Funding

10.6.3 Walking and Cycling – NZTA

NZTA has constructed some of Auckland's most popular cycle links including the North Western cycleway. In the 10 years of this plan, NZTA is proposing to build a number of priority links in the Auckland Cycle Network as listed below:

Walking and Cycling Capital Expenditure – NZTA	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2020/21	2021/22 to 2024/25 (indicative)
Eastern Rail Cycleway (Glen Innes to Tamaki Drive)	0.3	0.6	5.3		
Nelson Street Downtown Cycleway	1.5				
Northern Cycleway	0.4	0.6	3.6	3.6	25.4
SH20B (Puhinui Road) Cycleway	0.5				
Southern Cycleway	0.4	0.6	3.6	3.6	25.4
Walking and Cycling Programme - NZTA	**3.0**	**1.9**	**12.5**	**7.2**	**50.8**
Old Mangere Bridge Replacement	6.4	4.1			

Several of NZTA's major roading projects include a walking and cycling project. For example, the Western Ring Route includes a North Western Cycleway extension.

10.6.4 Walking and Cycling – Differences between scenarios in 2025

	Basic transport programme	Auckland Plan transport programme
Priority Auckland Cycle Network links delivered	• Additional 42 kms from dedicated AT Walking & Cycling programme budget	• Additional 166 kms from dedicated AT Walking & Cycling programme budget
Overall Programme Benefits per $1 invested	• <$4.4	• $4.4 • (with enhanced investment, a connected network provides greater benefits, and users)
W&C Programme - New Footpaths programme	• 4km of new footpath	• 60km of new footpath
W&C Programme - First and Last Leg of Public Transport Programme	• Negligible improvements to walking and cycling connections to Public Transport interchanges • 15 Public Transport Interchanges with Bike Parking • 10 Town and local centres with Bike Parking • No special projects	• 20 Interchanges with improved walking and cycling connections • 30 Public Transport Interchanges with Bike Parking • 40 Town and local centres with Bike Parking • Special projects (inc. Public Bike Hire and Bikes on Buses)
W&C Programme - Complementing Local Board projects inc Greenways	• 2km of new feeders / local greenways links	• 38km of new feeders / local greenways links
W&C – Improvement of existing Auckland Cycle Network, and further delivery enhancements of regular safety and maintenance works	• Negligible improvements to existing Auckland Cycle Network links • Negligible enhancements through safety works opportunities • Negligible further delivery through maintenance and renewals works opportunities • The above may include advance stop boxes, replacing stormwater grates, lead in lanes	• 5km of new cycleway, and review and improvement of 250km of existing cycleway • 10km of new facilities through safety works opportunities • 20km of new facilities through maintenance and renewals works opportunities • The above would also include advance stop boxes, replacing stormwater grates, lead in lanes, shared path extensions
Other AT RLTP projects that contribute to the Auckland Cycle Network	• 34 kms approx. • Projects: Albany Highway Upgrade (North), Glenvar Road/Glenvar Ridge Road, Northwest Transformation, AMETI: Mt Wellington Highway (Triangle Rd to Sylvia Park) & Lagoon Drive/Pakuranga Rd, East-West Connections, Lincoln Road Corridor Upgrades, Taharoto/Wairau – Stage 3, Te Atatu Road Corridor Improvements, SMART, Brigham Creek Corridor Improvements, Mill Road (Northern)	• 39kms approx. • Projects: Albany Highway Upgrade (North), Glenvar Road/Glenvar Ridge Road, Northwest Transformation, AMETI: Mt Wellington Highway (Triangle Rd to Sylvia Park) & Lagoon Drive/Pakuranga Rd, East-West Connections, Lincoln Road Corridor Upgrades, Taharoto/Wairau – Stage 3, Te Atatu Road Corridor Improvements, SMART, Brigham Creek Corridor Improvements, Mill Road (Northern) • Gills to Oteha Valley connection, Albany Highway (Sunset to SH18), Wynyard Quarter Integrated Road Programme, Silverdale Transport Improvements, Penlink, Anzac St, Porchester road, Ormiston Road, Linwood Road Route Improvements
Other NZTA projects that contribute to the Auckland Cycle Network	• Eastern Rail Cycleway, Northern Cycleway, Old Mangere Bridge Replacement, SH20B (Puhinui Road) Cycleway, South Western Cycleway (Mangere to Manukau), Southern Cycleway, Upper Harbour Cycleway	• Northern Cycleway, Old Mangere Bridge Replacement, SH20B (Puhinui Road) Cycleway, South Western Cycleway (Mangere to Manukau), Southern Cycleway, Upper Harbour Cycleway (SH18)

	Basic transport programme	Auckland Plan transport programme
	(SH18)	
% Auckland Cycle Network completed in 2025 (Auckland Plan target 70% by 2022)	• An additional 6.6% / 76 km completed through AT projects • Additional km through NZTA projects	• An additional 26% / 305 km completed 59% complete in 2025
Auckland Cycle Network in 2025 (NZTA links to be confirmed)		
% Active and PT Trips regionally in the morning peak in 2026	• 26%	• 28%
Further information on the proposed cycling programme will be available at www.shapeauckland.co.nz		

10.6.5 **Walking and Cycling – Value for Money**

Auckland Transport is confident that investments in footpaths, streetscapes, cycleways and the promotion of walking and cycling are targeted to enhance delivery of the Auckland Plan. Expenditure programmes have been aligned to levels of service defined through the Integrated Transport Programme, and detailed Asset Management Planning links activities and costs to this level of service framework. Transport modelling has confirmed the significant transport benefits possible, for limited cost, through shifting even a small proportion of short trips from car to walking or cycling.

Recent changes to NZTA policy have made evaluation procedures more consistent across all transport modes, and this has meant that cycling projects score much better on a value for money assessment than under the previous procedures. That said, it remains very difficult to assess some categories of project, especially those which improve walking environments (such as pram crossings) and the Local Board projects which are not subject to an AT evaluation as they are non-discretionary.

The benefits of road network management and optimisation have been assessed using the prioritisation methodology set out in Section 5.5.

- The Strategic Fit, which is High because of the priority given to walking and cycling in the Auckland Plan and the Government Policy Statement
- Effectiveness, High for most of the specific projects assessed
- Efficiency, which compares the costs against NZTA's assessment of the dollar value of benefits. This is High on average for all of the individual projects assessed within the New Cycleways and Walkways work program, as detailed in Section 15.2 and is also High for the Road safety improvements around schools.

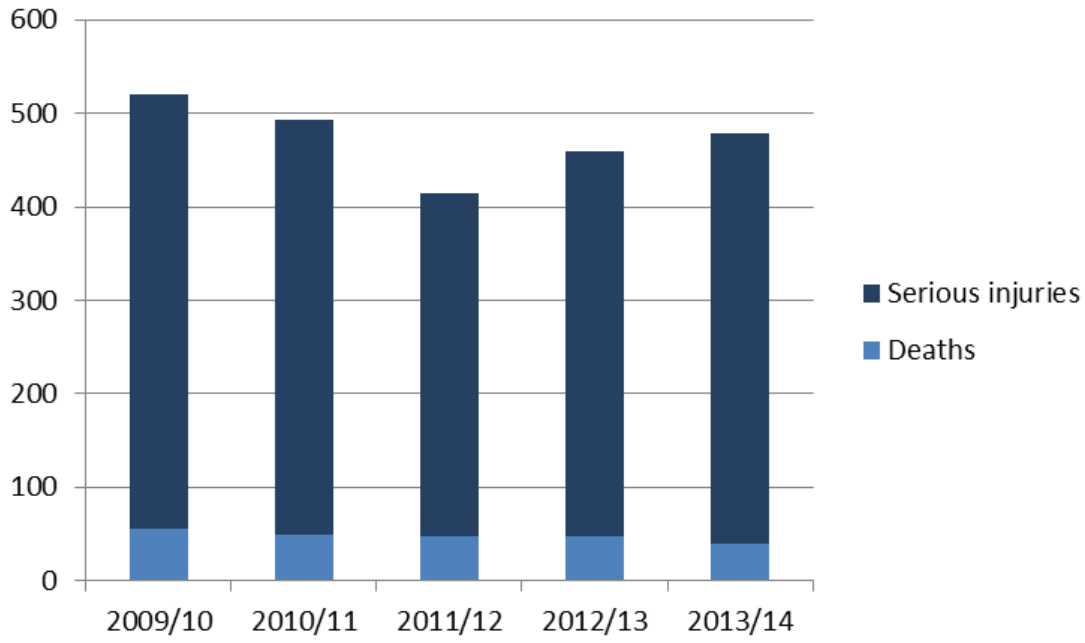
New cycleways and walkways	Strategic Fit	**High**	Effectiveness	**High**	Efficiency	**High(4.3)**

11 Safety

Using private transport on the Auckland network is one of the riskiest daily activities that Aucklanders engage in.

The Auckland transport network is a complex and dynamic 24 hour system providing Aucklanders with a range of transport choices. Safety is one of the components of the transport system that can significantly drift into failure if road design, regulation, education and enforcement do not keep pace with constantly changing travel patterns. Unfortunately this appears to be the case in Auckland, where the trend of decreasing road trauma from 2009-2012 suddenly reversed in 2013, when 484 people were killed or seriously injured on Auckland roads. All of this 2013 increase occurred on Auckland local roads. The social cost of all road crashes in Auckland in 2013 was $847 million. (9)

Figure 26: Deaths and Serious Injuries on Auckland Roads July 2009 to June 2014



Even more concerning, the increase in serious injuries was focused in the Urban Central and Urban South areas, particularly amongst pedestrians. This runs directly counter to the aspirations in the Auckland Plan to re-create the city centre and the Southern Initiative area as world class urban environments, and to significantly increase walking and cycling to improve health outcomes and the overall functioning of the transport network.

Auckland Transport, NZTA and NZ Police face a significant challenge to learn from recent trends and to take action to return to the long term trend of reducing road trauma, especially for vulnerable road users.

Rail level crossing crashes contributed only 1% of deaths and serious injuries in 2013, but this was before the deployment of faster, quieter, more frequent trains. Preparing for the safety impacts of improved train services is a high priority.

The strategy to improve road safety outcomes is outlined in the Safe System approach. This new approach represents a significant shift away from the historical notion of ‘blaming the road user’ towards a growing responsibility for planners, designers and engineers to design and operate a transport system that does not result in road users being killed or seriously injured if they make a mistake.

The number and seriousness of crashes on roads in the Auckland region, per km, is shown in Figure 27. Auckland's motorways stand out as high risk, but given that around a third of all vehicle travel is on motorways, the relative risk is low. Arterial roads, especially in and close to the city centre, stand out as the location of much of Auckland's road trauma.

11.1 Roles and responsibilities

The **Ministry of Transport** developed the Safer Journeys strategy in 2010 and continues to guide and monitor progress towards its vision of a safe road system increasingly free from deaths and serious injuries, through:

- Safe roads and roadsides
- Safe speeds
- Safe road use
- Safe vehicles (22).

