

Auckland Regional Land Transport Plan 2024-2034



The Auckland Regional Land Transport Plan 2024-2034 sets out the land transport objectives, policies and measures for the Auckland region over the next 10 years. It includes the land transport activities of Auckland Transport, the NZ Transport Agency Waka Kotahi, KiwiRail and other agencies.

Draft final Version to RTC 12 July 2024

Still subject to revisions for quality and to improve language etc.

From the Chair

Auckland faces significant transport challenges now and into the future. Our population increased by around 250,000 people to over 1.6 million in the 11 years to the end of last year, and we're expecting to welcome another 220,000 Aucklanders by 2034.

This rapid growth presents the challenge of moving more people and goods on our transport system without increasing congestion. We must also look after our existing transport assets while planning for the future, fuelling economic opportunity, improving safety and protecting the environment.

This Regional Land Transport Plan 2024-2034 outlines a proposed 10-year programme of prioritised transport projects and services that make up Auckland's 'bid' for national funding from the National Land Transport Fund.

It has been developed by Auckland Transport, the NZ Transport Agency Waka Kotahi and KiwiRail – with Auckland Council - and reflects current government and council priorities. Following a period of public consultation, this plan also reflects feedback from stakeholders and submitters who took the time to lodge more than 13,000 submissions, attend Public Hearings and workshops. It has been considered by the Auckland Regional Transport Committee and endorsed by the Auckland Transport Board.

This RLTP aims to deliver faster and more reliable public transport, and an improved and resilient transport network that drives regional economic productivity, targets congestion and improves journey times. It also showcases a continued commitment to reducing transport-related deaths and serious injuries and decarbonising the transport system to help meet Auckland's environmental goals.



Richard Leggat

Chair

Regional Transport Committee

Summary

This Regional Land Transport Plan 2024-2034 (RLTP) proposes a \$63 billion investment programme of public transport services, renewals, maintenance and operations, and new projects. The programme includes completing the City Rail Link (CRL), Eastern Busway and Penlink, and rolling out electric ferries and more electric buses. It includes the use of more technology like dynamic lanes to maximise our existing transport network and ranks an extensive list of new land transport projects each agency has put forward for funding.

The full investment programme requires around \$41 billion from the National Land Transport Fund (NLTF).

The following items are regarded as mandatory, that is, they should receive funding in all circumstances:

- Existing public transport services, along with improvements such as more rail services enabled by the CRL and the expansion of the frequent bus network
- Completing projects that are already committed to and in progress, for example, the Eastern Busway and CRL
- Renewals and maintenance of local roads, rail and state highway networks to ensure they remain fit for purpose into the future.

The following new capital projects are also a priority, especially over the next three years:

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

The total value of investment proposed in this RLTP significantly exceeds likely funding. Consequently, a key role of the document is to signal Auckland's priorities for funding over the next decade, particularly for new projects where there are choices over what to fund.

Importantly, the overall ranking of new 'discretionary' projects within this RLTP reflects the feedback of over 13,000 Aucklanders who submitted during consultation – more than twice the feedback received during the Draft RLTP 2021 consultation. They saw investment in faster and more reliable public transport as the highest priority, followed by projects on the local road network, state highway capacity improvements, walking and cycling, and safety.

The next step for this RLTP is for it to be considered by the NZTA Board, which must take it into account when making funding decisions in the National Land Transport Plan. We look forward to these decisions reflecting the clear guidance Aucklanders have provided, through this RLTP, about their priorities for the future of transport in the region.

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1.

Purpose



The purpose and role of the RLTP

The statutory purpose of the Auckland Regional Land Transport Plan (RLTP) is to set out the Auckland region's land transport objectives, policies, and monitoring measures for the next 10 years.

More importantly, the RLTP presents the Auckland regions "bid" for national funding. It sets out and prioritises the land transport activities that Auckland Transport (AT), the NZ Transport Agency Waka Kotahi (NZTA) and KiwiRail propose to be funded from the National Land Transport Fund (NLTF).

The RLTP must be consistent with the Government Policy Statement on land transport (GPS) and consider a range of other matters, including likely funding from any source and any relevant national and regional policy statements. RLTP development is also expected to align with guidance provided by the NZTA, which includes setting out specific problem statements, challenges, expected outcomes and funding priorities.

In practice, the RLTP seeks to align:

- The capital and operating programmes of the three transport agencies
- National and regional transport objectives
- National and regional funding sources.

Transport funding and policy

In Auckland, transport activities – capital projects, maintenance, and public transport services – are funded from two main sources:

- **Fuel taxes and road user charges** collected into the National Land Transport Fund (NLTF) administered by the NZ Transport Agency Waka Kotahi (NZTA) to deliver policy set out by Central Government through the Government Policy Statement on land transport (GPS).
- **Rates, targeted rates (such as the Climate Action Targeted Rate), borrowing and development contributions** administered by Auckland Council through the Long-term Plan to deliver Council policy objectives.

Crown funding is also often made available to supplement the NLTF for certain activities.

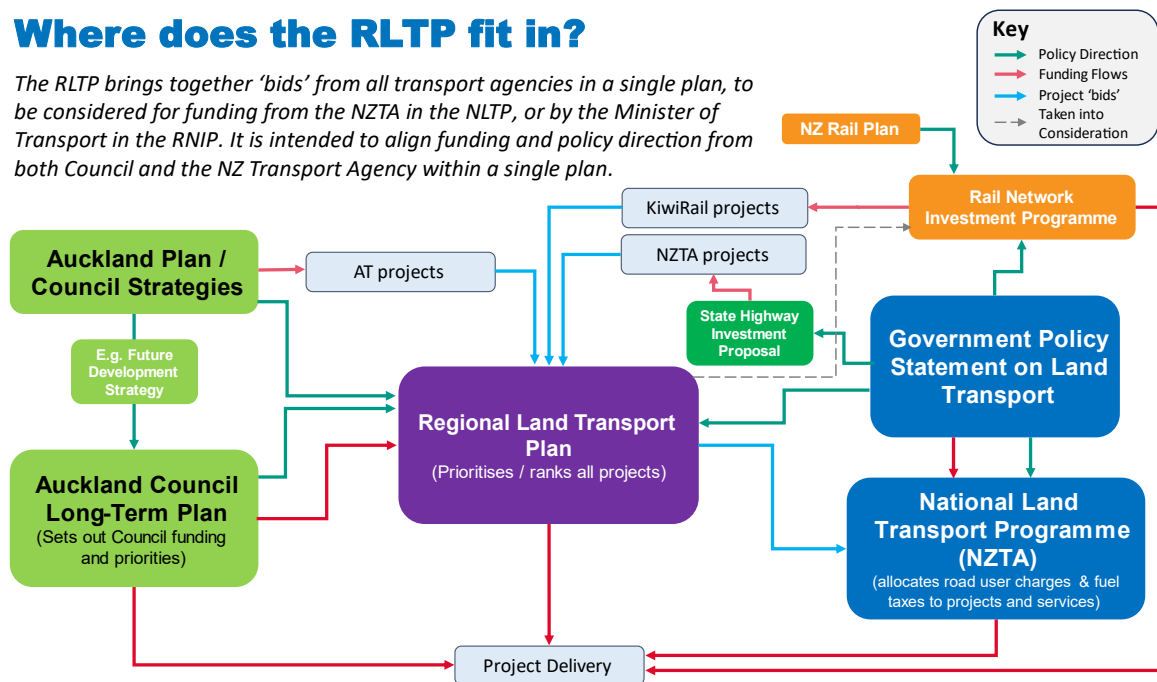
Auckland's transport activities and networks are delivered and operated by 3 main agencies:

- **Auckland Transport (AT)** is responsible for Auckland's local road network and public transport services, including rail passenger services, in alignment with Council policy direction, using funding from the Long-term Plan and NLTF
- **NZTA** is responsible for the state highway network in Auckland, in alignment with the GPS, using funding from the NLTF and the Crown
- **KiwiRail** is responsible for the rail infrastructure network and rail freight services and will set out its proposed investment programme in the Rail Network Investment Programme (RNIP) in alignment with the GPS using funding from the NLTF and the Crown.

Figure 1: Regional Land Transport Plan Policy Context

Where does the RLTP fit in?

The RLTP brings together 'bids' from all transport agencies in a single plan, to be considered for funding from the NZTA in the NLTP, or by the Minister of Transport in the RNIP. It is intended to align funding and policy direction from both Council and the NZ Transport Agency within a single plan.



The RLTP does not have the final say on what transport activities will be funded from the NLTF. These funding decisions are made by the NZTA in the National Land Transport Programme (NLTP). The NZTA is required to take account of RLTPs from around New Zealand, but it must give effect to government direction in the GPS. For KiwiRail projects, the Minister of Transport approves funding through the Rail Network Investment Programme (RNIP).

The RLTP plays an important role in signalling Auckland's priorities for available funding from the NLTF.

The RLTP 2024 is different from the RLTPs in 2018 and 2021. For those documents, the expected NLTF funding for Auckland was signalled beforehand, enabling an overall 'funding envelope' to be identified. Consequently, the combined agency programmes were prioritised to fit within the funding envelope. For this RLTP 2024, there is no clear signal of how much NLTF funding might be available for Auckland activities and no 'funding envelope' has been identified.

Without a 'funding envelope' to work to, this RLTP 2024 includes all plausible proposals for NLTF funding from AT, NZTA and KiwiRail. This is to ensure key projects from all agencies are included and ensure consistency with the priority projects highlighted in the GPS. This unconstrained approach has contributed to a programme that would require \$40.8 billion from either the NLTF or new funding sources to complete. This scale of demand will, however, significantly exceed available funding¹.

This RLTP signals the region's priorities for investment, particularly over the next three years, which are most important for NLTF decisions.

¹ The GPS only forecasts NLTF revenue out to 2029/30. The total revenue for seven years is \$42.25 billion.

2.

Challenges



Challenges

The key challenges facing the Auckland transport system that have influenced development of this RLTP are shown below, along with how investment can improve outcomes for Aucklanders. These relate to those identified in the Auckland Plan and reflect how the transport system can support the regions response to them.

Table 1: Problems, objectives and outcomes

Problems	Objectives	Outcomes
<p>Access and connectivity</p> <p>Existing deficiencies in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities</p>	Better connect people, places, goods and services	<p>Improved access</p> <p>Travel speeds held steady or improved</p> <p>Improved travel time reliability</p>
<p>Asset management</p> <p>Reactive maintenance and low levels of investment are impacting the reliability of our transport network</p>	Sound management of transport assets	<p>Building back better</p> <p>Improved network resilience</p> <p>Minimise disruption</p>
<p>Climate change and resilience</p> <p>Emissions and other consequences of transport are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change</p>	Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates	<p>Reduced emissions</p> <p>Improved network resilience</p> <p>Mitigation through design</p>
<p>Travel Options</p> <p>A lack of competitive travel options and high car dependency as the city grows is limiting the ability to achieve the quality compact urban approach for Auckland</p>	Provide and accelerate better travel choices for Aucklanders	Improved Public Transport reliability
<p>Safety</p> <p>The transport system has become increasingly harmful and does not support better health outcomes</p>	Make Auckland’s transport system safe by eliminating harm to people	<p>Decrease in deaths and serious injuries</p> <p>Improved health and wellbeing of Auckland</p>

Access and connectivity

Auckland has enjoyed a period of major investment in its public transport and motorway networks since 2005. The public transport network has been transformed with increased public transport frequency across key corridors, the Northern Busway has been completed and extended, the trains have been upgraded, the western rail line has been double tracked, and we have invested in rail stations and the electrification of the rail network. In addition, the bus network has been successfully re-organised using a modern bus fleet.

The capacity of the motorway network and its connections have substantially increased, with improvements made to the central motorway junction, the completion of the Western Ring Route including the Waterview Connection, improved access to the Auckland Airport Precinct, widening of the southern motorway and an extended SH1 motorway connection to Warkworth.

These initiatives saw a renaissance in public transport with annual boardings reaching 103 million by November 2019. Meanwhile, investment in cycleways led to a rapid increase in the number of people on bikes.

However, even with shifts to public transport and increases in motorway network capacity, rapid population growth saw congestion spreading across the network over more of the day. This trend only eased with the opening of the Waterview Connection and SH16 improvements in 2017. Since then, congestion has held relatively steady at a regional level.

The COVID-19 pandemic, lockdowns and associated increase in working from home changed travel patterns. There was a major reduction in public transport patronage and, to a lesser extent, cycling trips, partially as demand for travel to the City Centre reduced.

Travel patterns are now returning to a new normal, with a recovery in public transport and cycling trips to pre-pandemic levels, despite the increase in working from home associated with hybrid working. Meanwhile, there are indications that congestion is beginning to increase again past the levels seen in 2017, putting travel times at risk, as Auckland enjoys a post-pandemic growth spurt.

Looking forward, Auckland is expected to grow by 220,000 people, or around 13%, to 2034. This presents the opportunity to harness benefits of scale and contribute to economic productivity as the region develops and becomes more compact.

The benefits of growth can only be realised if the transport system is able to deliver improved access and connectivity to jobs and other economic and social activities. In Auckland's context, this requires two outcomes:

- Growing the reach, speed and reliability of the public transport network and expanding the cycling networks so that travellers on these modes can reach more opportunities faster and attract people out of car trips
- Ensuring average vehicle travel speeds stay the same or improve, so that private vehicle users can reach more opportunities, due to intensive growth, within the same travel time.

Failure to achieve these results will mean that Auckland experiences the negatives of growth – higher costs, more time travelling and more unreliability – without the wider productivity benefits of a larger population.

Asset management

AT is the regional guardian of \$26 billion of transport assets. This includes 7,810 kilometres of arterial and local roads, 1150 bridges, 7,770 kilometres of footpaths, 680 kilometres of shared paths, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands.

NZTA is responsible for developing, operating and maintaining the state highway network, including Auckland's motorway system. These assets are valued at around \$16.3 billion.

KiwiRail is responsible for planning, developing, maintaining and operating the national rail network, including in the Auckland Region.

Over the last six years, renewals have tended to be de-prioritised in favour of making progress on improving our public transport, road and rail networks. At the same time, renewals programmes have come under pressure from:

- Deteriorating asset condition which is increasing 'whole of life' costs and reducing Level of Service (LOS)
- Significant increases in construction and renewal costs, in particular road resurfacing which makes up the largest share of AT's renewal spend. For example, the bitumen cost index increased 56% between June 2021 and May 2023 while resurfacing costs for asphalt and chip sealing have increased by 26% and 31% respectively
- The extreme weather events in February 2023
- Increasing numbers of heavy vehicles including, growth-related construction, service-related traffic and heavier axle weights from double decker buses
- An increasing local network asset base, which is growing by around 1.5% every year through the delivery of new transport infrastructure (e.g. roads in new subdivisions)
- Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation.

The result has been an increasing backlog in renewals. On the local road network, road surfaces are currently being renewed every 20 to 30 years, when it should be once every 10 to 15 years. As a result, we have 1,350 kilometres of sealed road surface which is in a poor or very poor condition and has exceeded its design life. This means water is leaking into the base layers of these roads, which causes more deterioration and higher costs to repair. If we continue to renew our local roads at the current rate for another decade, over 1,800 kilometres of road surface, or 27% of the local network, will be in a poor or very poor condition.

The rail network has faced reliability challenges in recent years, as historic underinvestment has led to the deferral of essential renewals at the same time as passenger service levels have significantly grown, increasing wear and tear. In 2020, KiwiRail commenced a programme of 'catch-up renewals' to bring the most degraded parts of the network up to a resilient and reliable modern metro standard. However, continued growth in track use post-CRL opening will further increase the need for regular maintenance and renewals, which relies on funding from track access charges through the Auckland Network Access Agreement (ANAA) and creates affordability challenges for all users.

Climate change and the environment

In late 2019, Auckland Council declared a climate emergency, with strong pledges to introduce improved fuel emissions standards and accelerate the decarbonisation of Auckland's public transport bus fleet. In July 2020, the council unanimously passed the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan which boldly aims to halve Auckland's GHGs by 2030 and identified that transport emissions needed to come down by 64% to achieve this goal.

In 2021, the Climate Change Commission issued the 2021 Draft Advice for Consultation. Transport featured strongly with advice to decarbonise the light vehicle fleet, step up to challenging growth targets for public transport, walking and cycling, and reduce the need to travel through remote working practices.

Following this, in August 2022, the Transport Emissions Reduction Pathway (TERP) was approved by Auckland Council, where 11 transformation areas were identified in order to achieve the target of 64% reduction in transport emissions by 2030. There is insufficient funding to deliver the level of transport investment at the pace and scale required to achieve this target.

The TERP's main interventions focus on mode shift to active modes and public transport, reducing travel where appropriate and possible, land use and transport integration, and supporting the decarbonisation of the transport sector.

Extreme weather events across New Zealand and globally have highlighted the physical, financial, and other impacts of climate change. They have also highlighted opportunities such as efficiencies and improvements, or new partnerships, products and services.

The GPS signals a shift in Government transport priorities towards economic growth and productivity, with less focus on the climate and environment. Meanwhile, the Auckland Long-term Plan shifts Council's emphasis to meeting 2050 targets in line with Te Tāruke-ā-Tāwhiri.

Ensuring a transport network that is resilient to the impacts of climate change is a whole-of-Council and whole-of-Government responsibility. The GPS nominates the Emissions Trading Scheme as the most appropriate tool to tackle emission reductions which is a departure from the TERP actions.

While the scale of ambition around climate change may vary with changes in central and local government, working to reduce GHG and other harmful emissions remains as a key transport sector objective. The challenge is to achieve this outcome in the context of available funding while still achieving other key policy objectives.

Travel options

Public Transport

The public transport network supports the City Centre and fringe and enables this area to grow without an increase in peak period car travel. Outside of this area, public transport attracts a lower share of trips, even after the bus network reorganisation to improve frequency, reliability and coverage.

Aucklanders tell us that they typically use public transport where it provides a faster travel time than cars, means they can avoid the cost of parking, or when they do not have other options available. Currently, our public transport network is used primarily for trips at peak commuting times and is less well-used off-peak.

Even with recent investment, much of Auckland's public transport network is not fast enough to compete with private car travel, even during the peak periods. This is particularly the case for much of the frequent bus network, which operates without significant priority on the same congested roads as general traffic. Increasing the speed of bus trips will require the deployment of more dynamic lanes and bus lanes to improve bus speeds during congested parts of the day.

We need to continue to invest to keep the bus network operating efficiently and provide the facilities customers want as patronage numbers increase. This includes removing key chokepoints in the City Centre where many bus routes converge, improving stations, providing layovers, and ensuring bus depots are available to support the electrified fleet.

Meanwhile, it is the Rapid Transit Network (RTN) that provides the catalyst for more intensified development. This network will transform with the addition of the City Rail Link and Eastern Busway. However, to provide more Aucklanders with better travel options and support compact growth, the RTN needs to expand its catchment with new routes.

Rail network improvements

Auckland's rail network forms a key part of the city's rapid transit and freight networks. Recent investments in rail have resulted in substantial growth in rail passenger boardings, which reached 21.9 million trips in 2019 (before COVID-19 started to impact public transport use).

The rail network in Auckland is part of the wider national rail network and plays an important role in the efficient movement of national and inter-regional freight across the country especially to and from the Ports of Auckland and Port of Tauranga.

Ensuring train travel is convenient and reliable is critical to increasing use. Lifting maintenance levels to improve reliability is a priority for KiwiRail. There are also opportunities to make better use of the current network through optimisation improvements such as enhanced signalling and train control systems. KiwiRail will continue planning for longer term projects to grow the rail network capacity to enable growth in services in response to demand, such as 4-tracking the Southern rail corridor.

As train service levels increase, addressing level crossings becomes a more pressing issue due to impacts on local traffic and safety. AT is progressing a regional programme of level crossing removals but faces significant funding challenges to implement these as fast as required.

Active Modes

Aucklanders tell us that they are willing and keen to cycle more but are deterred by perceived and real safety issues. Large parts of Auckland do not have access to safe cycling routes.

The length of the cycling network has increased over the last three years, particularly with the opening of the bulk of the Glenn Innes to City Centre route, but progress has been slow, and projects have become expensive to deliver. A new approach is needed that ensures the cycling network can be delivered faster and more cheaply.

Walking has the potential to play a much greater role in how Aucklanders move around the region, especially shorter journeys by people who live close to the city, near public transport, for trips to and from schools, and within local neighbourhoods. However, the time taken, and the quality of the pedestrian environment is a key barrier to increasing the number of walking trips.

Safety

In the past three years (2021-2023) there have been 155 people killed and 1,737 seriously injured on Auckland roads. The vast majority (89%) of these crashes occurred on local roads.

The response to this challenge is through Vision Zero for Tāmaki Makaurau, a multi-agency, partnership-based strategy involving Auckland Council, NZ Police, Ministry of Transport, NZTA, Te Whatu Ora and the Accident Compensation Corporation. The delivery of this vision and strategy is based on the Safe System approach that recognises we need to strengthen all parts of the transport system to improve safety - infrastructure, vehicles, regulation and legislation, and road user behaviour.

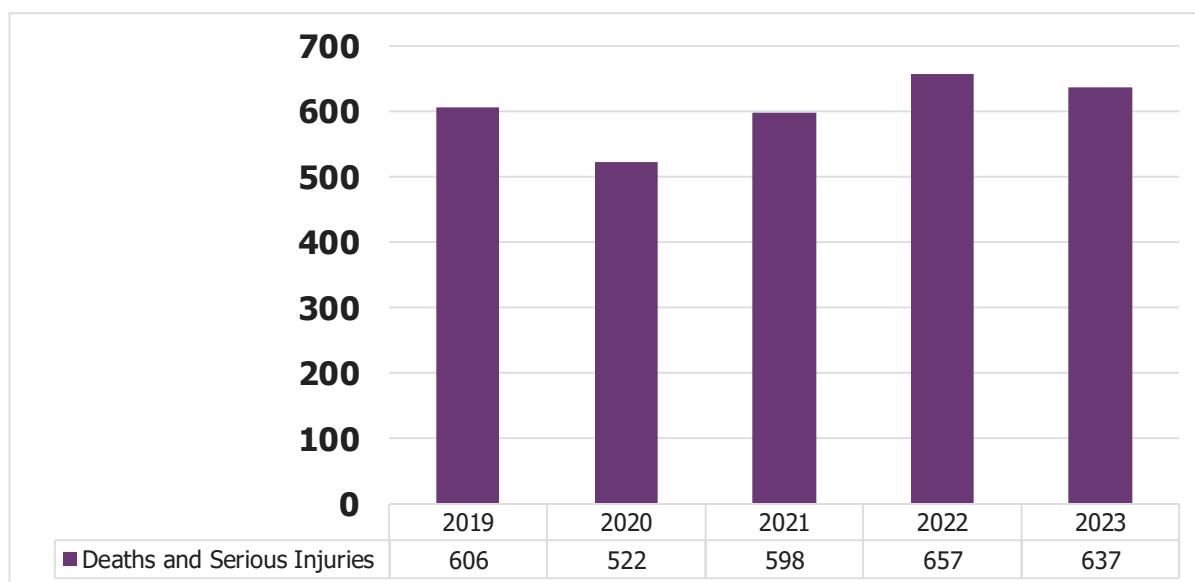
The GPS has removed ring-fenced funding for safety infrastructure. This means funding for safety infrastructure will be limited due to competing demands.

Deaths and Serious Injuries (DSI)

Road crashes place a substantial burden on the economy and the health sector; The social cost of road crashes in New Zealand is \$9.77 billion, and for Auckland the figure is \$2 billion. Reducing road harm plays a key part in lifting Auckland's productivity and economic growth to increase opportunities and prosperity for all.

In 2023, there were 637 DSI which represents a year-on-year reduction of 3%. Despite this improvement, the overall trend remains static over the last five years.

Figure 2: Auckland Death and Serious Injuries 2019-2023 (includes local roads and state highways)



3.

Feedback from Consultation











Consultation Summary

This section summarises the feedback received through submissions on the Draft Regional Land Transport Plan 2024-2034 (Draft RLTP).

Public consultation on the Draft RLTP ran from 17 May to 17 June 2024. Prior to consultation, we undertook pre-engagement with key partners and stakeholders to understand their priorities.

We presented at four hui with mana whenua and held 21 local board workshops. Throughout the consultation period we hosted 20 public drop-in sessions, two webinars, and workshops with Auckland Council Advisory Panels.

The consultation was promoted in a number of ways; we:

 <p>created an online consultation webpage</p>	 <p>sent flyers to 550,000 Auckland households</p>	 <p>ran advertisements on electronic billboards</p>
 <p>ran social media advertisements</p>	 <p>ran newspaper advertisements</p>	 <p>held 20 drop-in information sessions around the region</p>
 <p>provided copies of the Draft RLTP to all libraries</p>	 <p>held hearings to receive 34 oral submissions</p>	 <p>held 2 virtual drop-in information sessions</p>

We sought specific feedback on:

1. Whether we correctly identified the most important transport challenges facing Auckland
2. The priorities we used to determine the rankings of discretionary projects and programmes
3. Which project activity classes are most important
4. What projects to add and/or remove from the Draft RLTP.