Auckland Transport's role in creating a more forgiving transport environment involves Transport Planning, Infrastructure Design, Asset management, Road Corridor Operations and Maintenance, and Public Transport activities. These departments work closely with NZ Police, NZ Transport Agency, Road User groups and communities to deliver road environments, speeds, vehicles that reduce the risk of exposure to death or serious injury when crashes occur and to influence the behaviour of road users to contribute to a safe system.

Auckland Transport convenes RoadSafe Auckland, which is responsible for developing Road Safety Action Plans for Auckland North, West, Central and South.

The **NZ Transport Agency** is represented on RoadSafe Auckland and has a similar role to Auckland Transport, but in relation to State Highways nationally.

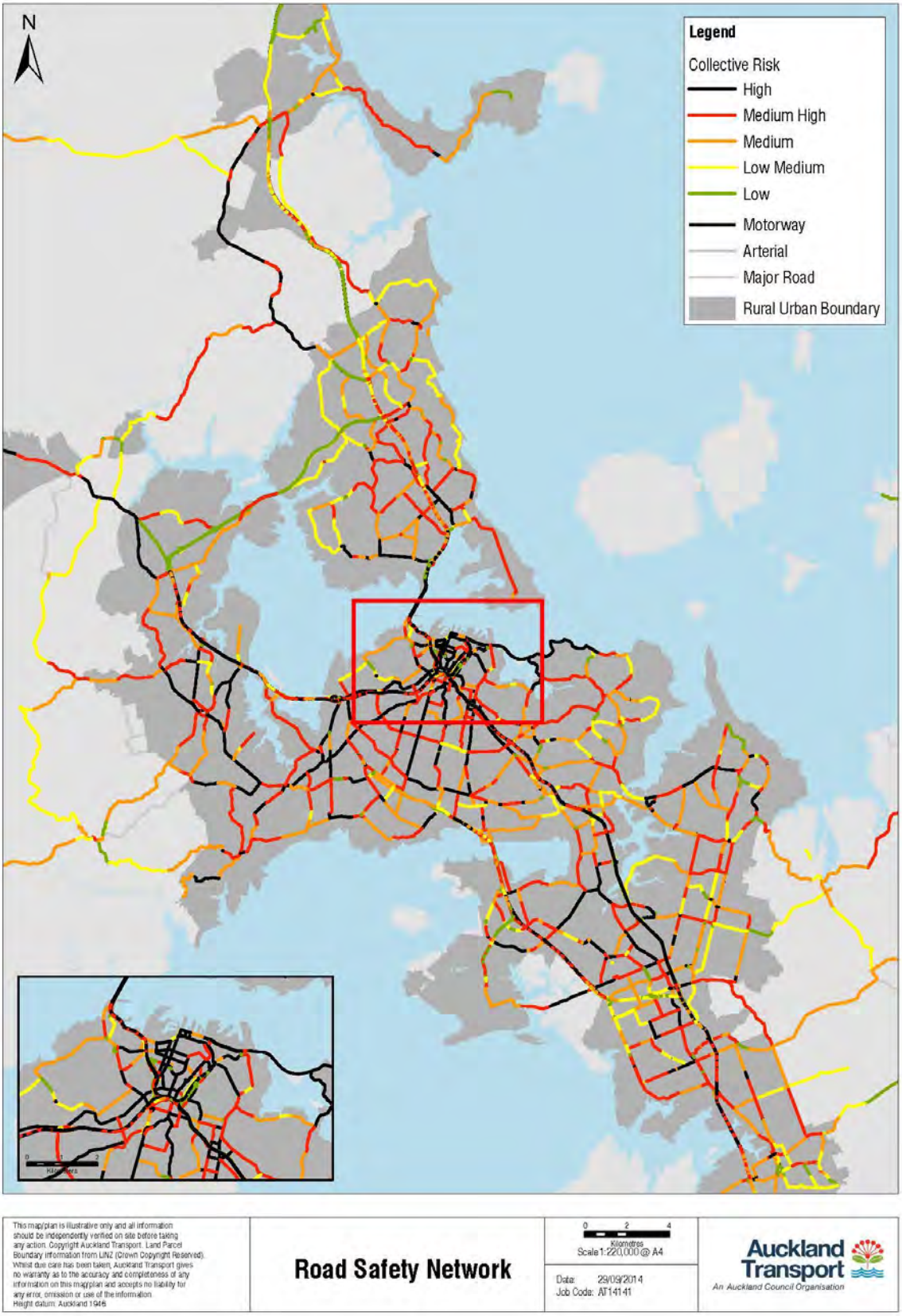
The **NZ Police** are also active participants in Road Safety Action Plans. The Police role is unique as only the Police have an enforcement mandate. Police priorities are therefore targeted at the Fatal Five Offence categories (Speed / Alcohol and Drugs / Restraints / High Risk Drivers / Careless and Dangerous driving), where enforcing the law saves lives. These priorities also align to the Safer Journeys strategy.

The **Joint Traffic Operations Centre** involving Auckland Transport, NZTA and the NZ Police, is responsible for responding quickly to incidents on the road network and for improving personal safety through its network of CCTV monitors. The **Auckland Transport Operations Centre** has a similar role in relation to incident management and personal security on the public transport network.

11.2 Safety outcomes

Level of service statement	Performance measure	Actual 2013/14	Annual Plan 2014/15	Long Term Plan targets			
				2015/16	2016/17	2017/18	2018/19-24/25
Transform and elevate customer focus and experience	Customer satisfaction - Road Safety	63%	New Measure	65%	66%	67%	74%

Figure 27: Auckland Roads by risk category, based on crashes per km



11.3 Safety Costs

Safety is integral to all of Auckland Transport's activities, however relatively few budgets are dedicated solely to safety. The costs set out below relate only to those operational activities and investments where safety is the only or overriding factor. A significant component of other Roads costs also relate to safety, and increasing public transport use also has safety benefits.

11.3.1 Safety costs – Basic transport programme

Under the Basic transport programme, safety investments including for ongoing programmes is minimal.

Safety Capital Expenditure – Basic network	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2024/25
Red Light Cameras New				1.5
Safety and minor improvements	5.1	2.9		130.2
Safety programmes (including safety around schools, regional safety programme and safety speed management)				44.1
Safety, TDM and Other Improvements total	**5.1**	**2.9**	**0.0**	**175.7**

11.3.2 Safety – Auckland Plan network

Auckland Transport is recommending a more comprehensive programme of safety improvements as part of the Auckland Plan transport programme.

Safety Capital Expenditure – Auckland Plan network	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2024/25
AT Safety Programmes				
Crash reduction implementation	0.5	0.5	0.5	4.1
Red Light Cameras New	0.4	0.2	0.2	0.5
Safety and Minor Improvements	13.8	14.1	14.5	115.2
Safety programmes (including safety around schools, regional safety programme and safety speed management)	12.2	12.6	12.9	102.4
Tamaki Drive & Ngapipi Intersection	2.1	2.1		0.0
Urban streetscapes				
Hobson & Nelson Upgrade	5.1	5.3	5.4	17.0
Quay Street Boulevard Upgrade	7.2	7.4	7.6	35.1
Safety capital projects total	**41.3**	**42.2**	**41.2**	**274.2**

12 Parking and Enforcement

There are over a million registered vehicles in Auckland, and each vehicle takes up space when it is parked at home, and at its destination, meaning that parking is an integral part of the transport network. While many road users are currently able to park without direct payment, there is no such thing as a "free" carpark – parking consumes land and other resources and has wider impacts on the transport network and on the city as a whole.

Auckland Transport allows parking, without charge, on most local roads, but as demand for parking exceeds the supply of road space, it becomes increasingly important to set priorities and ensure the best use of the limited resource available. Paid parking, offstreet parking (whether provided by Auckland Transport or by private operators) and improved public transport, walking and cycling all have a role to play where parking demand exceeds supply. Auckland Transport has recently completed consultation on a draft Parking Discussion Document (24) which sought feedback on the key issues relating to parking in Auckland and Auckland Transport's suggested approaches to address them.

The Auckland Transport directly manages:

- 14 multi-storey car park buildings
- 933 on-street pay-and-display machines
- 171 off-street car park sites.

Auckland Transport's team of parking wardens enforces time restrictions for on-road parking and no-parking areas, as well as other safety regulations including vehicle warrants and registration. This is a physically demanding job, walking long distances each day and dealing with customers. Auckland Transport is committed to providing a healthy and safe environment for all its employees and has included the costs of continuously improving health and safety in its capital and operating budgets for parking and enforcement.

12.1 Outcomes

The Key Performance Indicator for parking is occupancy rates. For on-street paid carparks, a low occupancy (below 70%) could mean that the price is set too high, or that space has been allocated to parking that is not needed. A high occupancy rate (over 90%) means wasted time and traffic congestion as people drive around looking for a place to park.

Level of service statement	Performance measure	Actual 2013/14	Annual Plan 2014/15	Long Term Plan targets			
				2015/16	2016/17	2017/18	2018/19-24/25
Ensure optimal use of parking resources	On street parking occupancy rates (peak 4-hour)[8]	N/A	Within 70-90% range	70% - 90%	70% - 90%	70% - 90%	70% - 90%

[8] 4-hour peak period is defined as the top 4 busiest hours of the day. These hours are not often coincidental and can vary depending on contributing factors. A sample of streets with paid parking are monitored to report on this KPI.

12.2 Parking and Enforcement Costs and Revenue

12.2.1 Parking and Enforcement – Basic transport programme

Parking and Enforcement activities generate revenue in excess of their costs, as well as implementing policies to make travel around Auckland safer and more reliable.

Parking and Enforcement Operational activities – Basic network	2015/16 $m, inflated	2016/17	2017/18	2018/19 to 2024/25
Parking	13.7	14.1	14.5	114.9
Enforcement	21.1	21.6	22.3	175.5
Parking and Enforcement activities total	**34.8**	**35.7**	**36.7**	**290.3**

Parking and Enforcement Renewals – Basic network	2015/16 $m, inflated	2016/17 $m, inflated	2017/18 $m, inflated	2018/19 to 2024/25
Renewals - Parking	**1.3**	**1.4**	**1.5**	**13.2**

Over the ten years of this plan, Auckland Transport will invest in projects to improve the management of its parking assets, including new technology to help optimise the allocation of parking resources as part of the transport network.

Parking and Enforcement Capital Expenditure – Basic network	2015/16 $m, inflated	2016/17 $m, inflated	2017/18 $m, inflated	2018/19 to 2024/25
Operational asset replacement – Paid Parking Technology	**2.1**	**1.1**	**1.1**	**16.5**

12.2.2 Parking and Enforcement – Auckland Plan transport programme

The Auckland Plan transport programme provides for a renewals budget which maintains Auckland Transport's parking assets in recommended condition and provides for an optimised investment in technology to manage parking.

Parking and Enforcement Renewals – Auckland Plan network	2015/16 $m, inflated	2016/17 $m, inflated	2017/18 $m, inflated	2018/19 to 2024/25
Renewals - Parking	**2.5**	**2.0**	**3.2**	**35.4**

Parking and Enforcement Capital Expenditure – Auckland Plan network	2015/16 $m, inflated	2016/17 $m, inflated	2017/18 $m, inflated	2018/19 to 2024/25
Operational asset replacement – Paid Parking Technology	0.5	6.4	0.3	1.7
Off-Street - Pay & Display Type 3	0.1		0.1	0.5
ACC Parking Enforcement - Projects	1.1	1.4	0.6	7.8

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Parking and Enforcement	2015/16	2016/17	2017/18	2018/19
Residential Parking Permits	0.2	0.2	0.2	0.9
On Street Parking Machines				13.9
Minor Carpark Works	0.1	0.1	0.1	0.9
Licence Plate Recognition - car parks	0.3	0.3	0.3	0.7
Parking and enforcement projects total	**2.3**	**8.3**	**1.6**	**26.3**

13 Transport Planning

Auckland Transport, Auckland Council and NZTA are responsible for the integrated planning and management of Auckland's transport networks and land use development. The One System approach described in Chapter 5 and used to develop this RLTP is also applied at a finer level to suburbs, corridors and networks.

Auckland Transport's planning function is responsible for developing:

- This RLTP, the 30-year Integrated Transport Plan and Auckland Transport's input into the strategies and plans of Auckland Council, NZTA and other organisations
- Transport solutions to the challenges of Auckland's urban growth, economic development and land use changes
- Network plans for strategic and arterial roads, public transport, freight, cycling and walking and parking. These plans define the demands, priorities and future development for each mode/asset, generally with a 10-year horizon
- Programme Business Cases for significant arterial upgrades or area improvements (formerly known as Corridor Management Plans)
- Integrated planning for major integrated, multi-modal infrastructure projects including AMETI (described in Chapters 6 and 7) City Centre initiatives and growth related projects.

At all stages of the planning process, Auckland Transport involves a variety of stakeholders and considers the impacts of potential interventions on all road users. Thus the process of transport planning is also an engagement and agreement framework giving clear, consistent and informed decision making.

Auckland Transport also has some costs allocated as "Internal Support", which contribute to all outcomes in this RLTP. These include office lease, information systems, staff development and governance.

13.1 Transport Planning Costs

The Transport Planning budget is identical in the Basic and Auckland Plan transport programmes.

Transport Planning AT Operational activities – Basic network	2015/16 $m	2016/17	2017/18	2018/19 to 2024/25
Asset Management Planning	8.0	8.3	9.0	71.3
Programme Business Case Development	5.3	5.4	5.6	44.4
Regional Land Transport Planning	0.4	0.4	0.4	3.5
Strategic Planning	1.0	0.9	1.3	8.7
Transport and Land Use Planning	2.6	2.7	2.6	20.9
Transport Model Development	0.9	1.0	1.0	7.8
Transport Planning	**18.3**	**18.7**	**20.0**	**156.7**

Auckland Council also has a transport planning function, including primary responsibility for the Auckland Regional Transport model (ART3) which is used by NZTA as well as Auckland Transport. 2018 will be a census year and it will be important to take this opportunity to improve our understanding of Auckland's changing transport needs.

Transport Planning Auckland Council activities	2015/16 $m	2016/17 $m	2017/18 $m	2018/19 to 2024/25
Auckland Transport Model Improvement/Development			3.25	2.61
Auckland Transport Model Update	0.05	0.05	0.02	0.32

The transport planning role of NZTA is also included below to give a complete picture of transport planning in the region.

Transport Planning NZTA activities	2015/16 $m	2016/17 $m	2017/18 $m	2018/19 to 2024/25
NZTA Transport Planning	0.2	0.2	0.2	1.4

14 Monitoring and Review

This RLTP will not have its own separate monitoring and review process. Rather, it will rely on existing reporting mechanisms to ensure that information on progress towards the goals of this RLTP are available to the public.

These reporting mechanisms are:

Auckland Transport Monthly Performance Reports	The Auckland Transport Board receives monthly updates on transport network performance, as well as on those aspects of the wider economy, such as fuel prices and freight trends, that impact the transport sector. Almost all of the KPIs included in this RLTP are included in these monthly reports, which are available on the Board Agendas page of www.aucklandtransport.govt.nz.
Auckland Transport Annual Report	Annual, audited measures for each of the KPIs in this RLTP are included in the Auckland Transport Annual Report.
Annual Achievement Report	The Annual Achievement Report is submitted by Auckland Transport to NZTA each July. These results, along with results from other areas of NZ, are published in NZTA's Annual Report.
Project Achievement Reports	Performance of significant projects in achieving their forecast benefits is measured and reported to NZTA.
Auckland Transport's Asset Management Plan	Measures relating to asset condition and performance will be reported through the annual Asset Management report.

Performance measures are included in the relevant chapters. The full set of performance measures is:

Roads and Footpaths

Level of service statement	Performance measure	Actual 2013/14	Annual Plan 2014/15	Long Term Plan targets			
				2015/16	2016/17	2017/18	2018/19-24/25
Prioritise rapid, high frequency public transport	Total public transport boardings (millions)	72.4	73.7	79.9	82.4	84.3	103.8
Transform and elevate customer focus and experience	Customer satisfaction - Roads	71%	70%	70-75%	75%	75%	75%
	Customer satisfaction - Footpaths	63%	65%	65-75%	75%	75%	75%
	Customer satisfaction - Road Safety	63%	New Measure	65%	66%	67%	74%
	Public Transport punctuality (weighted average across all modes)	85.9%	New measure	92%	93%	94%	95%

Level of service statement	Performance measure	Actual 2013/14	Annual Plan 2014/15	Long Term Plan targets			
				2015/16	2016/17	2017/18	2018/19-24/25
	Customer satisfaction index- Public Transport	81.4%	83%	83%	84%	85%	85%
Build network optimisation and resilience	Arterial road productivity[9]	68%	53% of the ideal achieved	54% of the ideal achieved	55% of the ideal achieved	55% of the ideal achieved	55% of the ideal achieved
	Travel times on key freight routes[10]	Baseline travel times maintained on 6 out of 8 routes	Maintain travel times for 85th percentile on all nominated freight routes	Maintain baseline travel times for the 85th percentile	Maintain baseline travel times for the 85th percentile	Maintain baseline travel times for the 85th percentile	Maintain baseline travel times for the 85th percentile
	Annual number of cycling trips in designated areas in Auckland: - During Morning peak - All day	141,897 (morning peak)	142,200 (AM peak) 958,000 (all day)	156,400 (morning peak) 1,054,000 (all day)	172,000 (morning peak) 1,159,400 (all day)	173,720 (morning peak) 1,275,340 (all day)	191,092 (morning peak) 1,402,874 (all day)

[9] Road productivity is a measure of the efficiency of the road in moving people during the peak hour. It is measured as the product of number of vehicles, their average journey speed and average vehicular occupancy. Key arterial routes include:
Airport to CBD (via Manukau Rd)
St Lukes to St Johns (via Balmoral/Greenlane West/Greenlane East/Remuera Rd)
Albany to Birkenhead (via Glenfield Rd)
Henderson to CBD (via Great North Rd)
SH1 to Ti Rakau Dr (via Te Irirangi Dr)
SH20 to Portage Rd (via Tiverton/Wolverton Rd)

[10] Target travel times on nominated strategic freight routes:

Route	Travel Time (mins)
SEART (from Sylvia Park to East Tamaki)	11
SEART (from East Tamaki to Sylvia Park)	12
Wairau Rd (from SH1 to SH18)	8
Wairau Rd (from SH18 to SH1)	8
Harris Rd (from East Tamaki to SH1 Highbrook interchange)	10
Harris Rd (from SH1 Highbrook interchange to East Tamaki)	11
Kaka St/James Feltcher Dr/Favona Rd/Walmsley Rd (SH20 to Walmsley)*	13
Kaka St/James Feltcher Dr/Favona Rd/Walmsley Rd (Walmsley to SH20)*	13
Great South Rd (SH1 Ellerslie Panmure Hwy Interchange to Portage Rd)*	11
Great South Rd (Portage Rd to SH1 Ellerslie Panmure Hwy Interchange)*	11

*New added route

Level of service statement	Performance measure	Actual 2013/14	Annual Plan 2014/15	Long Term Plan targets			
				2015/16	2016/17	2017/18	2018/19-24/25
	Road maintenance standards (ride quality) as measured by smooth travel exposure (STE) for all urban and rural roads [11]	Rural 95 Urban 85	New Measure	Rural 93 Urban 83	Rural 92 Urban 82	Rural 91 Urban 81	Rural 87 Urban 77
	Percentage of the sealed local road network that is resurfaced	10%	New Measure	10%	11%	11%	12%
	Percentage of footpaths in acceptable condition (as defined in AT's AMP)	99%	New Measure	99%	99%	99%	98%
	Percentage of customer service requests relating to roads and footpaths which receive a response within the time frame specified in Auckland Council's Long-term Plan.	85%	New Measure	85%	85%	85%	85%
Develop creative, adaptive, innovative implementation	No. of car trips avoided through travel planning initiatives	16,587	16,700	17,500	18,400	20,240	22,264
Ensure a sustainable funding model	PT Farebox recovery %[12]	N/A	New Measure	46-48%	47-50%	49-52%	50%+
Ensure optimal use of parking resources	On street parking occupancy rates (peak 4-hour)[13]	N/A	Within 70-90% range	70% - 90%	70% - 90%	70% - 90%	70% - 90%

[11] Smooth travel exposure measures the proportion of vehicles kilometres travelled in a year (VKT) that occurs on 'smooth' sealed roads and indicates the ride quality experienced by motorists.

[12] A farebox recovery ratio measures the contribution fares make to the operating cost of providing public transport services.

[13] 4-hour peak period is defined as the top 4 busiest hours of the day. These hours are not often coincidental and can vary depending on contributing factors.

15 Prioritised list of projects

The following tables show the prioritised list of projects which form the basis of Auckland Transport, NZTA and Auckladn Council funding requests for the Regional Land Transport Plan 2015-18.

Not all the activities shown in the detailed tables are expected to receive subsidy from NZTA. The programme shows all significant land transport projects and activities that will be carried out in Auckland over the next three years, and how these will be funded.

One role of the RLTP is to make the business case to NZTA for investment in Auckland Transport activities. Those activities which NZTA considers to be a cost-effective contribution to achieving the goals set out in the Government Policy Statement (4) will be included in the National Land Transport Programme. Auckland Transport has estimated the funding it will receive from NZTA in its budget, however this funding cannot be guaranteed and must be applied for in individual detailed applications. Consequently, there are no financial implications of this RLTP, however when detailed applications for funding are made and the NZTA decides whether to support individual applications for subsidy, there are significant financial implications.

15.1 Key to format and content of prioritised list

All projects have been evaluated for their strategic fit, effectiveness and efficiency using the process set out in Chapter 5. For projects in the outer years of this plan, information is currently incomplete and it is likely that the profile and therefore priority of the project will change.

The tables (and headings) below use the following abbreviations and terms:

Project name

Shaded projects are delivered by NZTA Highway and Network Operations (state highways) – HNO

Some of the activities listed in the tables (for example, Walking and Cycling Programme and Safety programmes) provide for a single region-wide funding allocation that covers a large number of individual projects. Within each of these groups of projects, Auckland Transport and/or NZTA have agreed a methodology for bringing forward the highest priority projects for funding.