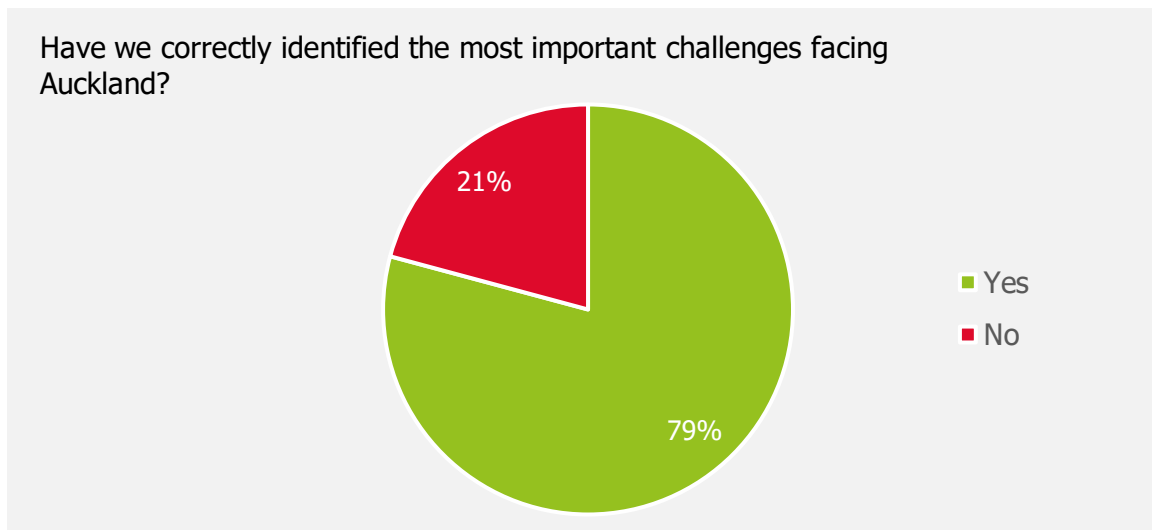
Feedback received

We received 13,108 submissions, including 93 submissions from partners and stakeholders on behalf of their constituents. These included Public Hearings which were held on 26 and 27 July. In addition, we received submissions from all 21 local boards, which together represent 100% percent of Auckland's population.

Submitters responded to a mix of tick-box and open-ended questions in the consultation feedback form, and we received submissions via email and physical form submissions. The feedback received was carefully considered. Every submission was read, analysed and collated into a public feedback report which is available on [the RLTP webpage](#).

The following is a high-level overview of the responses we received.

The transport challenges



We asked people if they felt we had correctly identified the most important transport challenges facing Auckland, which were:

- **Access and connectivity**
Easy and equitable access to work, education, and fun leisure locations is made more difficult by weak spots in our transport system and increasing demand as our population grows.
- **Asset condition**
Cost increases and past under-investment in renewing our roads and other assets is leading to the deterioration of our existing transport assets, which impacts levels of service and leads to greater costs over time.
- **Climate change and the environment**
Greenhouse gas and pollution, particularly from private vehicle use, are contributing to climate change, and creating air and water quality issues.
- **Safety**
Transport-related deaths and serious injuries remain unacceptably high, and there are limited opportunities for Aucklanders to support better health outcomes through walking and cycling.
- **Travel choices**
A lack of options and high levels of car dependency as the city grows makes it difficult for Auckland to grow as a city and a region.

Seventy nine percent of submitters agreed that the Draft RLTP did correctly identify the most important transport challenges facing Auckland.

Those that did not select “yes” were asked to tell us “What’s the single biggest challenge we’re missing?” The most commonly suggested challenges were focused on the experience from a drivers’ perspective on Auckland’s roads:

1. Road maintenance (218 mentions, or 1.7% of the responses to this question)
2. Travel time and congestion (210 mentions, or 1.6% of total submissions)
3. The need to improve travel for private vehicles (205 mentions, or 1.6% of total submissions).

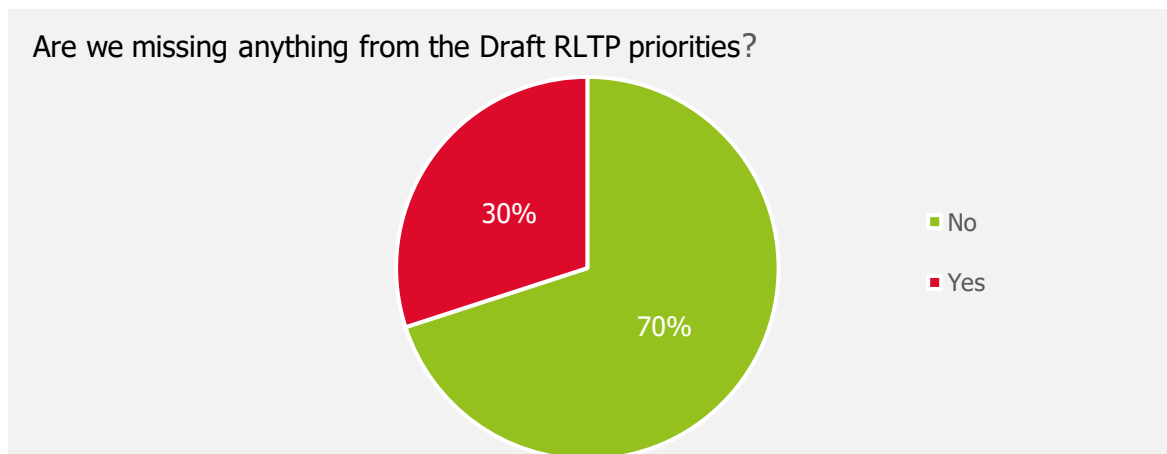
The Draft RLTP priorities

Beyond maintenance and renewals, Auckland Transport, in partnership with the NZ Transport Agency, KiwiRail and Auckland Council, used five criteria to prioritise the additional projects and investments that can help keep Auckland moving forward over the next decade.

The priorities were:

- **Fast & connected** – Improvements that make public transport faster, more accessible, and more reliable
- **Resilient** – Investments that ensure our network is ready for challenges
- **Productive** – Projects that support regional growth and productivity
- **Safe** – Investments that support a network that gets everyone home safely
- **Sustainable** – Investments that help us reduce our transport emissions.

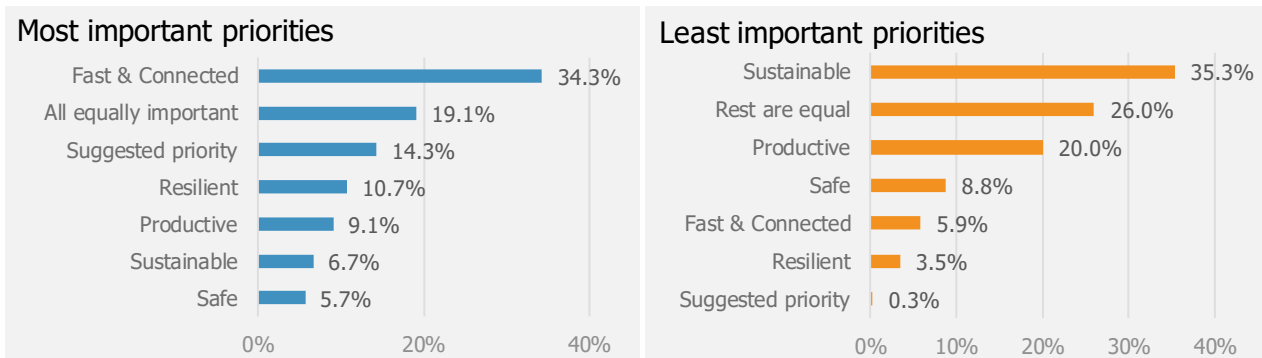
We asked respondents if a priority was missing from the Draft RLTP: The majority told us “no.”



If respondents selected “Yes,” we asked what priority was missing. People mentioned missed priorities across a mix of topics – public transport, private vehicles, and our assets. The missed priorities we heard most frequently were:

1. Public transport affordability (286 mentions, 2.2% of all submissions)
2. Prioritise / improve private vehicle transport (264 mentions, 2% of all submissions)
3. Maintenance of existing infrastructure (195 mentions, or 1.5% of all submissions).

Next, we asked what the most and least important priorities were. For most respondents (more than one person in every three respondents) **Fast & Connected** was the most important priority while **Sustainable** was the least important.



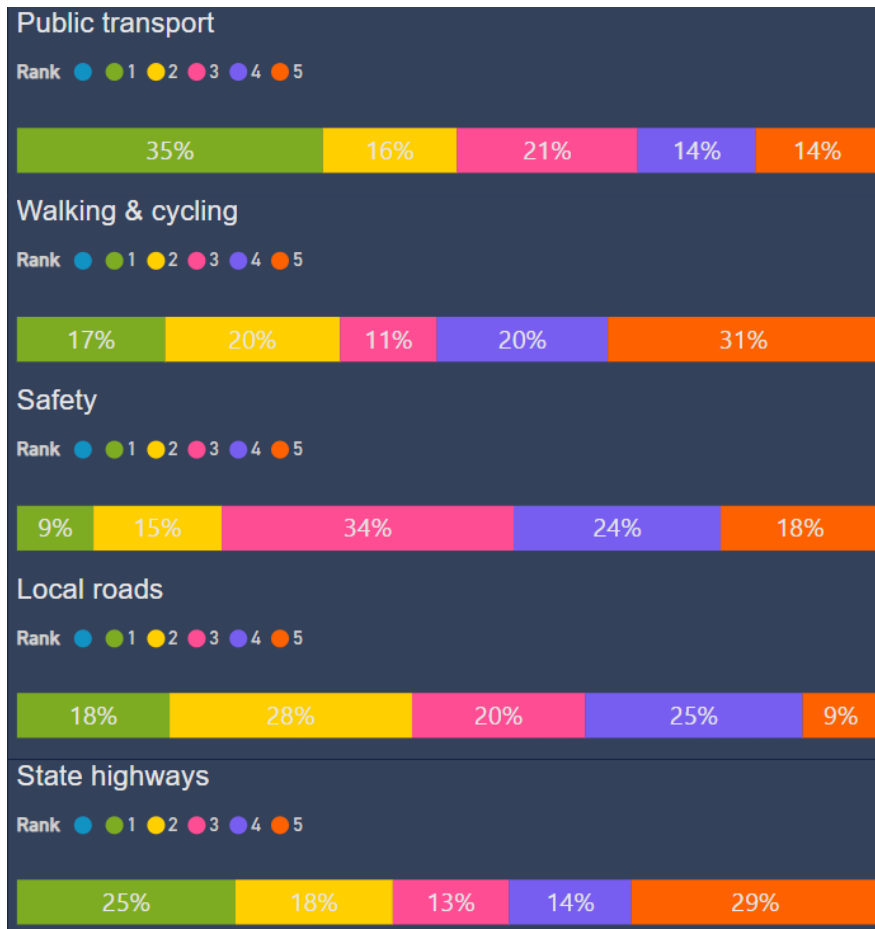
Projects and programmes






To help us understand what types of projects should be prioritised for funding, we asked people to rank five types of projects:

- **Public transport improvements** – For example, more upgrades to the rail network, new busways and bus lanes, electric ferries, improved bus stations and ferry terminals
- **Walking & cycling improvements** – For example, new and upgraded footpaths, more cycleways and shared paths
- **Safety improvements** – For example, safe and appropriate speed limits, more safety around schools and ways to slow speeds (like speed bumps and safety barriers)
- **Local road improvements** – For example, intersection upgrades, new technology to improve traffic flow and travel times
- **State highway improvements** – For example, planning and building the roads of national significance, improving the motorway network.

Investing in public transport was seen as the highest overall priority by respondents, based on average ranking², followed by local road improvements. State highway improvements received strong support from many, but also opposition, with an overall average rank of third. Walking and cycling improvements also received mixed support but received a lower average rank along with safety improvements.

² Within the average ranking, the lowest numbers indicate the highest rank preference



1st	2nd	3rd	4th	5th
				
Public transport	Local roads	State highways	Safety	Walking & cycling
2.56 average rank	2.79 average rank	3.03 average rank	3.28 average rank	3.28 average rank











Next, we asked people to consider all of the projects included in the Draft RLTP. They were asked if there are any projects missing from the Draft Plan that they felt should be included, and which project(s) they would remove in order to add any new projects.