Cost ($)

This is the total cost of the identified activity for that particular year in the RLTP (which may be blank or zero, and may be the sum of multiple phases). Most activities are funded through a combination of local share and NZTA funding, but some activities have more complex funding arrangements.

Phase: refers to the stage of development:

I = Investigation D = Design P = Property Purchase C = Construction

Year 4-10 cost: The amount of money being requested for all phases in years 4 to 10 of the RLTP. The accumulation of the total costs in 2015/16, 2016/17 and the year 4-10 costs equals the total 10-year cost.

Profile: The prioritisation profile assigned to the activity based on AT's prioritisation process as set out in Appendix 2.

The first letter represents the project's strategic fit

The second letter represents the project's effectiveness

The third letter represents the project's efficiency

Together the three letters create the profile

High = H

Medium = M

Low = L

NZTA Work Category: This is Auckland Transport's estimate of the likely work category (25) under which NZTA may choose to fund the activity.

15.2 Details of projects and priorities

Basic transport programme

Auckland Plan transport programme

Projects with Commitments	2015/16 $m, inflated	Phase*	2016/17 $m, inflated	Phase*	2017/18 $m, inflated	Phase*	2018/19 to 2024/25	2015/16 $m, inflated	Phase*	2016/17 $m, inflated	Phase*	2017/18 $m, inflated	Phase*	2018/19 to 2024/25
Core Seal Extensions	1.0	I, D, C	1.1	I, D, C	1.1	I, D, C	8.6	3.1	I, D, C	3.2	I, D, C	3.2	I, D, C	25.8
Local Board Initiatives	10.3	D, C	10.5	D, C	10.8	D, C	85.9	10.3	D, C	10.5	D, C	10.8	D, C	85.9
AT Renewals	179.5		194.9		211.2		1,851.8	205.2		232.5		235.9		2,768.2
NZTA Renewals	31.7		40.1		40.8		294.0	31.7		40.1		40.8		294.0
Estimate for Seismic Strengthening Works (excluding Quay Street)	1.0	I, D	1.1	I, D	1.1	I, D	59.6	2.1	I, D, C	2.1	I, D, C	2.2	I, D, C	54.9
Albany Highway Upgrade (North)	23.6	C	13.3	C	1.1	C		23.6	C	13.3	C	1.1	C	
EMU Procurement	26.8	C	1.0	C				26.8	C	1.0	C			
Improvements Complementing Developments	0.8	D, C	0.8	D, C	0.9	D, C	6.9	1.0	D, C	1.1	D, C	1.1	D, C	8.6
Long Bay Glenvar Ridge Rd	2.6	D, C	2.6	C	2.8	C		2.6	D, C	2.6	C	2.8	C	
NorthWest Transformation (NORSGA PC 15 Massey North Town Centre)	17.1	D, P, C	9.7	D, C	6.2	D, C	7.1	17.1	D, P, C	9.7	D, C	6.2	D, C	7.1
NorthWest Transformation (NORSGA PC 13 Hobsonvillle Point Park and ride)	0.0	P,	3.2	C	0.5	C				3.7	P, C			
NorthWest Transformation (NORSGA PC14 Hobsonville Village)	0.2	D,	2.7	D, P,	10.6	D, C	5.6	0.2	D,	2.7	D, P,	10.6	D, C	5.6
Plan Change 32 Penihana North Transport Mitigation							0.4							0.4
Swanson Station Upgrade	0.7	C						0.7	C					
Warkworth SH1 intersection improvements			3.8	C				3.7	C					
Waterview Cycleway connection	3.6	I, D, P, C	3.7	C	6.7	C		6.2	I, D, C	5.3	C	2.3	C	

*Phase - I=Investigation, D=Design, P=Property, C=Construction

AT ongoing operational requirements	2015/16 $m, inflated	Phase*	2016/17 $m, inflated	Phase*	2017/18 $m, inflated	Phase*	2018/19 to 2024/25	2015/16 $m, inflated	Phase*	2016/17 $m, inflated	Phase*	2017/18 $m, inflated	Phase*	2018/19 to 2024/25
AIFS system - extensions, enhancements and equipment replacement			3.8	C			33.7	1.8	C	1.9	C	4.2	C	28.1
AIFS system - integrated fares	10.3	C						10.3	C					
Diesel Refurbishment (alternative to electrification Papakura to Pukekohe)							8.1							8.1
Digital Technology	6.7		6.9		7.1		56.4	6.7	C	6.9	C	7.1	C	56.4
General AT Asset Replacement	6.2		6.3		6.5		51.5	6.9	C	7.1	C	7.3	C	58.0
Operational asset replacement – Paid Parking Technology	2.1		1.1		1.1		16.5	0.3		6.1				13.9
Resolution of Encroachments and Legacy Land Purchase Arrangements	0.3		1.3		1.3		11.7	1.2	P,	1.3	P,	1.3	P,	10.5

*Phase - I=Investigation, D=Design, P=Property, C=Construction

Greenfield Growth Networks	2015/16 $m, inflated	Phase*	2016/17 $m, inflated	Phase*	2017/18 $m, inflated	Phase*	2018/19 to 2024/25	2015/16 $m, inflated	Phase*	2016/17 $m, inflated	Phase*	2017/18 $m, inflated	Phase*	2018/19 to 2024/25
Transport Improvements in Strategic Housing Areas														119.7

*Phase - I=Investigation, D=Design, P=Property, C=Construction

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Ranked Capex Projects	Profile (see Section 15.1)	NZTA work category (see Section 15.1)	2015/16 $m, inflated	2015/16 Phase*	2016/17 $m, inflated	2016/17 Phase*	2017/18 $m, inflated	2017/18 Phase*	2018/19 to 2024/25	2015/16 $m, inflated	2015/16 Phase*	2016/17 $m, inflated	2016/17 Phase*	2017/18 $m, inflated	2017/18 Phase*	2018/19 to 2024/25
City Rail Link	HHL	Public transport improvements,	TBC		TBC		TBC		TBC	TBC		TBC		TBC		TBC
AMETI - road improvements - Panmure Roundabout, Panmure Bridge, Pakuranga Rd Busway	HHL	Road improvements			6.4	D,			132.2	2.3	I,	0.6		0.5		105.7
AMETI - new roads - Panmure to Panmure Bridge, Reeves Rd flyover	HHL	New roads			17.0	I, D,			186.7	9.4	I, D,	9.7	I,	51.4	I,	102.4
AMETI - PT improvements - Pakuranga Bus Station, Ti Rakau Busway, Botany Bus Station, Pakuranga Creek Bridge	HHL	Public transport improvements,			4.8	I, P,			134.8	6.3	I, P,	1.3	D,	0.8	D,	167.2
CBD Bus Infrastructure Requirement Wellesley Street	HHH	Public transport improvements,							19.4							17.1
AMETI Mt Wellington Hway	HHL	Road improvements							19.8							19.6
AMETI Morin to Merton Link	HHL	New roads							51.0							51.0
East West Connections (was East West Link)	HHL	Property purchase - local roads			1.1	I			134.1	5.1	I, D, P,	21.1	I, D, P, C	30.4	P, C	61.0
CBD Bus Infrastructure Requirement Fanshawe St	HHH	Public transport improvements,							39.0	5.1	I, D, C	10.5	C	10.8	C	5.6
Lincoln Rd - Corridor Improvements	HHH	Road improvements							55.2	5.9	D, P,	10.6	P,	9.4	P, C	21.4
Dominion Road Corridor Upgrade	HHL	Road improvements			27.9	C	24.5	C		27.2	C	23.8	C			
Walking and Cycling Programme - AT	HHM	Cycling facilities							70.6	30.8	I, D, C	31.6	I, D, C	32.5	I, D, C	257.6
Walking and Cycling Programme - NZTA	HHL*		3.0		1.9		12.5		58.0	24.3		6.3		12.5		55.0
Bus Priority Improvements & Transit Lanes	HHH	Road improvements							72.4	9.1	I, D, C	9.3	I, D, C	9.6	I, D, C	75.9
Southern Corridor Improvements	HHH		49.7		69.0		53.0		20.3	49.7		69.0		53.0		20.3
SH1 Northern Corridor Improvements - Motorway	HHL		25.5		91.0		94.0		235.8	25.5		91.0		94.0		235.8
Manukau Interchange (was Manukau City Rail Link)	HHM	Public transport improvements,							20.2	13.2	C	4.2	C			
Otahuhu Bus Interchange	HHL	Public transport improvements,							20.5	13.8	C	3.8	P,			
Wynyard Bus interchange	HHH	Public transport improvements,							25.6			5.3	I, D, C	5.4	C	11.2
SH1 Waitemata harbour crossing	HHL*		7.2		9.2		11.3		87.4	7.2		9.2		11.3		120.1
Safety programmes (including safety and minor improvements, safety around schools, crash reduction implementation, regional safety programme and safety speed management)	HHH	Walking facilities	5.1	D, C	2.9	D, C			174.2	26.5	I, D, C	27.2	I, D, C	28.0	I, D, C	221.6
SH20 / SH16 Western Ring Route	HHL		160.7		89.1		51.7		74.4	160.7		89.1		51.7		74.4
Quay Street Seawall (including Seismic Strengthening)	HHL*	Road improvements							48.7	10.3	C	21.1	C	10.8	C	
Red Light Cameras New	HHH	New traffic management faciliti							1.5	0.4	D, C	0.2	D, C	0.2	D, C	0.5
Akoranga Busway Station improvements	HHH	Public transport improvements,							1.4							1.2
Plan Change 127 Huapai North Transport Mitigation	HHH	Road improvements							2.5							2.4
Taharoto/Wairau - Stage 3	HHH	Road improvements							5.7	0.5	D,	3.2	P, C	1.1	P,	
Flat Bush Main Street Collector Link	HHM	Road improvements							7.7	2.2	C	4.5	C			