The most frequently mentioned projects to add were large investments: A second harbour crossing (which was included in the Draft RLTP as Waitematā Harbour Connections) and light rail. The most common suggestion for projects to remove was cycle lane and infrastructure projects, mentioned by 2.6%.

Projects to add	Mentions	Projects to remove	Mentions
Second harbour crossing	148	Cycle lanes/infrastructure funding	344
Light rail	148	East West Link	158
Active mode over harbour	136	Roads/private vehicle focus	98
More roads/lanes	107	SH1 Warkworth to Wellsford	8
Rail to Airport	104	Ferry decarbonisation	78
Removal of speed bumps and raised crossings	96	Speed bumps / raised crossings	77
More cycle infrastructure	92	State highway funding	72
Rail to the North Shore	82	Cycleways Programme (lower cost)	67
More rail investment	80	Mill Road	57
Improvements to a specific road	80	Cycling for Climate Action	56

Additional comments

The final question we asked respondents was if they had any other comments they wanted to share. Around a third of respondents (34%) provided additional feedback. The themes we heard through the earlier questions surfaced in this section as well, particularly support for public transport and asset maintenance investment.

Comment	Mentions
 Public transport is important, should be prioritised	484
 Remove and reduce speed bumps and raised crossings	326
 Roads are important, should be prioritised	304
 Active modes are important, should be prioritised	281
 Cycling is not important, do not fund	272
 Cycling is important, should be prioritised	220
 Maintenance is important, should be prioritised	213
 Low level of trust due to perceived agenda	155
 Rail investment is important, should be prioritised	152
 Fares are too expensive, make fares cheaper	142

Public hearings

The Regional Transport Committee (RTC) hosted two days of public hearings on 26 and 27 June 2024. Local boards were invited to present their feedback ahead of their written submissions, with 20 attending. Other stakeholder groups and individuals also presented their feedback to RTC members. The submitters were:

Albert-Eden Local Board	Kaipātiki Local Board	Papakura Local Board
All Aboard New Zealand	Kevin Murphy	Puketāpapa Local Board
Aotea/Great Barrier Local Board	Long Bay Residents Association	Rodney Local Board
Automobile Association	Māngere-Ōtāhuhu Local Board	Support Your Local Wellsford
Devonport-Takapuna Local Board	Manukau Harbour Advocacy Groups	Upper Harbour Local Board
Fletcher Living	Manurewa Local Board	Waiheke Local Board
Garth MacLeod	Maungakiekie-Tāmaki Local Board	Waitākere Ranges Local Board
Geoff West	National Public Health Service	Waitematā Local Board
Henderson-Massey Local Board	NZ Transport 2050 Inc	Wayne Walker
Hibiscus & Bays Local Board	Ōrākei Local Board	Whangarei District Council
Howick Local Board	Ōtara-Papatoetoe Local Board	Whau Local Board

A wide range of topics and details was provided to the RTC. The broad themes and key topics from the Public Hearings feedback included:

- Airport to Botany support and project inclusion
- Equity issues, particularly in South Auckland
- Footpath Renewals / Maintenance improvements sought
- Higher priority sought for projects such as Glen Innes to Tamaki Stage 4 (and Gowing Drive), Glenvar Road / East Coast Road intersection upgrade, and Lake Road
- Growth a key challenge and suggested to be an objective
- Improve 'First-mile, Last-mile' connectivity
- Level Crossings support (West Auckland and Takaanini)
- Local Board Transport Capital Fund highly valued
- Northern Pathway (and Constellation to Akoranga) inclusion sought
- Waitemata Harbour Connections support (noting multi-modal elements)
- Northwest Rapid Transit support
- Park & Ride support (especially at Puhinui, West Auckland and South Auckland)
- Time of Use Congestion Charging support but concerns raised
- Alignment with Transport Emissions Reduction Plan a concern
- Inclusion of specific projects such as Chapel Rd, Albany Network Improvements and Vaughans Road / Okura noted.

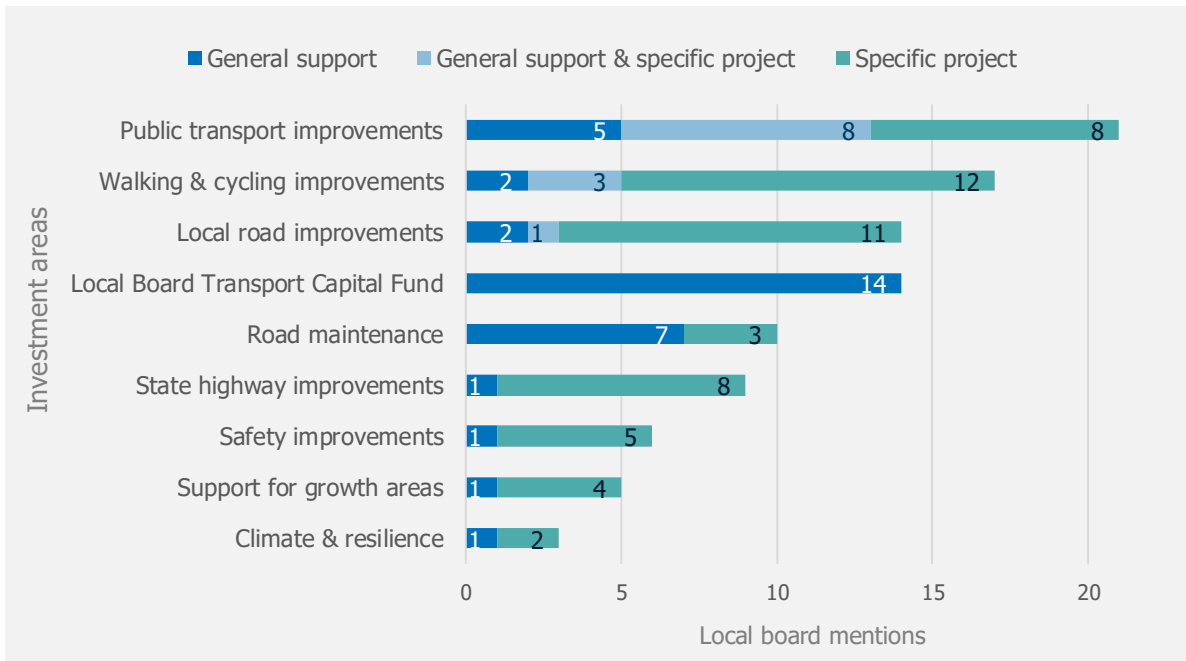
Local board feedback

All 21 of Auckland’s local boards provided feedback on behalf of their communities, representing 100% of Auckland residents. Most local boards provided written feedback as well as presenting the views and priorities of their residents at the RLTP Public Hearings on 26 and 27 June 2024.

Overall local boards told us they supported the prioritisation of public transport improvements in the Draft RLTP.

Local road improvements and walking and cycling improvements were mentioned by around 75% of the local boards. These suggestions were typically specific to their local area, for example, a specific intersection or a pathway requested by the community.

About half of local boards highlighted their support for additional funding for the Local Board Capital Transport Fund, which is a fund dedicated to local priority for investment (e.g. walking and cycling upgrades and safety improvements in a local board area).

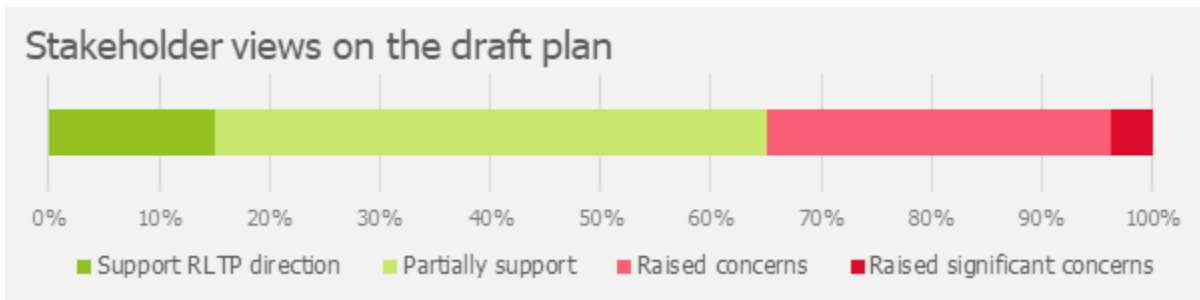


You can read the local board submissions in full and the public feedback report on the [RLTP webpage](#).

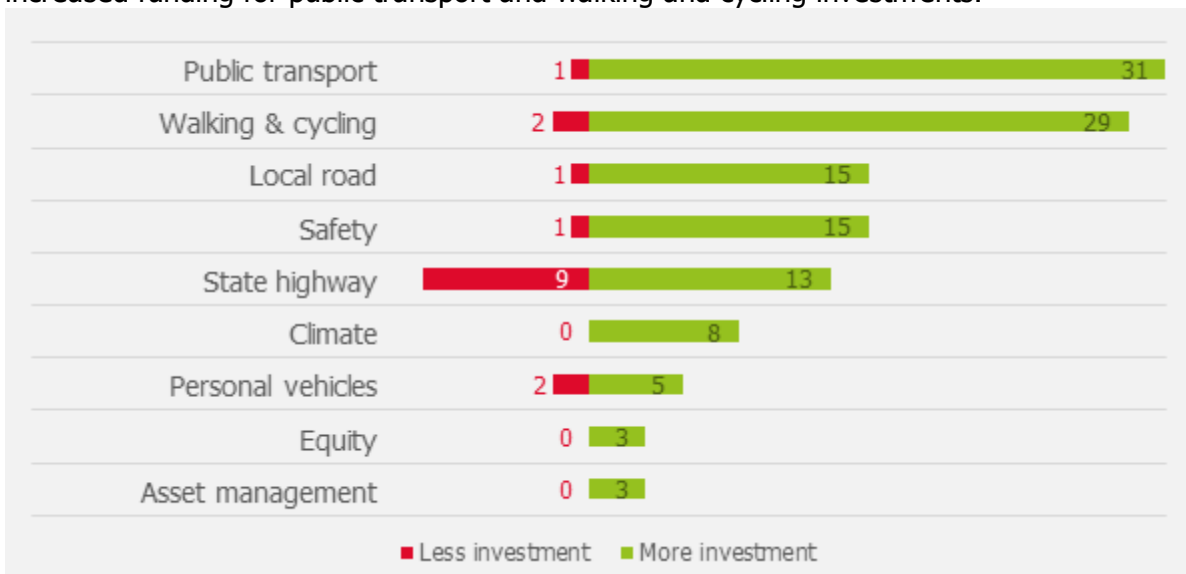
Local board feedback

We received 92 submissions from partners and stakeholders, including a petition that received 1,391 signatures. Most of the submissions were from community or business groups. S

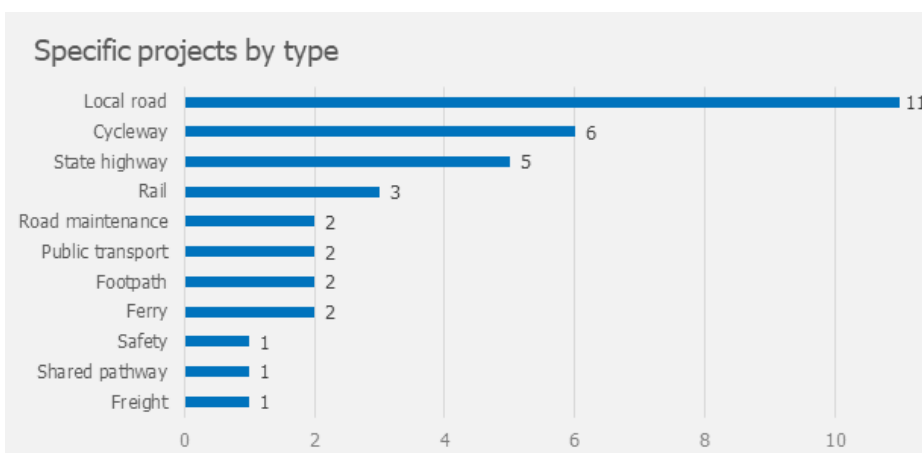
Most stakeholders’ submissions aligned with the direction of the RLTP. Those that did not raised concerns about the overall investment levels across areas like public transport or local roads, or the prioritisation of specific projects and programmes.



Stakeholder submissions suggested changes to the RLTP priorities and planned investment or focused on specific projects or issues in their local area. Most changes to the plan suggested increased funding for public transport and walking and cycling investments.



Around a third of stakeholder submissions requested a specific project to be added to the plan, prioritised higher or given additional funding. Most of the specific projects were local road improvements, specific cycleways, or state highway investments – for example, Lake Road, Takapuna, improvements, the Meadowbank Kohimarama Connectivity Project, and the State Highway 16 Brigham Creek to Waimauku safety improvements.