*Phase - I=Investigation, D=Design, P=Property, C=Construction

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	Profile	NZTA work category	2015/16	2016/17	2017/18	2018/19	2015/16	2016/17	2017/18	2018/19
Learning Quarter - CBD Bus Infrastructure	HHH	Public transport improvements,				8.4				7.9
Murphys Rd Upgrade Bridge Improvements (Plan Change 20)	HHM	Road improvements				10.1	4.3 C	4.4 C		
Te Atatu Rd : Corridor Improvements	HHH	Road improvements				15.4	11.5 P, C	1.7 C	0.1 C	
SMART (Airport Rail - Planning and Route Protection)	HHL*	Road improvements				18.1	2.6 I,	0.5 I,	5.5 P,	7.8
Downtown Interchange	HHH	Public transport improvements,				24.1				22.6
Minor PT capex allowance for bus stops, minor improvements at stations, wharves, provision of PT information etc	HML	Public transport improvements,				5.7	2.1 C	2.1 C	2.2 C	17.2
Seismic Retrofit	HML*		1.0			0.0	1.0			0.0
Te Atatu Motorway Bus Interchange	HHH	Public transport improvements,				46.4				45.9
Route Optimisation	HHH	New traffic management faciliti				6.3	0.5 I, D, C	0.5 I, D, C	0.5 I, D, C	4.3
Brigham Creek Road Corridor Improvements	HHL	Property purchase - local roads				10.7	1.0 I, P,	8.1 D, P, C	0.1 C	
Puhoi to Warkworth New Road	MHL*				18.0	834.9			18.0	834.9
SH1 Warkworth to Wellsford – detailed design and construction	MHL*		5.2	7.2	9.3	20.6	5.2	7.2	9.3	20.6
Airport Access Improvements	HML		68.5	47.9		0.0	68.5	47.9		0.0
Northern Busway – additional stations associated with busway extension	HMH	Public transport improvements,				6.7				7.3
Mangere Gateway Area (Plan Change 14)	HML*	New roads								24.2
Mill Road	HMH	Road improvements				143.6	26.8 I, D, P,	36.8 I, D, P,	20.8 D, P, C	35.2
Tamaki Drive & Ngapipi Intersection	HMM	Road improvements					2.1 C	2.1 C		
Rail Crossing Separation (including Newmarket Crossing)	HML*	Road improvements					3.8 D, P,	2.1 C	8.8	228.0
Intelligent Transport Systems Infrastructure (JTOC, ATOC, CCTV, Incident Management Response Systems)	HMH	New traffic management faciliti					3.1 D, C	3.3 D, C	4.6 D, C	29.5
EMUs - additional rolling stock & stabling										205.1
Tactile paving / pram crossing upgrades	HML*	Walking facilities					0.6 I, D, C	0.6 I, D, C	0.6 I, D, C	4.5
Minor Improvements inc. Safety, optimisation and resillience	HML*		1.3	1.3	1.3	9.1	1.3	1.3	1.3	9.1
Park n Ride - Swanson	HMH	Public transport improvements,					0.2 D,	0.8 C		
Park n Ride - Westgate	HMH	Public transport improvements,					1.4 D, C	1.9 C		
Park n Ride - Pukekohe	HMH	Public transport improvements,					3.0 I, D, C	0.7 C		
Parnell Station	MMM	Public transport improvements,					12.3 C			
Park n Ride Silverdale-Stg 2	HML	Public transport improvements,					5.9 C			
Tiverton-Wolverton Stage 2	HML	Road improvements					6.5 D, C			
Pukekohe Station Upgrade	MHL	Public transport improvements,					9.9 C			
Medallion Drive Extension (Plan Change 32)	HML	Road improvements					1.0 P,	0.1 I,	0.2 I,	10.6
Chapel Rd Realignment & New Bridge	HMH	New roads					5.2 D, C	6.5 C		

*Phase - I=Investigation, D=Design, P=Property, C=Construction

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	Profile	NZTA work category	2015/16	2016/17	2017/18	2018/19	2015/16		2016/17		2017/18		2018/19
Flat Bush School Road East Upgrade (Plan Change 20)	HMM	Road improvements											**18.7**
Thomas Road - Collector Upgrade and Re-alignment (Plan Change 20)	HMM	Road improvements											**21.4**
Takanini Structure Plan Area 6 Transport Mitigation	HML*	New roads									**0.2**	I,	**21.0**
McQuoids Road - Collector Upgrade (Plan Change 20)	HMM	Road improvements											**24.3**
Gills to Oteha Valley connection	HMH	Property purchase - local roads											**26.6**
Albany Highway (Sunset to SH18)	HMM	Road improvements											**33.5**
Private Plan Change 12 Drury South Transport Implementation	HML*	New roads											**76.6**
Wynyard Quarter Integrated Road Programme	HML*	Road improvements					**15.4**	I, D, P,	**5.3**	D, C	**10.8**	C	**45.7**
Silverdale Transport Improvements (inc Penlink designation)		Road improvements					**1.7**	I, P,	**3.3**	I, D, P,	**13.0**	I, D, P, C	**71.7**
Coping with City Centre Bus Congestion		Road improvements											**100.0**
Albert / Vincent Street improvements	HMH	Public transport improvements,											**5.9**
Network Operating Plan Capital Programme	HMH	New traffic management faciliti					**1.9**	I, D, C	**2.3**	I, D, C	**2.7**	I, D, C	**34.9**
Grafton Interchange	MHL*	Public transport improvements,											**6.4**
Traffic Signals New	MHH	New traffic management faciliti					**0.7**	D, C	**0.7**	D, C	**0.8**	D, C	**5.1**
Real Time Passenger Information System enhancements	MHL	Public transport improvements,					**1.1**	I, D, C			**1.6**	I, D, C	**9.8**
Peninsula Golf Course development (Plan Change 159)	MML*	New roads											**0.3**
Whitford Road/ Jack Lachlan Intersection Upgrade (Plan Change 30/30A/34)	MML*	Road improvements											**5.2**
Plan Change 8 St Lukes Mall Transport Mitigation	MML*	New roads											**12.4**
Paerata Station and Park and Ride	MML	Public transport improvements,											**18.9**
Crown Lynn Regeneration - New Public Road (Plan Change 17)	MML*	Road improvements					**7.2**	I, D, P,	**5.5**	C	**5.7**	C	
Plan Change 35 Puhinui Gateway Transport Mitigation	MML*	New roads											**21.7**
Street Lighting improvements- regionwide	MML*	Road improvements											**3.4**
SH1 Northbound auxiliary lane	HMM		**17.1**	**2.9**		**0.0**	**17.1**		**2.9**				**0.0**
Double decker network mitigation works	MMH						**8.3**	I, D, C	**6.0**	I, D, C	**4.2**	I, D, C	**7.6**
Bus Stop Improvements Programme	MHL	Public transport improvements,				**19.6**	**4.4**	D, C	**4.3**	D, C	**2.3**	D, C	**21.4**
SH16-Tapu Rd Intersection Upgrade	MMM	Road improvements							**0.3**	I,	**0.3**	D,	**4.5**
Warkworth Stage 1 (Hill St)	MHM		**1.8**			**0.0**	**1.8**						**0.0**
Tetratrap Installation - Central	MML*	Drainage renewals					**0.1**	I, C	**0.1**	I, C	**0.1**	I, C	**0.9**
Brigham Creek-Railway Rd Median Barrier	MML*			**0.1**	**4.1**	**2.9**			**0.1**		**3.0**		**2.9**
Park n Ride - Bayswater	MMM	Public transport improvements,					**0.2**	C					
Park n Ride - Henderson	MMH	Public transport improvements,					**0.3**	C					
Park n Ride - Sturges Rd	MMM	Public transport improvements,					**0.3**	C					

*Phase - I=Investigation, D=Design, P=Property, C=Construction

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	Profile	NZTA work category	2015/16	2016/17	2017/18	2018/19	2015/16	2016/17	2017/18	2018/19
Park n Ride - Howick	MMM	Public transport improvements,								**0.3**
Park n Ride - Ranui	MMM	Public transport improvements,								**0.4**
Park n Ride - Pakuranga	MMH	Public transport improvements,					**0.4** C			
Park n Ride - West Harbour	MMH	Public transport improvements,					**0.4** D, C			
Mission Bay - Patterson Ave reconfiguration.	MML*	Road improvements								**0.6**
Park n Ride - Papatoetoe	MMH	Public transport improvements,					**0.3** I, D, C	**0.3** C		
Park n Ride - Meadowbank	MMM	Public transport improvements,					**0.6** I, D, C			
Park n Ride - Glen Eden	MMH	Public transport improvements,					**0.1** I,	**0.2** D,	**0.4** C	
Park n Ride - Papakura	MMH	Public transport improvements,					**0.4** I, D, C	**0.4** C		
Park n Ride - Sylvia Park	MMH	Public transport improvements,								**1.0**
Ellerslie Panmure Highway / Lunn Ave / Barrack Road intersection upgrade	MML*	Road improvements					**0.0** I,	**0.1** D,	**1.0** C	
Mount Albert Interchange	MMH	Public transport improvements,						**1.1** I, D, C		
Point Chevalier Shops (bus-bus connection)	MMH	Public transport improvements,						**1.1** I, D, P,		
Park n Ride - Manurewa	MMM	Public transport improvements,								**1.3**
Park n Ride - Smales Farm	MMM	Public transport improvements,								**1.6**
Park n Ride - Avondale Stn	MMH	Public transport improvements,					**0.4** I, D,			**1.3**
Park n Ride - Birkenhead	MMM	Public transport improvements,								**2.1**
Te Mahia Station Upgrade	MML*	Public transport improvements,					**1.0** I, D, C	**1.1** C		
Mount Eden Village	MML*	Road improvements					**2.1** I, D, C			
Newmarket Interchange	MML*	Public transport improvements,								**2.3**
Takanini Station Upgrade	MML*	Public transport improvements,					**1.0** I, D, C	**1.1** C		
Park n Ride - Highland Park area	MMM	Public transport improvements,								**2.6**
Plan Change 33 Manukau City Centre Implementation	MML*	New roads					**2.8** I, D, C			
Park n Ride - Botany	MMH	Public transport improvements,								**3.4**
Park n Ride - Glen Innes	MMH	Public transport improvements,					**2.3** I, D, C	**1.3** C		
Park n Ride - Puhinui	MMM	Public transport improvements,					**3.3** I, D, C	**0.3** C		
St Lukes Road (bus-bus connection)	MMH	Public transport improvements,								**4.6**
Ormiston Preston EastTamaki Rd I/SCTN	MMH	Road improvements					**2.3** C	**2.4** C		
Plan Change 260 - Orakei Point	MML*	New roads								**5.6**
AIFS - installation of gates at stations	MML	Public transport improvements,						**1.6** D, C		**7.4**
Dairy Flat Highway/The Avenue	MMM	New roads								**11.6**
Smales Allens Rd Widening & Intersection Upgrade	MMM	Road improvements					**5.0** C	**5.1** C		

*Phase - I=Investigation, D=Design, P=Property, C=Construction

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	Profile	NZTA work category	2015/16	2016/17	2017/18	2018/19	2015/16	2016/17	2017/18	2018/19
Old Mangere Bridge Replacement	MML*		6.4	4.1			6.4	4.1		
Anzac St (Auburn to Fred Thomas)	MMM	Property purchase - local roads								35.1
Park n Ride - Mt Albert Stn	MMM	Public transport improvements,								0.6
Avondale Interchange	MMH	Public transport improvements,						2.1 I, D, C		
Henderson Bus Interchange	MMH	Public transport improvements,								2.3
Southdown to Avondale Loop (Mt Roskil spur)	MML*	Public transport improvements,								3.7
Park n Ride - Dominion Rd	MML	Public transport improvements,					0.4 I,	0.4 D,	3.2 C	
Intersection Upgrade Programme (less than $5mil)		Road improvements								16.0
McClymonts Road (Don McKinnon to Medallion Drive)	MML*	Road improvements								16.9
Downtown Ferry Basin Development		Public transport improvements,					2.1 I, D,	5.3 C	5.4 C	3.3
Corridor Management Plans - General works	MML*	Road improvements								87.3
Ngakoroa Realignment (Passing)	MLM				0.2	7.9			0.2	7.9
Homai Station Interchange	MMH	Public transport improvements,							0.4 I, D, C	
Blockhouse Bay Town Centre (bus-bus connection)	MMH	Public transport improvements,								0.6
Walters Rd - Porchester to Grove Improvements	MML*	Road improvements								1.3
Massey University bus stops and bus circulation	MMH	Public transport improvements,								1.1
Massey Road - Buckland Road Neighbourhood Interchange	MML*	Public transport improvements,					1.3 I, D, C			
Takapuna Bus Interchange	MMH	Public transport improvements,								2.3
Balmoral Road bus connection improvements	MMH	Public transport improvements,							1.6 I, D, C	1.7
Mt Albert Road bus connection improvements	MMH	Road improvements					3.1 I, D, C			
Middlemore Interchange	MMH	Public transport improvements,								5.1
Newmarket Station access improvements	MML*	Public transport improvements,								6.2
Devonport Ferry Terminal	MML*	Public transport improvements,					4.1 D, C	1.3 C		
Long Bay Southern Corridor	MMM	Road improvements								46.9
Sylvia Park Station	MMH	Public transport improvements,								4.3
Greenlane Station Access Improvements	MML*	Public transport improvements,								4.8
Bayswater Ferry Terminal Upgrade	MLL	Public transport improvements,								15.2
Northcote Point Ferry Terminal	MLL	Public transport improvements,								1.2
Matakana Village Centre and Rodney Leathers Bridge (Plan Variation 64)	MLL*	New roads								1.7
Manukau/Harris/Custom Intersection Improvements	MLL*	Road improvements					0.2 I, D,	1.2 D, P,	2.2 C	
Lonely Track Road upgrade and widening (Plan Change 32)	MLL*	New roads								11.7
Stockyard Falls Light Industrial and Retail Parks (Variation 158)	LML*	New roads								4.9

*Phase - I=Investigation, D=Design, P=Property, C=Construction

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	Profile	NZTA work category	2015/16	2016/17	2017/18	2018/19	2015/16	2016/17	2017/18	2018/19
Lonely Track Gills Road Intersectionn Upgrade (Plan Change 32)	MLL*	Road improvements								**1.0**
Porchester Road - Manuroa to Stream	MLL*	Road improvements								**3.6**
Long Bay Ashley Avenue Upgrade	MLL*	Road improvements								**0.9**
Destination & Urban Route Signage	MLL*	Road improvements					**0.5** I, D, C	**0.5** I, D, C	**0.5** I, D, C	**4.3**
Half Moon Bay Ferry Terminal Upgrade	MLL	Public transport improvements,								**6.9**
Ormiston Rd (East of Murphy Rd) - Upgrade Regional-Arterial Road	LLM	Road improvements								**2.4**
Station Amenity Improvements	LLL*	Public transport improvements,					**0.7** I, D, C	**2.0** I, D, C	**2.1** I, D, C	**16.5**
Flat Bush Terminus	LLL*	Public transport improvements,								**0.6**
Hingaia Peninsula Road Improvement	LLL*	Road improvements					**0.5** D, C	**0.4** C		
Long Bay bus turnaround facility	LLL*	Road improvements							**1.1** I, D, C	
Newmarket Terminus	LLL*	Public transport improvements,						**1.1** I, D, C		
Linwood Rd Route Improvements (Franklin)	LLL*	Road improvements								**1.7**
SH16/Muriwai Rd Intersection	LLL				**2.5**	**5.1**			**2.5**	**5.1**
Westfield Station Upgrade	LLL*	Public transport improvements,					**1.0** I, D, C	**1.1** C		

*Phase - I=Investigation, D=Design, P=Property, C=Construction

To be added to prioritisation table once profiled:

Hobsonville Deviation	TBC		**3.4**				**3.4**			

*Phase - I=Investigation, D=Design, P=Property, C=Construction

1 Appendix 1: Legislative Requirements

The legislative requirements for Auckland RLTP are contained in the Land Transport Management Act 2013.

1.1 Core requirements

LTMA S14 Core requirements of regional land transport plans	How this requirement is met in draft RLTP
Before a regional transport committee submits a regional land transport plan to a regional council or Auckland Transport (as the case may be) for approval, the regional transport committee must—	The Board of Auckland Transport is the Regional Transport Committee for Auckland and will adopt the draft RLTP for consultation, confident that it satisfies the requirements of the Act.
"(a) be satisfied that the regional land transport plan—	
"(i) contributes to the purpose of this Act; and	Chapters 4 and 5 set out how this plan contributes to an effective, efficient, and safe land transport system in the public interest.
"(ii) is consistent with the GPS on land transport; and	Auckland Transport considers that this draft RLTP is consistent with the draft GPS released in July 2014, and will take the final GPS into account in finalising this RLTP.
"(b) have considered—	
"(i) alternative regional land transport objectives that would contribute to the purpose of this Act; and	Chapters 4 and 5 set out the alternative transport scenarios and funding scenarios considered in the preparation of this draft RLTP.
"(ii) the feasibility and affordability of those alternative objectives; and	
"(c) have taken into account any—	
"(i) national energy efficiency and conservation strategy; and	The Transport goal of the NEECS is "A more energy efficient transport system, with a greater diversity of fuels and alternative energy technologies." Energy efficiency and alternative fuels were among the criteria used to evaluate projects as set out in Appendix 2.
"(ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and	Auckland Transport worked closely with Auckland Council in the preparation of this draft RLTP, to ensure that it was consistent with the Unitary Plan and Auckland Plan.
"(iii) likely funding from any source."	In this draft RLTP, two investment packages are included, with those projects in the "Basic" programme having a higher priority than the projects in the "Auckland Plan" programme.

1.2 Form and content requirements

LTMA S16 Form and content of regional land transport plans	How this requirement is met
(1) A regional land transport plan must set out the region's land transport objectives, policies, and measures for at least 10 financial years from the start of the regional land transport plan.	Objectives and policies are set out in Chapter 5, and detailed performance measures for AT are included in the Activity chapters of this draft RLTP.
(2) A regional land transport plan must include—	
"(a) a statement of transport priorities for the region for the 10 financial years from the start of the regional land transport plan; and	In this draft RLTP, two investment packages are included, with those projects in the "Basic" programme having a higher priority than the projects in the "Auckland Plan" programme.
"(b) a financial forecast of anticipated revenue and expenditure on activities for the 10 financial years from the start of the regional land transport plan; and	
"(c) all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the 6 financial years from the start of the regional land transport plan; and	Section 15.2 includes all regionally significant expenditure on land transport by Auckland Transport, Auckland Council and KiwiRail, KiwiRail projects, and all NZTA (Highway and Network Operations) activities that were submitted for inclusion in this RLTP.
"(d) an identification of those activities (if any) that have inter-regional significance.	A statement on interregional significance has been agreed between AT and Upper North Island councils and is included in Chapter 4 of this draft RLTP.
"(3) For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain, for the first 6 financial years to which the plan relates,—	
"(a) for regions other than Auckland […]	
"(b) in the case of Auckland, activities proposed by Auckland Transport; and	All activities proposed by Auckland Transport are included.
"(c) the following activities that the regional transport committee decides to include in the regional land transport plan:	
"(i) activities proposed by approved organisations in the region or, in the case of Auckland, by the Auckland Council, other than those activities specified in paragraphs (a) and (b); and	Auckland Council's transport planning activities are included in Chapter 14
"(ii) activities relating to State highways in the region that are proposed by the Agency; and	All NZTA (Highway and Network Operations) activities that were submitted for inclusion in this RLTP have been included.
"(iii) activities, other than those relating to State highways, that the Agency may propose for the region and that the Agency wishes to see included in the regional land transport plan; and	All NZTA (Highway and Network Operations) activities that were submitted for inclusion in this RLTP have been included.
"(d) the order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b), and (c); and	The prioritisation methodology is set out in Section 5.5 and Appendix 2, and the prioritised list of projects, including activities proposed by NZTA (Highway and Network Operations) is in Section 15.2
"(e) an assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes—	AT has included in this draft RLTP all information supplied by NZTA Highway and Network Operations in support of requiremens (i) through (v).

LTMA S16 Form and content of regional land transport plans	How this requirement is met
"(i) the objective or policy to which the activity will contribute; and	Objectives and policies for AT activities are included Chapters 6 through12.
"(ii) an estimate of the total cost and the cost for each year; and	Costs are included in each of the Activity chapters and in Section 15.2.
"(iii) the expected duration of the activity; and	Timing and project phases for AT projects are included in Section 15.2
"(iv) any proposed sources of funding other than the national land transport fund (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties); and	Proposed funding of activities is included in each of the Activity chapters.
"(v) any other relevant information; and	Each chapter also provides background on the activity, and a statement of value for money/ prioritisation.
"(f) the measures that will be used to monitor the performance of the activities.	KPIs and targets are included in each of the Activity chapters.
"(4) An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity.	The activities included in the Basic programme align with the draft LTP adopted by Auckland Council.
"(5) For the purpose of the inclusion of activities in a national land transport programme,—	
"(a) a regional land transport plan must be in the form and contain the detail that the Agency may prescribe in writing to regional transport committees; and	AT have followed all NZTA guidelines in the preparation of this draft RLTP.
"(b) the assessment under subsection (3)(e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the Agency under paragraph (a).	NZTA have been closely involved in the preparation of this draft RLTP and have not raised any issues with the level of detail of financial and policy information presented regarding the AT programme.
"(6) A regional land transport plan must also include—	
"(a) an assessment of how the plan complies with section 14; and	Chapters 4 and 5 set out how this draft RLTP contributes to the Act, the GPS, and the Auckland Plan.
"(b) an assessment of the relationship of Police activities to the regional land transport plan; and	Chapter 11 describes the relationship of Police activities to the Regional Land Transport Plan.
"(c) a list of activities that have been approved under section 20 but are not yet completed; and	Chapter 15 includes all projects for which AT will incur expenditure from 1 July 2015, including the completion of approved projects. AT has been unable to confirm that the programme submitted by NZTA Highway and Network Operations meets this requirement.
"(d) an explanation of the proposed action, if it is proposed that an activity be varied, suspended, or abandoned; and	AT is not proposing significant variation to currently approved activities.
"(e) a description of how monitoring will be undertaken to assess implementation of the regional land transport plan; and	KPIs are included in the Activity chapters and the method of monitoring and reporting for the AT programme is set out in Chapter 14. This draft RLTP does not describe how monitoring will be implemented by NZTA Highway and Network Operations.
"(f) a summary of the consultation carried out in the preparation of the regional land transport plan; and	Chapter 2 sets out consultation to date and the process for consulting on this draft RLTP.

LTMA S16 Form and content of regional land transport plans	How this requirement is met
"(g) a summary of the policy relating to significance adopted by the regional transport committee under section 106(2); and	Appendix 3 sets out Auckland Transport's significance policy and the process for varying this RLTP.
"(h) any other relevant matters.	