Key stakeholder feedback can be read in full on the [RLTP website](#).

4.

Responses

This section sets out how we intend to respond to the transport challenges and feedback received outlined in the previous chapters. It begins by setting out the regional objectives that have guided the RLTP investment programme, along with the investments and an assessment of funding issues.



Regional objectives and policies

As part of the response to Auckland's transport challenges, development of this RLTP 2024 has been guided by the following regional objectives and outcomes which reflect the direction included in the Council's LTP (as well as the overarching strategic documents) and the government's GPS:

- Faster, more reliable public transport
- Network resilience and sound asset management
- Support for the region's economic productivity
- Improved safety and reducing deaths and serious injuries
- Continued decarbonisation of the transport system towards the 2050 target.

Both the LTP and GPS place a strong emphasis on a new approach to selecting and designing projects to support faster delivery and value for money. These form a policy framework for considering the types of projects that the region wants to bring forward to support the identified objectives. Consequently, this RLTP also prioritises projects and programmes that align with the following policy guidance on desirable investment attributes:

- Complete – Finish what we have started before starting new large-scale investments
- Speed of delivery – A back-to basics approach of smaller scale, tactical, faster and lower cost solutions and delivery (which particularly applies to AT's programme)
- Expenditure efficiency – Deliver value for money solutions as indicated by a project's benefit to cost ratio
- Timing and urgency – The urgency of the problem to be solved.

This is in addition to policies identified in the Auckland Plan, Future Development Strategy, Transport Emissions Reduction Plan and other strategic planning documents such as Room to Move and the Auckland Public Transport Plan. At the same time, this RLTP has also sought to take a policy approach to pursue a 'balanced' programme, including:

- Focusing on the faster delivery of smaller projects and finishing what we started, while still allowing for investment in the major projects, particularly RTN projects, that will provide the core elements of our networks into the future
- Ensuring a pipeline of work for future project development
- Ensuring a reasonable distribution of investment around the Auckland region
- Recognising programme elements, including the maturity of the proposal and dependencies with other projects.

Regional Objectives

- Faster, more reliable public transport
- Network resilience and sound asset management
- Support for the region's economic productivity
- Improved safety and reducing deaths and serious injuries
- Continued decarbonisation of the transport system towards the 2050 target.

Investment Policies

To support the objectives and align with the LTP and GPS direction (and policies), this RLTP has Policy Framework of seeking projects with the following investment attributes:

- Complete – Finish what we have started before starting new large-scale investments
- Speed of delivery – A back-to basics approach of smaller scale, tactical, faster and lower cost solutions and delivery (which particularly applies to AT's programme)
- Expenditure efficiency – Deliver value for money solutions as indicated by a project's benefit to cost ratio
- Timing and urgency – The urgency of the problem to be solved.

Ranking the Auckland region's priorities for transport funding and reflecting public feedback

In total, the objectives, policy guidance and 'balancing' elements outlined above have provided a framework for prioritising the projects included in this RLTP. This has occurred through a three-stage process as follows.

The first stage identified those projects and programmes considered to be 'non-discretionary' or 'mandatory' and were therefore automatically included in the proposed capital programme as the highest priority. These included projects already in contract or some form of funding agreement, along with public transport service increases and the full maintenance operations and renewals programme for each agency. The inclusion of all renewals reflected the strong policy emphasis on ensuring the transport system is maintained to a fit for purpose standard that is included in the LTP and GPS.

During the second stage, the remaining 'discretionary' projects were ranked by a multi-agency working group from AT, NZTA, KiwiRail and Auckland Council. Projects were ranked on the basis of their contribution to Regional Objectives, which included a weighting factor to reflect priority objectives, and alignment to the policy direction on preferred 'investment attributes'.

A third stage was also included to consider the impact of other variables, such as dependencies between projects and the balance of the programme in terms of mix of large and small projects and geographic spread.

Based on the original ranking, which was set out in the draft RLTP, State Highway projects generally received a lower priority. However, as noted earlier, overall public feedback saw those State Highway capacity improvement projects emerge as the third highest overall priority. To reflect this public feedback, an additional score was added to discretionary State Highway capacity improvement projects to bring their overall median ranking to third place for discretionary projects, after public transport infrastructure and local road improvements. This has the impact of elevating the ranking of individual State Highway capacity projects by between 12 and 29 places.

The practical impact of this change is to signal a slightly higher relative priority for State Highway projects than the draft RLTP. Importantly, this change does not impact the relative priority of projects within activity classes, which is the key factor that we expect the NZTA to take into account when prioritising NLTF funding within activity classes.

The result of this process is the overall regional project and programme ranking is outlined in the rest of the section and in Appendix 9.

Ensuing AT's projects have Auckland Council funding

To be included in the RLTP and to seek funding from the NLTF, AT's proposed items need to have 'local share' funding for 50% of project costs, available from Auckland Council. Consequently, AT's proposed items also went through a parallel process to ensure that the 'local share' is fundable within the transport budget included in Council's LTP.

For this RLTP period, Council has significantly increased its funding. Council's transport capital funding has increased from around \$5.5 billion over 10 years in the 2021 RLTP to around \$6.8 billion in this RLTP. This has meant that the size of AT's proposed programme and the funding it is seeking from the NLTF has also increased.

NZTA and KiwiRail, as national agencies, do not need to provide local share funding and therefore seek that their projects are fully funded by the NLTF unless other sources are already identified.

AT projects already have 50% of their funding available from Council and seek the remaining 50% from the NLTF (or other sources). The NZTA and KiwiRail seek 100% of their project costs from the NLTF (or other sources).

Projects & Programmes

The proposed capital programme contains both:

- Projects which generally target specific problem(s) in a specific location(s) and will have a clear completion date, and
- Programmes which are generally made up of multiple smaller projects and continue throughout the 10-year period. For example, Network Optimisation.

Programmes will generally delivery outcomes across the urban area, if not the whole region. Note: the term 'project' refers to both projects and programmes, unless specifically stated.

High-level programme summary

The total proposed RLTP programme has a cost of \$63 billion. A summary of this programme by broad investment type is set out in Table 2 below. Figure 3 replicates the table in graphic form, while Figure 4 provides the share of the total programme by investment type (Category).

We have also provided the split between projects regarded as 'non-discretionary' and 'discretionary'. The categories used here include projects that are not seeking NLTF funding and do not necessarily correspond to the specific tables set out in the rest of this section.

The RLTP 2024 programme is heavily dominated by Public Transport Services, Rapid Transit Improvements, State Highway Improvements, Maintenance Operations Renewals and Resilience. Together these consume around 90% of proposed expenditure.

Table 2: Total proposed \$63 billion programme by investment type

Investment type*	Non-Discretionary (\$m)	Discretionary (\$m)	Total (\$m)
Maintenance, Operations & Renewals (MOR) and Resilience (excl. Public Transport services)	13,150	150	13,301
Public transport services ³	14,515	-	14,515
Rapid Transit Projects (incl. Rail)	2,797	8,872	11,669
State highway improvements	2,713	14,288	17,001
Other (incl. Customer & Business Systems, Property Encroachment, Local Board)	448	652	1,100
Other Public Transport (incl. Bus and Ferry)	378	1,434	1,812
Local Roads and Optimisation	201	1,406	1,606
Walking & Cycling	58	810	868
Growth (Spatial Priority Areas)**	48	460	508
Safety (incl. NZTA's State Highway Safety Programmes)	-	718	718
Total	34,308	28,791	63,098

*Please note that many projects and programmes deliver multiple outcomes. The Investment type breakdown is provided to illustrate a broad overview of the RLTP programme. E.g. Safety outcomes are included in the planning and design of items in State Highway and Local Roads improvements. ** This are applied to the Northwest and Drury, with allocation of the Supporting Growth Implementation to be confirmed.

³ Note this includes AT's Parking and enforcement activities and Community Transport

Figure 3: Total proposed expenditure by Non-Discretionary and Discretionary

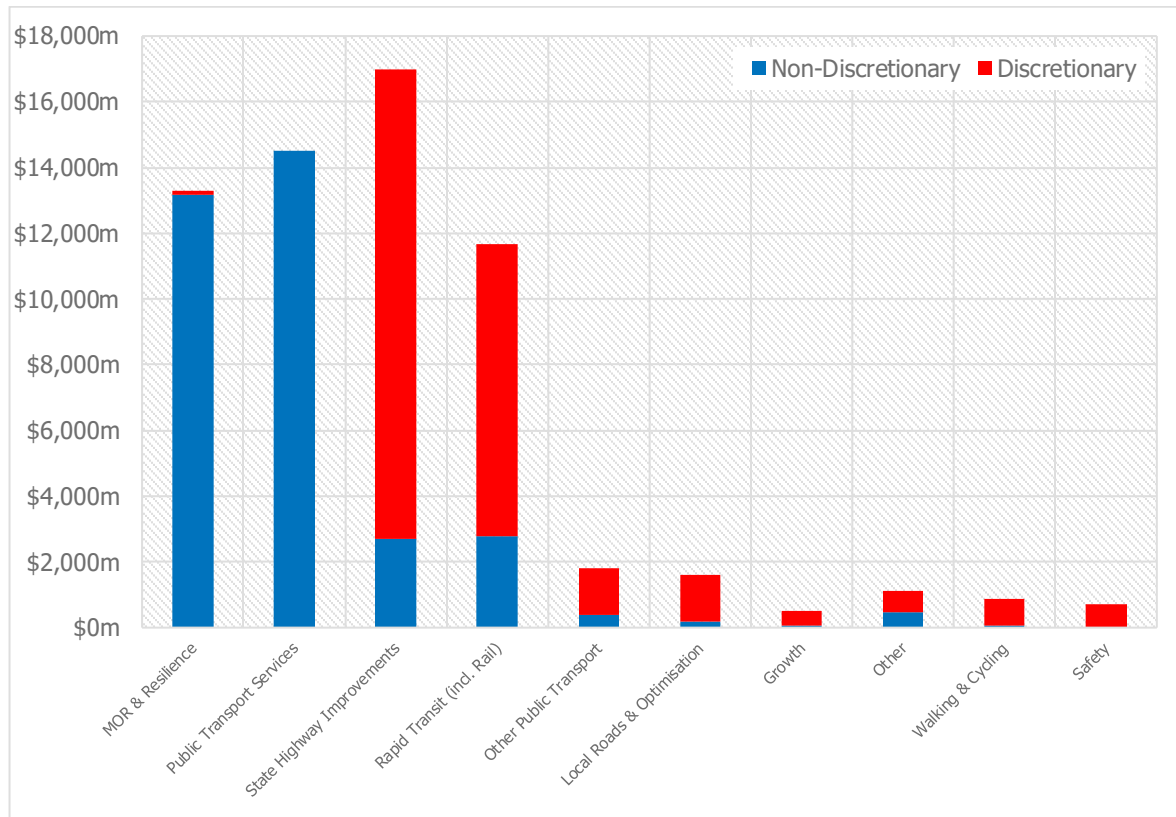


Figure 4: Proposed expenditure by Category

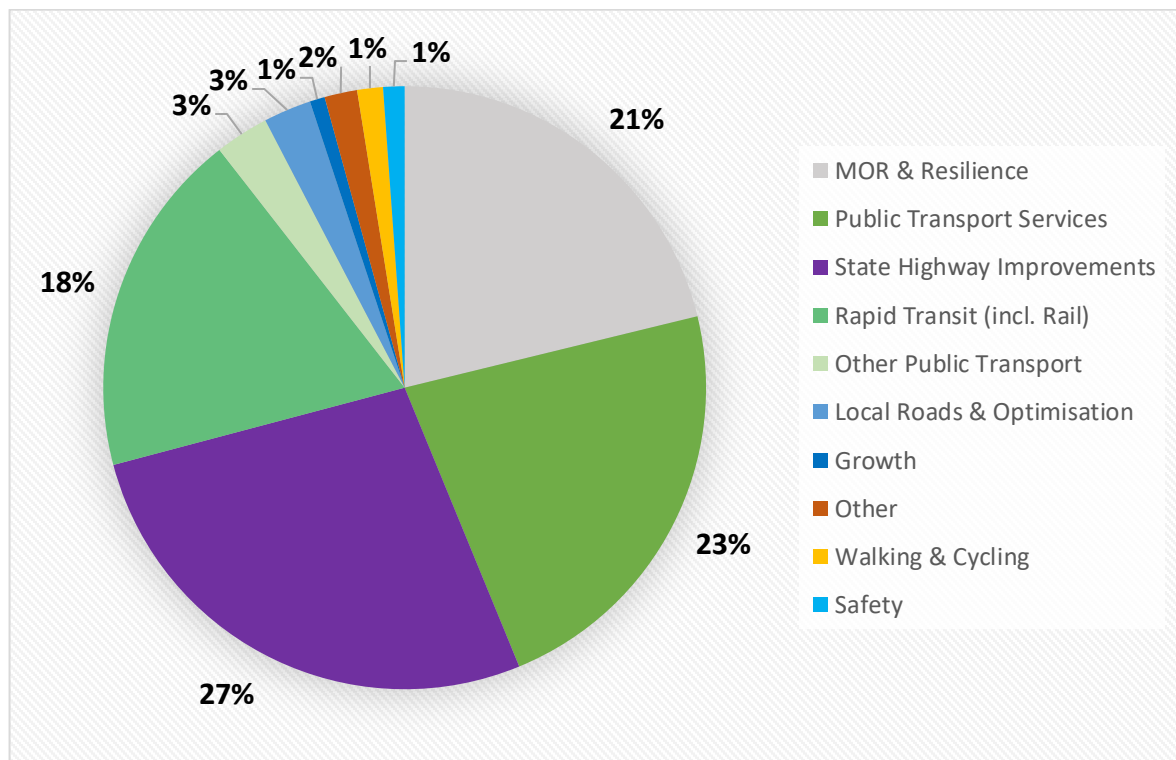
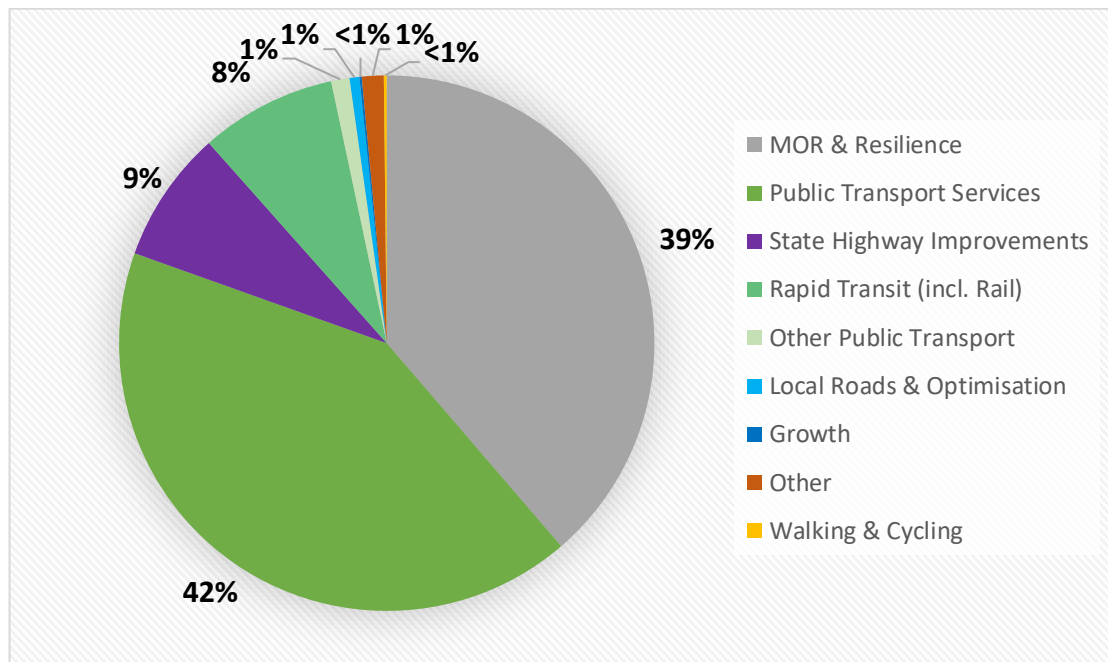


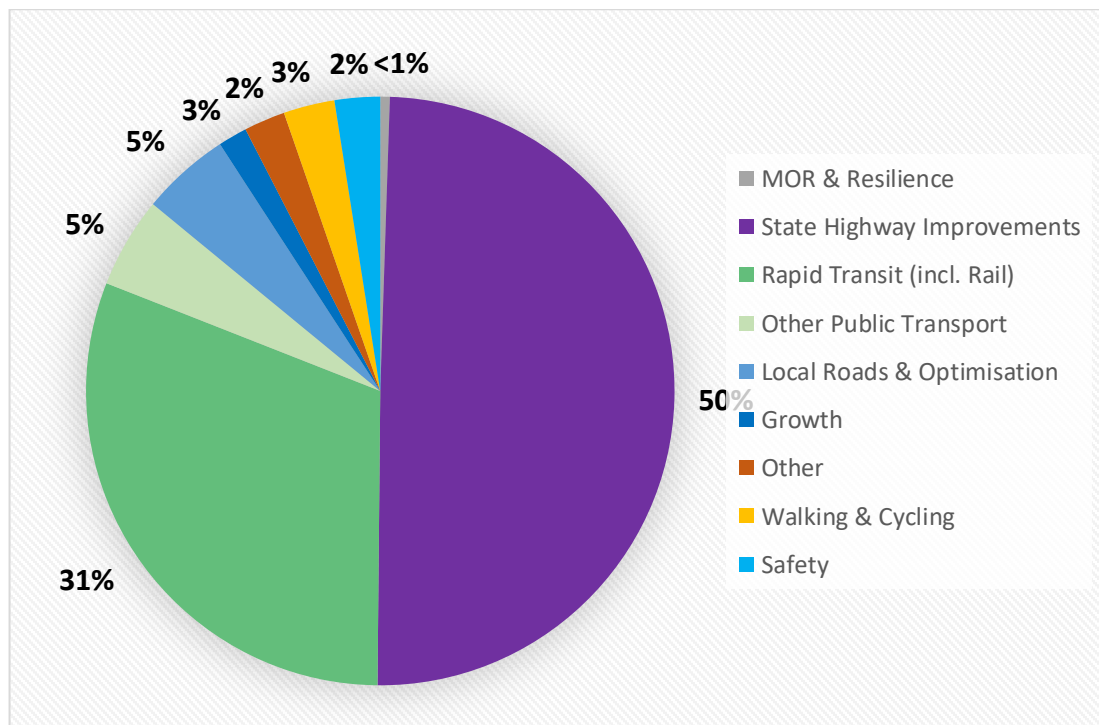
Figure 5 shows the split for the 54% of proposed programme expenditure that is regarded as non-discretionary. Maintenance Operations, Renewals and Resilience, account for around 39% of the non-discretionary investment while Public transport services account for around 42%.

Figure 5: Proposed Expenditure for Non-Discretionary items by Category



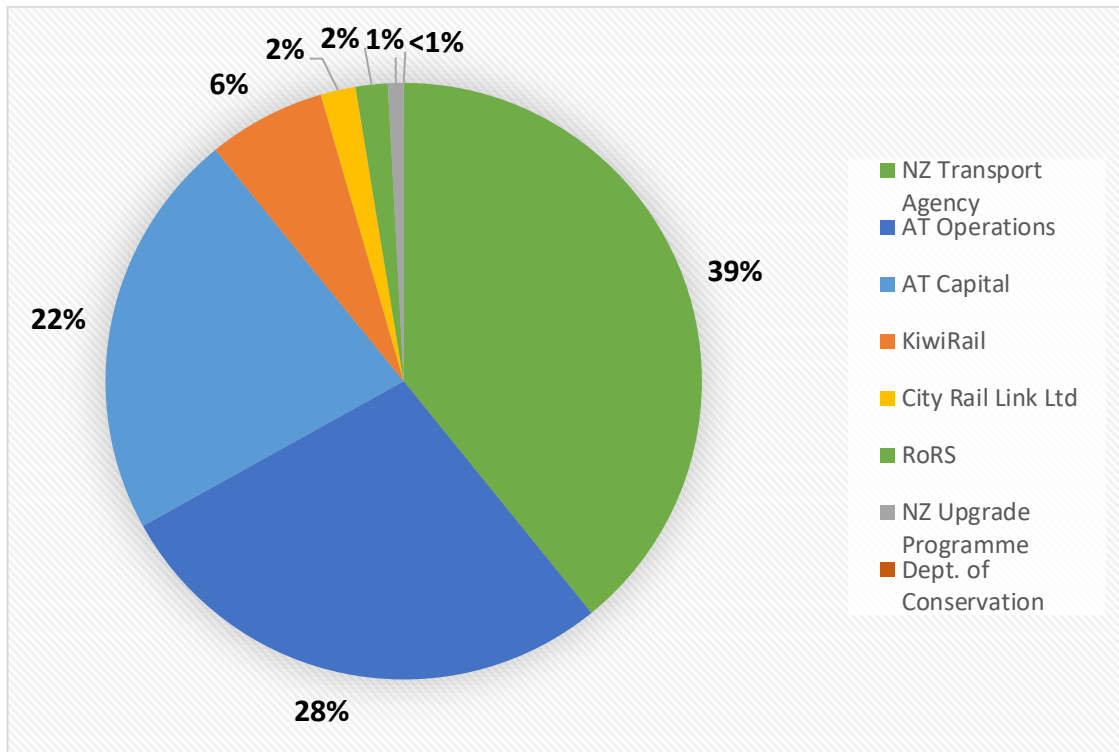
The remaining 46% of expenditure is for discretionary projects that are prioritised by rank. The key discretionary items are State Highway Improvements which makes up 50% of the proposed discretionary expenditure, and Rapid Transit improvements (including the remaining cost of CRL and Eastern busway) which make up 31%.

Figure 6: Proposed Expenditure for Discretionary items by Category



In terms of the proposed split by delivery agency, AT's capital and operating programmes account for half of the proposed expenditure, NZTA 39% and KiwiRail 6%. See Figure 7.

Figure 7: Proposed Expenditure by Organisation (or Delivery Programme)



Priorities for funding

A key role of this RLTP 2024 is to signal Auckland's priorities for investment. The capital programme has been divided into the following sections, with all but the first corresponding to the funding activity classes set out in the GPS:

- Asset Management and Maintenance
- Public Transport Improvements
- Public Transport Services
- State Highway Improvements
- Local Road Improvements
- Walking and Cycling Improvements.

The Government provides different amounts of funding for activity classes according to its investment priorities, and each activity class has a funding 'range' set by the GPS. The NZTA decides how much to spend on each activity class, within the range, depending on overall cashflows and the project proposals it receives from transport authorities around New Zealand.

Under this system, a project's ranking within an activity class signals its priority for NLTF funding. For example, a project ranked number 10 in its activity class will be a much higher priority for funding than a project ranked 100. There were 164 assess projects in total, with 50 identified as non-discretionary.

We have provided the prioritised list for the Public Transport Infrastructure, State Highway, Local Road, and Walking and Cycling improvements activity classes in this section. The total programme, in ranked order, is available at Appendix 11.

Note that this is a ranking based on the combined Auckland LTP and GPS objectives and investment policies, along with public feedback. The NZTA will conduct its own ranking but must take this RLTP into account.

Asset Management and Maintenance

Looking after what we have is a key priority across AT, NZTA and KiwiRail. Our role as kaitiaki or guardians of the transport network means we must plan to ensure that transport assets are managed and maintained in a sustainable manner to face the challenges of the future.

In light of this role and the high priority accorded to effective asset management by Auckland Council and Government, maintenance, operations and renewals items have been treated as non-discretionary and are proposed as the highest priority for funding alongside public transport services.

This RLTP includes a significant increase in the AT renewals programme: \$5.58 billion of investment compared to \$3.93 billion in RLTP 2021. This is mainly related to road surface renewals and pavement rehabilitation, but also renewals of structures and public transport infrastructure. The increase in funding is needed to arrest the current decline in asset condition and to respond to general increases in renewals costs, but also to respond to challenges around the growing backlog of road surfaces in poor condition.

Realising the full \$5.58 billion renewals investment is dependent on NLTF, as Auckland Council has advised in its LTP that it will only match NLTF funding and will not provide more than half of renewals costs.

The proposed increased funding will enable AT to increase the frequency of road pavement surface renewals to once every 11.5 years, rather than once every 20-30 years at present. Increased investment will bring down the proportion of surface assets in a poor or very poor condition from the current 20% to around 12% by the end of the decade. This will help to address the major area of renewals backlog. Increased investment will also enable an increase in the proportion of the pavement base renewed to 0.3% of the network from 0.1% at present.