1.3 Consultation requirements

18 Consultation requirements	**Amended (simplified) 2013**
(1) When preparing a regional land transport plan, a regional transport committee—	
"(a) must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002; and	Auckland Transport is consulting on this RLTP alongside Auckland Council's consultation on the LTP and in accordance with the LGA principles.
"(b) may use the special consultative procedure specified in section 83 of the Local Government Act 2002	Auckland Council will follow the special consultative procedure in its consultation on the LTP, which includes the same transport work program as this draft RLTP.
(2) […] Auckland Transport must consult both the governing body and each affected local board of the Council	Auckland Transport has worked closely with the Auckland Council governing body and has held preconsultation meetings with local boards, iwi and transport stakeholders as part of the preparation of this draft RLTP.
18C Reasons for not including activities in Auckland's regional land transport plan	
If Auckland Transport decides not to include in its regional land transport plan an activity proposed by the Auckland Council or the Agency, Auckland Transport must, when forwarding its plan to the Agency, give the Auckland Council or the Agency (as the case may require) written advice of the decision and the reasons for the decision.	All activities proposed by Auckland Council are included. All NZTA (Highway and Network Operations) activities that were submitted for inclusion in this RLTP have been included.

2 Appendix 2: Prioritisation Methodology

The Regional Land Transport Plan must indicate the order of priority of all significant transport activities in Auckland over the coming six years.

There are always more transport projects needed than there is money to fund them, so a critical part of preparing the RLTP is prioritising all projects proposed by Auckland Transport and NZTA Highway Network Operations. Details of how projects have been prioritised are set out below:

2.1 Non-discretionary activities

The following non-discretionary activities are included in the programme without being prioritised:

- Contractual commitments such as the purchase of electric trains, or the completion of projects already under construction
- Maintaining the existing level of public transport service (but note that significant changes to existing services are proposed in the PT New Network);
- Maintenance and renewals of local roads and state highways
- Minor Safety projects, Local Board improvements and replacement of essential assets.

Auckland Transport chooses to treat these activities as essential, funding them before all other projects which are considered discretionary. However they are not exempt from scrutiny: in preparing this RLTP Auckland Transport has confirmed that these non-discretionary activities are being delivered efficiently and effectively, and represent value for money.

2.2 Strategic Fit

The strategic fit of an activity relates to the issue or problem being addressed. Strategic Fit has been assessed using a detailed prioritisation methodology which assesses the contribution of transport projects to the benefits as described in Section 4. These are:

Benefit 1: Increased access to a wider range of quality affordable transport choices	Services that align with future land use patterns Services that meet customer needs Increased use of public transport Improved connections between transport modes & services Faster PT and reduced journey times Improved reliability of PT services Significant increase in use of active modes
Benefit 2: Auckland's transport system moves people & goods efficiently	Managing severe urban congestion More efficient freight supply chains Support Auckland's economic aspirations Improved network resilience & travel time reliability
Benefit 3: Better use of transport investment	Missing links in the Strategic Transport Network are filled Wider network benefits achieved through smaller investments in existing assets The transport network is optimised through being managed and prioritised as a single system Improved value for money from future operating expenditure Right sized solutions at the appropriate time
Benefit 4: Auckland's transport system	Support housing and employment growth in identified strategic

enables growth in a way that supports communities and a high quality urban form	growth areas (including Special Housing Areas) Improved connectivity to and within the city centre, metropolitan centres & town centres Improved accessibility to employment Aligns with the goals of the Auckland Plan's identified geographic priorities (City Centre and Southern Initiative) Improved social and cultural outcomes and focus on those in most need Contribute to place-making and helps achieve a high quality urban form
Benefit 5a: Reduce adverse effects from Auckland's transport system - Safety	Reduce serious injuries and fatalities Improved personal security
Benefit 5b: Reduce adverse effects from Auckland's transport system - Environmental & Health	Reduced greenhouse gas emissions Reduced air and water pollutants Increased health through active transport Increased use of renewable fuels

2.3 Effectiveness

The effectiveness evaluation assesses how well the proposed investment addresses the strategic issue or problem identified in the Strategic Fit evaluation. Activities are most effective if they provide long-term, integrated and enduring solutions.

Effectiveness is a subjective evaluation based on details about the project and principles which align with Auckland Transport's Project Management Process and the Government's Better Business Cases framework.

Unlike Strategic Fit, which relates to the issue or problem and is unlikely to change much, the Effectiveness of an activity is likely to be unknown in the early planning stages and becomes progressively better defined as the activity progresses through Investigation, Option Selection, Detailed Design and Monitoring/Review. For this RLTP, effectiveness has been assessed for all significant activities proposed in the six years from 2015/16, based on the best available information. Inevitably, the assessment for activities which are already well advanced is more robust than for indicative projects in outer years.

2.4 Efficiency

The efficiency rating is the Benefit/Cost ratio calculated according to the NZTA Economic Evaluation Manual (EEM). The EEM calculation has been significantly reviewed for the 2015 planning round; key changes are:

- A revised discount rate of 6%, along with an extended evaluation period of 40 years
- The addition of wider economic benefits relating to imperfect competition and increased labour supply
- Greater emphasis on a multi-modal approach to evaluation, including:
    - Public transport evaluation periods made consistent with other modes
    - Equal values of travel time across modes for monetising the total value of travel time benefits

- Discontinuing the use of default traffic growth rates. Evidence will be required to support any traffic growth assumptions/

Overall these changes make the Efficiency evaluation more useful than it was in the past, especially for comparing different types of projects; for example a road project and a PT project will now be assessed with the same discount rate, evaluation period and value of time so the results will enable a valid comparison of the two projects.

While the Efficiency criterion is clearly defined, it is always the hardest criterion to assess because it relies on detailed information about costs and about expected outcomes and benefits. Like the Effectiveness evaluation, Efficiency needs to be checked and re-assessed as activities progress through the planning phases, and in response to performance monitoring.

2.5 Ranking

Each project is rated High, Medium or Low (H, M or L) for strategic fit and effectiveness. The output of the efficiency calculation is a benefit/cost ratio or BCR, which is converted to a profile as follows:

>4	High
2.0-3.9	Medium
1.0-1.9	Low

(With few exceptions, NZTA does not contribute to funding activities with a BCR below 1.)

Because the efficiency calculation has changed so substantially for the 2015 RLTP, changes to the conversion formula above are likely.

Where two projects have the same profile for all three factors (Strategic Fit, Effectiveness and Efficiency), their relative priority will be determined by the Benefit Cost Ratio.

As part of the final ranking, Auckland Transport will work with NZTA to ensure that profiles are agreed between the two organisations. There should be few if any differences between the AT and NZTA prioritisation, because the same evaluation methodology is being used and because the strategic transport priorities of Auckland and of Central Government are so closely aligned.

2.6 Strategic themed programme

The individual priorities of projects are not the only consideration; Auckland Transport also needs to take into account interdependencies with other projects, or opportunities to work more efficiently by combining activities. Some projects need to be delivered in a specific order which influences the programming of projects over the ten years of this RLTP.

2.7 Funding

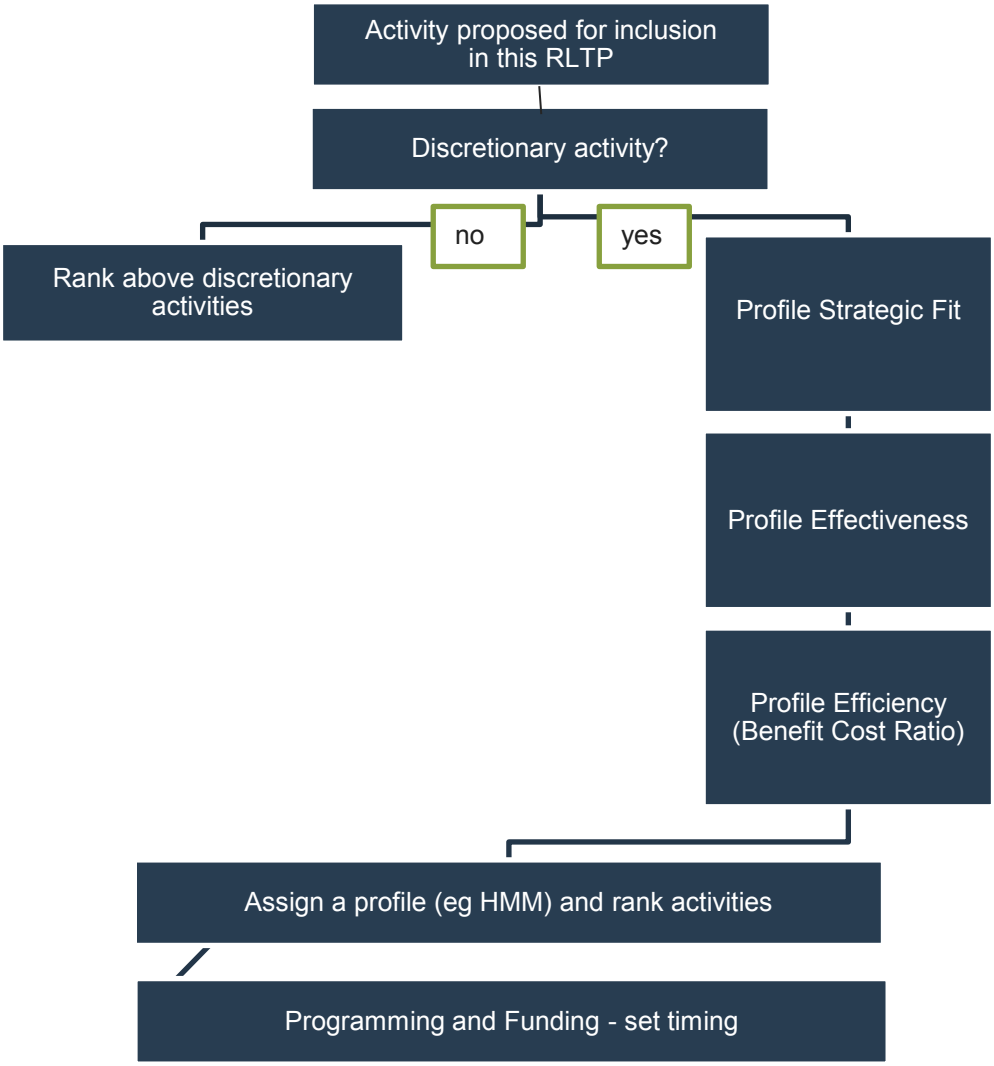
Decisions on the amount of funding for transport in Auckland are made by Auckland Council and NZTA and will not be finalised until after the publication of this draft RLTP. The priority ranking of projects gives an indication of which projects will be delayed or deleted due to funding constraints.

Up to this point in the prioritisation, the value of a project has been assessed without regard for how it is funded. To assemble an affordable programme it is now necessary to balance expenditure with revenue available from Auckland Council, NZTA and other funding sources. Some projects generate a financial return; for example Parking investments and those PT investments that increase fares collected on gross contracts (all Rail projects, and an increasing proportion of Bus projects fall in this category). Some projects are eligible for NZTA funding or for contributions from developers. These considerations are taken into account in determining the final programme.

2.8 Summary

Figure 28 summarises the prioritisation process:

Figure 28: Prioritisation Process



3 Appendix 3: Significance Policy

3.1 Background

3.1.1 Requirement to develop a Significance Policy

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

(a) variations made to the regional land transport plan; and

(b) the activities that are included in the regional land transport plan.

In adopting its Significance Policy, Auckland Transport is acting in its role as the Regional Transport Committee for Auckland.

3.1.2 Legal definitions of significance

The following decisions defined in legislation as significant:

- Developing the Regional Land Transport Plan by June 2015 and reviewing it at least every six years thereafter (23);
- Replacing or varying this significance policy (23); and
- Any decision involving transfer of ownership or control of a strategic asset (24).

3.1.3 Auckland Council Significance Policy

Auckland Council adopted its Significance and Engagement Policy (25) in November 2014, following public consultation. AC's Significance and Engagement Policy is required by the Section 76AA of the Local Government Act 2002 and is distinct from Auckland Transport's Significance Policy.

Auckland Council's Significance and Engagement Policy applies to Auckland Transport through the CCO Accountability Policy.

Some extracts from Auckland Council's policy are quoted below for context:

"The council's thresholds relevant to determining significance are:

- creating a new group of activity;
- stopping carrying out a group of activity;
- increasing (by 33 per cent or more) or decreasing (by 20 per cent decrease or more) spending on a group of activity;

  [The groups of activities delivered by Auckland Transport are defined in Auckland Council's 2015 Long Term Plan and are:

  - The Public Transport and Travel Demand Management;
  - Roads and Footpaths;
  - Parking and Enforcement.]
- transferring the ownership or control of our strategic assets.

Where a decision meets this criteria it will be "significant" and will automatically trigger a requirement to consult."[…]

"Auckland Council has defined as strategic assets any AC or AT owned asset which is integral to the functioning of:

- The public transport network, including Britomart; and
- The roading network."[…]

"The governing body and local boards will consider the following matters when determining the degree of significance of a decision:

- the number of people affected, the degree to which they are affected and the likely impact of a decision;
- whether this type of decision has a history of generating wide public interest within the local board area (for a local board decision) or Auckland or New Zealand generally (for a governing body decision);
- the impact of the decision on the governing body or local board ability to deliver on actions that contribute to the Auckland Plan, as well as any statutory responsibility;
- the impact of the decision on intended service levels for a group of activities, including the start/or stop of any group of activity;
- the degree to which the decision or proposal can be reversed should circumstances warrant."

3.2 Auckland Transport's Significance Policy

Auckland Transport is committed to involving the public in decisions which affect them.

Auckland Transport will undertake public consultation, in accordance with the consultation principles set out in the Local Government Act, for decisions which it decides are significant under this Significance Policy.

If a change to the RLTP is not considered significant, then the change can be made by Auckland Transport. This includes making the decision in an open and transparent way, and consulting with those affected, in a way appropriate to the scale of the decision.

The following decisions are significant:

- Decisions which are defined in legislation as significant.
- Any decision involving transfer of ownership or control of an asset defined by Auckland Council as a strategic asset.
- A new Auckland Transport activity or project, or a change to the scope of an Auckland Transport activity or project, which the Auckland Transport Board considers to represent a 30% or greater increase or a 20% or greater decrease in the nature of a group of activities. The groups of activities delivered by Auckland Transport are defined in Auckland Council's 2015 Long Term Plan and are:
    - The Public Transport and Travel Demand Management
    - Roads and Footpaths
    - Parking and Enforcement.
- The inclusion of a construction phase for a new state highway project with a total activity or project cost greater than 10 per cent of the activity class New and Improved Infrastructure for State Highways in this RLTP.

- Changes to the scope of an activity or project, whether delivered by Auckland Transport or NZTA, that increases expenditure in the relevant activity class by more than 10 per cent.
- Public Transport decisions which represent a significant variation to the Regional Public Transport Plan (see Section 3.2.1).
- Any other decision which Auckland Transport considers to be a significant variation to this Regional Land Transport Plan (see Section 3.2.2).

The following decisions will generally not be significant:

- 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 change arising from the decision of a third party (for example, the declaration or revocation of a State Highway by NZTA);
- An increase in revenue or decrease in costs which does not significantly change the nature of a group of activities (as defined by Auckland Council) or activity class (as defined by NZTA);
- A decision to progress emergency works.

3.2.1 Varying the Regional Public Transport Plan

Auckland Transport recognises that changes to the nature of the public transport network have historically been of high public interest, can affect residents and ratepayers both positively and negatively, and can be difficult or impossible to reverse. Therefore variations the Regional Public Transport Plan (12) are subject to a more restrictive Significance Policy, as set out in the RLTP.

3.2.2 Varying this Regional Land Transport Plan

Legislation provides for this Regional Land Transport Plan to remain in force for six years. However the Plan must be reviewed by Auckland Transport, having regard to the views of representative groups of land transport users and providers, after three years. Following the review, or where good reason exists, a variation to the RLTP may be prepared by Auckland Transport. The process of varying the RLTP involves the same steps as preparing the RLTP.

Where necessary due to changing circumstances, a variation to the RLTP may be prepared by Auckland Transport before the three-yearly review.

When considering the significance of a variation, Auckland Transport will consider the following criteria:

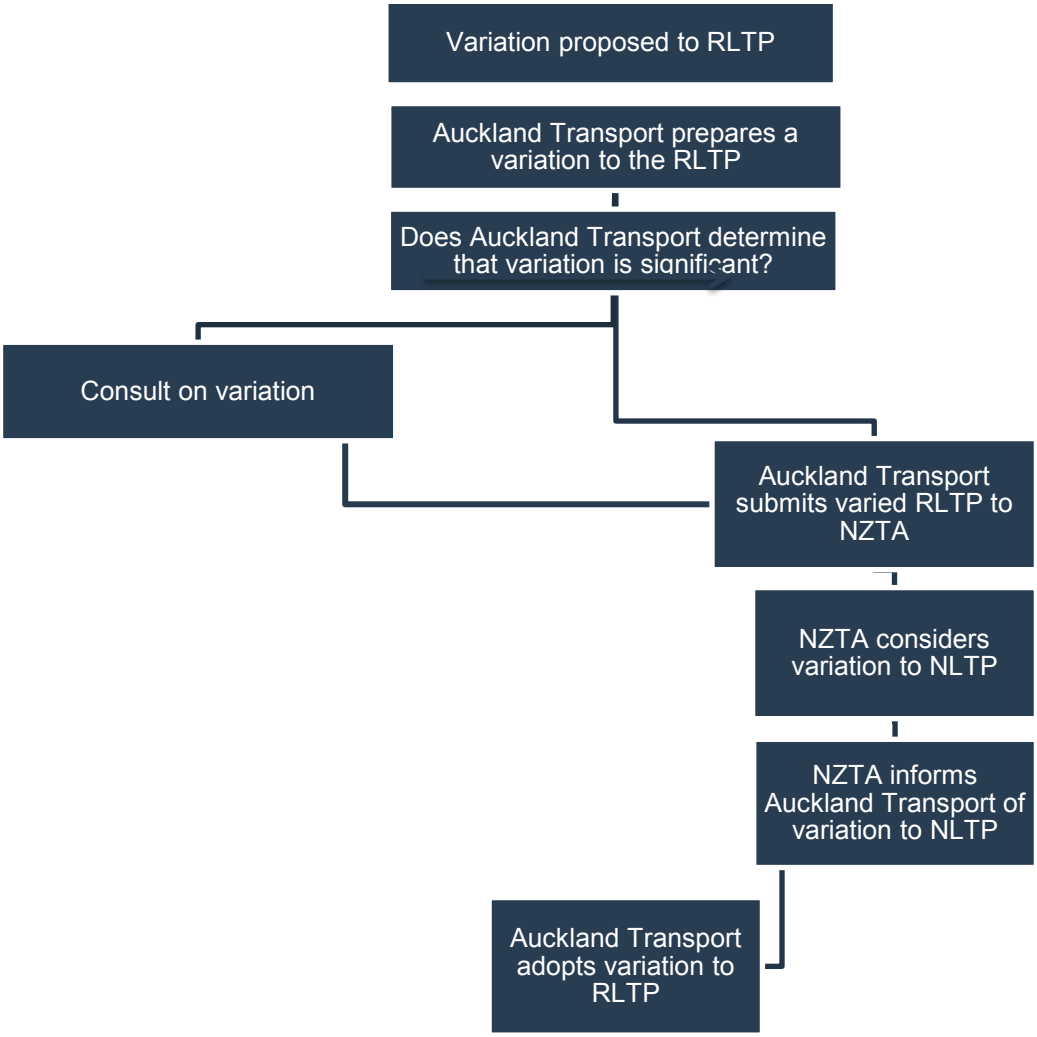
- The extent to which Auckland Transport has responsibility for the relevant activity or project which is subject to the variation
- Whether the variation has already been consulted on under the Land Transport Management Act 2003 or the Local Government Act 2002, in which case further consultation may be unnecessary
- The extent to which there is, or is likely to be, a change in the capacity of Auckland Transport to deliver its statutory objective, including giving effect to its Statement of Intent and this Regional Land Transport Plan

- Alignment with Auckland Transport's plans and programme and the Government Policy Statement
- The costs and benefits of the consultation process.

Auckland Transport will use the following procedures in considering future variations to the RLTP, and this policy on significance:

- Where possible, and if it is not contrary to the consultation principles of the LGA, consultation on significant variations to this RLTP will be carried out via the Auckland Council Annual Plan
- Final decisions on significance shall be made by Auckland Transport
- Auckland Transport will consider requests for variations promptly and communicate its decisions in writing to NZTA
- Where a significant variation relates to an activity delivered by another transport organisation, Auckland Transport will consider asking that organisation to contribute to the cost of the special consultative procedure.

Figure 29: Process to vary the Regional Land Transport Plan



3.3 Inclusion of activities in this RLTP

An activity must be named and prioritised in this Regional Land Transport Plan if it has a total cost of $5 million or more. Projects may either be included separately, or presented as part of a group, package or programme.

4 Glossary

AC	Auckland Council
AMETI	Auckland-Manukau Eastern Transport Initiative
AT	Auckland Transport
BCR	Benefit to cost ratio
CRL	City Rail Link
FTN	Frequent Transit Network (key bus and ferry routes)
GPS	Government Policy Statement on land transport funding
HNO	NZTA Highways Network and Operations responsible for state highways
HPMV	High productivity motor vehicles
KPIs	Key performance indicators
LGA	Local Government Act 2002
LTMA	Land Transport Management Act 2003
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NorSGA	Northern Strategic Growth Area
NZTA	NZ Transport Agency
RLTP	Regional Land Transport Plan
RoNS	Roads of National Significance
RTN	Rapid Transit Network (passenger rail and Northern Busway)
SH	State Highway

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Proposed Key Stakeholder Invitee List for RLTP Hearings, March 2015

Iwi are being covered in the LTP through two regional hui for AC and 19 (one per iwi) marae-based engagements.

Local Boards and Councillors will be invited to the hearings, together with the following Key Stakeholders:

- NZ Automobile Association
- Auckland International Airport Ltd
- Auckland Business Forum
- Auckland Disability Strategic Advisory Group
- Auckland University of Technology
- Bus and Coach Association
- Campaign for Better Transport
- Cycle Action Auckland
- Federated Farmers
- Generation Zero
- Heart of the City
- IPENZ Transportation Group
- KiwiRail
- Massey University
- National Road Carriers
- National Trading Company
- NZCID
- New Zealand Retail Property Group
- Ports of Auckland
- Taxi Federation
- Transport Blog
- UNITEC
- University of Auckland
- Waikato District Council
- NZTA, as observers on the day