Note that some AT asset renewals, and maintenance, items are included within the activity class tables presented in sections below. These are part of the broad \$5.58 billion proposed investment described above, but they have been included in the activity class tables to reflect GPS guidance that states renewals and maintenance for public transport, local road structures and walking and cycling should come out of the respective 'improvements' activity classes. The same also applies to some KiwiRail items.

This RLTP proposes \$3.7 billion for state highway renewals, maintenance, and operations over the 2024-2034 period to ensure the network remains safe, reliable and resilient.

\$657 million of NLTF funding is also proposed to cover maintenance and renewals of KiwiRail assets. Additional to this is AT's share of annual rail maintenance and renewal costs which is included in its operating budget. However, AT's current operational funding is not enough to pay its share of KiwiRail renewals. The final allocation of costs between KiwiRail and AT is determined according to the arrangements in the Auckland Network Access Agreement (ANAA) and is intended to reflect relative contribution to wear and tear on the network. However, AT's current operational funding is not enough to pay its share of KiwiRail renewals. In Budget 2024 the Government committed additional Crown funding to KiwiRail to support delivery of the Metro Rail Network Management Plans and overdue renewals for FY25 only. The actual allocation for Auckland is still to be determined.

Table 3: Renewal and Maintenance Items in the RLTP Programme

Project Name	Responsible Agency	10-year Capital Expenditure (\$m)
Renewals Parking and Other	AT	69.5
Renewals Public Transport	AT	413.3
Renewals Road Pavement	AT	3,383.6
Renewals Streets	AT	1,421.6
Renewals Structure	AT	287.3
Auckland Transport Sub-total		5,575.3
Auckland Metro rail maintenance, operations and renewals	KiwiRail	159.6
Rail Network Growth Impact Management (RNGIM) committed	KiwiRail	89.2
Rail Network Rebuild	KiwiRail	159.2
Overdue Renewals	KiwiRail	243.6
Traction control software system renewal	KiwiRail	5.6
KiwiRail Sub-total		657.2
Auckland Share Pre-implementation 2027-30 Bridge Repair*	NZTA	2.1
State Highway Maintenance, Operations and renewals	NZTA	3,706.7
NZTA Sub-total		3,708.9

*discretionary

Public Transport Improvements

How Public Transport Improvements contribute to regional outcomes

The RLTP focuses strongly on improving the public transport system.

The strength of the public transport system to deliver large numbers of commuters to key commercial centres means it has an important role to play in contributing to economic productivity. Rapid transit projects also have an important role to play in Auckland's overall strategy by encouraging intensified residential development around key stations.

Public transport has the potential to move large numbers of people more efficiently than private vehicles. With limited available transport corridor space and the high cost of land purchases, public transport is often the only realistic way to increase the capacity of our transport network in response to growth.

Overall, effective public transport projects will benefit:

- Public transport users, who get a faster more reliable journey
- Car drivers, who experience reduced congestion and improved journey times, and
- Businesses, who receive improved access to potential employees and customers.

Mode shift to public transport, along with walking and cycling, helps to reduce GHGs and other harmful emissions by reducing overall distances travelled by private car. Meanwhile, transitioning the public transport network to low emissions vehicles will further reduce GHGs.

Public transport infrastructure projects are a high regional priority for funding

Overall, public transport infrastructure projects are ranked amongst the highest priority projects in this RLTP. As an indicator, it had 19 non-discretionary activities identified, and out of the total 114 discretionary projects assessed, the Public Transport Infrastructure projects have an average rank of 48 and a median rank of 40. This reflects the strong contribution public transport projects often make across the range of regional outcomes, and the fact that many of the smaller projects can be delivered more quickly and align well with the desirable investment attributes.

Priorities for Public Transport investment

Renewals and committed projects (Non-Discretionary projects)

In line with the overall approach to this RLTP, the key priorities for the public transport system are finishing the committed projects that we have started and ensuring the public transport system is renewed and fit for purpose.

Finishing what we started

The RLTP 2024 period will see the completion of the transformational the **City Rail Link** project, delivering benefits across the region. CRL will significantly improve travel times to the City Centre, increase capacity and provide a direct south to west link. It will benefit road users, as making public transport a better travel option will ease pressure on roads for those who need to use them.

All the key projects needed to ensure the CRL can operate effectively on day one are prioritised within this RLTP. These include:

- \$205 million for EMU⁴ Rolling Stock
- \$36 million for EMU stabling and Depots for CRL
- \$62 million for Level Crossing Removals for CRL
- Around \$40 million for new signalling systems and power sources to support the CRL.

The other major project that will be substantially completed during this RLTP period is the **Eastern Busway** to Botany (stages two and three). This will provide a new rapid transit connection from Panmure to Botany. It includes the Reeves Road flyover, a new bus interchange at Pakuranga and an interim interchange at Botany.

The Eastern Busway is expected to carry more than 30,000 people per day between the rapidly growing south-eastern suburbs and the rail network in Panmure. It will make journeys faster and more convenient, reducing travel time between Botany and Britomart, and helping to reduce traffic congestion and vehicle emissions.

This RLTP proposes to defer the final Botany Interchange. The cost estimate for this interchange and associated linkages has grown substantially and it is not yet decided how this facility will tie into the Airport to Botany project. As the Eastern Busway project includes a temporary interchange facility that will provide a solution for up to a decade, AT proposes to delay planning and implementing the final interchange until the full alignment with Airport to Botany is understood.

We are also prioritising the first stage of our programme to purchase up to nine new **low carbon ferries**. Emissions from ferries make up a disproportionately high amount (19%) of total emissions from the public transport fleet. Most of our ferries will reach their end of life in the next 10 years and we're taking this opportunity to modernise and decarbonise the fleet. The first new electric ferries reduce fuel consumption by 1.5 million litres annually and carbon dioxide emissions by 4,000 metric tonnes annually. This RLTP allocates \$281 million to purchase low emissions ferries, along with the associated electric charging infrastructure.

Renewing and maintaining the rail network

The need to close some Auckland rail lines for long overdue track renewal has demonstrated the importance of proactively maintaining and renewing the railway network to ensure ongoing reliability. Reliability will become even more important once the CRL is open and passenger numbers increase. At the same time, higher frequencies, longer operating hours and more freight demand will mean that it is more difficult to access the network to undertake maintenance works.

This RLTP prioritises KiwiRail's ongoing investment in renewals, with the following programmes over the 10 years:

- \$159 million to complete the first stage of the Rail Network Rebuild
- \$244 million to commence a programme to address remaining overdue renewals
- \$160 million from the rail network activity class for KiwiRail Freight's share of the annual maintenance and renewals programme (AT's share is funded from its operating budget in line with the ANAA).

⁴ An Electric Multiple Unit (EMU) is a multiple-unit train consistent of self-propelled carriages using electricity as the motive power

This RLTP also priorities several projects that will improve the reliability of the rail network and reduce customer disruption by introducing more efficient maintenance practices. These include:

- \$16 million for single line running switches, that allow sections of track to be kept open while works are underway
- Up to \$385 million for plant and equipment that will increase maintenance productivity, although this is scalable
- Up to \$451 million for maintenance depots and access tracks to allow faster mobilisation, which is also scalable.

As the need for these projects is primarily driven by metro passenger services, they would be funded through the public transport infrastructure activity class.

Discretionary Public Transport Improvements projects in priority order

Beyond the committed and renewals projects, key projects in broad priority order are:

- **Bus and transit lanes programme (dynamic lanes) and Bus access and optimisation programme.** Auckland's bus system takes the bulk of public transport trips and provides most coverage across Auckland. However, most bus services run on the road with general traffic and are made slow and unreliable by congestion. These programmes will progressively roll out dynamic lanes and other bus optimisation measures to improve the speed and reliability of the bus system. They are a high priority as they support key objectives and align with the desire for high value and smaller, faster to implement projects.
- **KiwiRail rail reliability and maintenance projects.** These projects are a high priority due to their importance in improving the reliability of the overall rail network.
- **Avondale to Southdown route protection.** Work on the Rail Network Programme Business Case (PBC) has demonstrated the criticality of the Avondale-Southdown corridor to the longer-term capacity and resilience of the wider rail network. Continued planning and protection of this rail corridor is needed now to preserve options for future expansion of the rail network, however construction of this project is not planned for this decade.
- **4-tracking Westfield to Pukekohe.** The Rail PBC has also shown that the southern line is likely to run out of capacity to support both additional passenger rail services and expanded freight services sometime before 2040. Resolving this issue will require widening the southern rail corridor to provide four rail tracks. Planning for this project needs to begin now to protect the route and is a high overall priority due to its contribution to both passenger (metro and inter-regional) and freight outcomes. The proposed 10-year funding includes some construction costs, however more work is needed in the next three years to determine when construction should occur and, how it will be phased.
- **Northwest Rapid Transit.** This project has been identified in the GPS and will build on the recently completed interim solution to provide fast, frequent and reliable public transport for people to get around the northwest of Auckland – from Brigham Creek to the city centre, alongside State Highway 16 (SH16). It is likely to be staged with the full northwest corridor rapid transit solution to be completed in the future.
- **Takaanini Level Crossing Removal Stage 1 & 2.** This project was not initially proposed to be funded for construction this decade due to its high total cost and funding limitations, however, it was fully funded after the Mayoral proposal for the LTP was adopted in June 2024. This allows for the full scope of the overall project to be implemented.

- **Airport to Botany.** This project has been identified in the GPS. This rapid transit programme will improve travel choices and journey times for people in south and east Auckland. Stage one has delivered a new bus-rail interchange at Puhinui, and bus and transit lanes between Manukau and the Auckland Airport precinct. The next stages to be delivered during this RLTP include protecting the future A2B rapid transit corridor, delivering the priority elements, some improvements along SH20B and beginning work around a new southbound connection from SH20B to SH20.

Remaining smaller enhancement projects

Beyond these immediate priorities are a host of small to medium scale public transport projects are included to:

- Resolve bus constraints and improve operation within the City Centre's downtown and mid-town areas
- Provide small-scale enhancements to the reliability and capacity of the rail network
- Proceed with further decarbonisation of the ferry fleet and increase the capacity of the ferry system at terminals experiencing ongoing growth
- To support the development of the complete RTN network, the NZTA is proposing to investigate the form, function and location of the SH18 RTN that would connect the Northwest to Constellation Station on the North Shore. This will include the location, size, number and operation of the stations
- Enhance the bus network with a range of interchange, station, access and signage improvements and provide for purchase of bus depots to ensure open access to these key parts of the network and their associated bus charging infrastructure.

Issues to consider

Comparison to the activity class band

The draft GPS indicates that the Public Transport Infrastructure activity class has between \$870 million and \$2,190 million over the next three years, with a mid-point of \$1,530 million. By comparison, funding the proposed 'committed and renewals' public transport infrastructure elements would require around \$992 million from the NLTF over the next three years. Funding all of the projects would require \$1,915 million from the NLTF over the next three years.

In the past, Auckland has received around 50% of the funding available in this activity class. Assuming the mid-point of the band, this would mean \$765 million may be available from the NLTF for Auckland public transport projects. This would not be enough to fund the committed and renewal projects, let alone the new 'discretionary' projects identified by AT and NZTA. If the top of the band was funded (\$1,095 million with 50% allocation), the seven highest ranked discretionary items could be afforded in the first three years.

Balance of large and small projects within the proposed Public Transport infrastructure programme

Within the proposed public transport infrastructure programme there is also an issue of 'balance' between funding the 'pipeline' for major projects and building smaller scale projects. The larger rapid transit network projects will make a more significant difference to network performance at a sub-regional or regional level longer-term. However, they will only have initial stages delivered this decade which may displace a large number of smaller projects. The smaller projects can be delivered faster, but on their own only have a more localised impact – although together they are necessary to achieve a competitive public transport system across the region.

The RLTP 2024 needs to decide the right balance between enabling enough funding for smaller scale projects to be delivered while enabling some large-scale projects to proceed. Trade-offs will likely be made by the NZTA when deciding what receives funding relative to the scale of the project. Auckland transport agencies are aware that likely NLTF public transport funding will not enable all large-scale public transport projects to proceed. This will only be known once the NLTP is published in September 2024.

The GPS signals that new funding mechanisms will become available to support large projects that deliver economic productivity outcomes. New funding will reduce the impact larger projects have on the overall programme, but these new funding sources have not been confirmed. The RLTP 2024 therefore assumes that these projects would be funded via normal NLTF funding arrangements.

How to read the Activity Class tables

This table provides the list of projects and programmes expected to fall within the Public Transport Infrastructure Activity Class. 'Activity Rank' indicates the rank of a project within an activity class, while 'Overall Rank / Regional Priority' indicates rank, from a regional perspective, within the overall capital programme. Note, all 'non-discretionary' projects are equally ranked '1'.

The three-year and 10-year 'Total Cost' columns show the estimated cost of the project over the three and 10-year periods. For AT projects, this cost will generally be split evenly between Auckland Council and the NLTF. Where this not the case, assumed splits have been applied (E.g. Kainga Ora Joint Programme (alternate funding)).

The '3-year cumulative NLTF bid' and '10-year cumulative NLTF bid' columns provide a running total of the proposed NLTF funding required to fund all the projects to a certain rank. (Note: Auckland Council funding for AT projects is not included in the cumulative column as this funding is already confirmed and the RLTP is focused on NLTF funding).

Colours show the percentage share of the activity class mid-point that is needed to fund the cumulative costs of the programme to a certain level. For example, 70% of the mid-point would be needed to fund up to the 15th ranked Public Transport Infrastructure project.

Because NLTF funding is allocated across New Zealand, we can only expect Auckland projects to receive a proportion of the total available funding. The mid-point share provides a rough indication of funding likelihood across the activity class. It is important to understand that NZTA's final decisions are made based on project merits rather than a regional allocation.

Project Descriptions are provided in Appendix 1-6.

Table 4: Public Transport Infrastructure Improvements - Mid-point Funding Scenario

RLTP24 Capital Programme: Public Transport Infrastructure Improvements Activity Class*		Legend for cumulative NLTF bid columns					
		Within 40% of Activity Class Mid-point	40-50% of Activity Class Mid-point	50-60% of Activity Class Mid-point	60-70% of Activity Class Mid-point	Over 75% of Activity Class Mid-point	
Line items	Organisation	Activity Rank	Overall Rank / Regional Priority	3-year Total Cost (\$m)	3-year Cumulative NLTF bid (\$m)	10-year Total Cost (\$m)	10-year Cumulative NLTF bid (\$m)
NON-DISCRETIONARY - Committed & Renewals (In alphabetical order)							
Decarbonisation of Ferries Stage1	AT	1=	1=	214.2	107.1	281.6	140.8
Eastern Busway Pakuranga to Botany	AT	1=	1=	623.0	418.6	708.7	495.1
EMU Rolling Stock Tranche for CRL	AT	1=	1=	204.7	521.0	204.7	597.5
EMU Stabling and Depots for CRL	AT	1=	1=	29.5	535.7	29.5	612.2
Level Crossings Removal for CRL	AT	1=	1=	56.9	564.2	62.9	643.7
Midtown Bus Improvements for CRL	AT	1=	1=	24.0	576.1	24.0	655.7
Open Loop and HOP Hardware Refresh	AT	1=	1=	10.0	581.1	10.0	660.7
AT Opex (Repayments)	AT Opex	1=	1=	98.1	630.2	327.0	824.2
Renewals Public Transport	AT	1=	1=	103.8	682.1	413.3	1,030.9
Stations and Wayfinding for CRL	AT	1=	1=	17.6	690.9	17.6	1,039.6
Rail Network Growth Impact Management (RNGIM) - Committed	AT on behalf of KR	1=	1=	89.1	780.0	89.1	1,128.7
CRL Day One - ETCS Level 2 - Business case	KR	1=	1=	3.7	783.7	3.7	1,132.4
CRL Day One - Infrastructure package - Additional traction feed (West)	KR	1=	1=	20.7	804.4	20.7	1,153.1
CRL Day One – Resilience and Asset Maintenance Programme - Infill Signalling	KR	1=	1=	2.8	807.2	2.8	1,155.9
CRL Day One - Resilience and Asset Maintenance Programme - Integrated rail management centre and emergency management systems	KR	1=	1=	9.0	811.7	9.0	1,164.9
Overdue renewals	KR	1=	1=	73.1	848.2	243.6	1,408.6
Rail Network Rebuild	KR	1=	1=	159.2	1,007.4	159.2	1,567.8
Traction control software system renewal	KR	1=	1=	5.6	1,013.0	5.6	1,573.4
Northwestern WX1 Other Works	NZTA	1=	1=	5.5	1,018.5	5.5	1,578.8
DISCRETIONARY (In priority order)							
Bus and Transit Lanes programme (dynamic lanes)	AT	2	4	22.5	1,029.7	208.1	1,682.9
KiwiRail strategic future planning	KR	3	5	17.1	1,046.8	60.4	1,743.3
Progressive fencing	KR	4	6	7.1	1,053.9	24.4	1,767.7
Auckland area train control software upgrade (TMS R9K)	KR	5	7	11.2	1,065.2	11.2	1,778.9
(1) Single-line running switches	KR	6=	8=	6.9	1,072.1	16.0	1,794.9
(2) Auckland metro plant and equipment	KR	6=	8=	6.4	1,078.5	384.6	2,179.5
(3) Auckland metro network maintenance depots and access tracks	KR	6=	8=	2.3	1,080.8	451.5	2,631.0

Bus Access and Optimisation Programme	AT	9	11	41.0	1,101.3	131.5	2,696.7
Avondale to Southdown	KR	10	13	10.2	1,111.5	70.8	2,767.5
Midtown Bus Improvements West Stage2	AT	11	15	29.2	1,126.1	74.0	2,804.5
4 tracking Westfield to Pukekohe	KR	12	17	18.6	1,144.6	1,893.9	4,698.4
Botany Interchange and Link	AT	13	18	1.8	1,145.6	40.7	4,718.8
First-and-final Leg for Top 12 RTN Stations	AT	14	19	17.8	1,154.4	113.9	4,775.7
Level crossings upgrades, grade separation and removal programme (Auckland)	KR	15	22	9.6	1,164.0	9.6	4,785.3
Northwest Rapid Transit	NZTA	16	21	634.4	1,481.3	4,304.4	9,089.7
Level Crossings Removal Takanini Stage1	AT	17=	23=	14.1	1,488.3	47.7	9,113.6
Level Crossings Removal Takanini Stage2	AT	17=	23=	502.6	1,990.9	502.6	9,616.2
SH20 Airport to Botany	NZTA	19=	28=	5.3	1,993.6	389.6	10,005.8
Decarbonisation of Ferries Stage2	AT	19=	28=	5.4	1,999.0	99.8	10,055.7
Northern Busway Enhancements	AT	21	32	0.0	1,999.0	85.2	10,098.3
Downtown Crossover Bus East Stage1	AT	22=	36=	20.3	2,009.2	20.3	10,108.4
Downtown Crossover Bus East Stage3	AT	22=	36=	0.0	2,009.2	34.0	10,125.4
Downtown Crossover Bus West Stage2	AT	22=	36=	13.0	2,015.7	80.8	10,165.8
Southern power feed upgrade	KR	25	39	0.0	2,015.7	98.6	10,264.4
Albert and Vincent Street Improvements	AT	26	40	7.1	2,019.2	8.7	10,268.8
Rosedale Bus Station and Corridor	AT	27	44	69.3	2,053.8	85.2	10,311.4
Park and Ride Programme	AT	28	45	5.9	2,056.8	181.3	10,402.1
Public Transport Safety and Amenity	AT	29	48	29.8	2,086.6	99.2	10,451.6
ETCS Level 2 - implementation and signalling optimisation	KR	30	49	0.0	2,086.6	204.9	10,656.5
Airport to Botany Interim Bus Improvements	AT	31	51	3.0	2,088.1	52.7	10,682.9
Regional Bus Depots (commercial)	AT	32	67	0.6	2,088.4	138.6	10,752.2
Mid-zone power feed replacement	KR	33=	69=	0.0	2,088.4	25.6	10,777.8
New southern power feed	KR	33=	69=	0.0	2,088.4	15.1	10,792.9
Panmure Bus Infrastructure Improvements	AT	35	71	2.3	2,089.5	7.8	10,796.8
Ferry Terminal and Berths Pine Harbour	AT	36	74	18.0	2,098.6	37.6	10,815.6
Rail ETCS2 Signalling and Driver Assist	AT	37	80	8.6	2,102.9	38.8	10,835.0
Bus Routes for Climate Action	AT	38	81	25.8	2,115.8	42.7	10,856.4
Ferry Terminal Bayswater	AT	39	82	1.6	2,116.6	39.9	10,876.3
Whangaparaoa Bus Station	AT	40	83	5.9	2,119.5	32.6	10,892.7
Level crossing signal optimisation	KR	41	84	0.0	2,119.5	45.4	10,938.1
Investigations for Rapid Transit Integration	AT	42	88	4.6	2,121.8	61.3	10,968.7
Regional Bus Charging Infrastructure	AT	43	89	0.0	2,121.8	47.1	10,992.3
Newmarket Bus Layover	AT	44	92	11.5	2,127.6	11.5	10,998.0
Sylvia Park Bus Improvements	AT	45	94	0.0	2,127.6	22.8	11,009.4

National Ticketing System (AT assets)	AT	46	96	14.5	2,134.8	14.5	11,016.7
Matiatia Landside (Park and Ride)	AT	47	98	1.1	2,135.4	24.6	11,029.0
Wayfinding for Stations and Bus Information	AT	48	102	30.0	2,150.4	66.6	11,062.3
Property for passenger fleet stabling	KR	49	103	0.0	2,150.4	20.8	11,083.1
Ti Rakau Drive Depot Electrification	AT	50	105	0.0	2,150.4	10.5	11,088.3
EMU Stabling Facilities and Other	AT	51	107	6.5	2,153.6	6.5	11,091.5

**Costs are indicative and the latest available. Please note that all costs are subject to change following the release of the NLTP in September 2024. KiwiRail costs remain subject to change as the RNIP is finalised. The assumed Funding Allocation Ratio's with the NZTA have been applied to the calculation for AT's items. These are subject to negotiation and change.*

Public Transport Services

Alongside the proposed investment in renewals and new capital improvements, frequent public transport services operating throughout the day and across the region are key to achieving regional priorities.

This RLTP includes over \$2.8 billion of investment in public transport services over the next three years. If fully funded, this investment will cover existing services, along with an increase in the frequency of rail services once CRL opens. The frequency and coverage of bus services is also proposed to increase, bringing many more households within a 500 metre walk of a frequent bus route. By 2034, we expect total public transport patronage, including commercial services, will have increased to 174 million trips per annum.

Both government and Auckland Council have emphasised the need for greater self-reliance for public transport funding and operating costs in general. Auckland Transport is responding by reviewing fares and will look at opportunities to increase revenue from parking and other sources. Over the next three years, public transport fares are expected to provide \$720 million in revenue. The farebox recovery ratio (or the proportion of public transport operating costs recovered from fares) is expected to increase over time as more people use public transport.

The GPS allocates between \$1,260 million and \$2,310 million to the PT Services activity class over the next three years. When combined with Crown funding (for items such as SuperGold and Community Connect) the GPS allocation is expected to be able to cover the NZTA's share of costs for existing services and CRL, and potentially a portion of new bus services.

More details on proposed public transport services over the next decade can be found in the [Regional Public Transport Plan](#).

State Highway Improvements

How State Highway Improvement projects contribute to regional outcomes

State highway improvements projects make their main contribution to supporting regional and national productivity by moving significant numbers of vehicles and freight at higher speeds. Effective state highway projects can reduce congestion, increase road network capacity, improve travel times and unlock access to new development areas. This can reduce the cost of moving people and goods and increase access to the labour force and to cheaper land for businesses. Many of the state highway projects proposed here also add resiliency to the network, particularly at key chokepoints across the Waitematā Harbour or to Auckland's south.

State Highway Improvements projects are a relatively low regional priority

As a category, the proposed State Highway Improvements projects, which come from the NZTA's State Highway Improvements Proposal (SHIP), are a medium priority for funding within this RLTP based on the ranking against regional priorities and outcomes and public feedback. As an indicator, of the 164 assessed projects, the proposed state highway capacity improvements have seven non-discretionary activities identified and, amongst the discretionary projects, an average rank of 51 and a median rank of 55. Note the proposed State Highway projects that do not include new capacity to improve travel time or reduce congestion did not rank as highly.

The proposed state highway projects would make a valued and important contribution to the development of Auckland's transport network and are assessed as significantly supporting the economic development outcomes. However, the contribution to other regional priorities and outcomes is generally not as strong, and the projects are large-scale and have long delivery timelines. In addition, expanding road capacity generally does not align to the strategic focus on improving network capacity through public transport - although there is a stronger case for this type of investment outside of the urban area where public transport will be a not provide a feasible alternative for most trips.

Several of the state highway projects - including Warkworth to Wellsford, the Waitematā Harbour Crossing, Mill Road and East West Link – are identified as projects of national significance and recognised to be a priority for funding at the national level and within the GPS.

Priorities for State Highway Improvements investment

In line with the overall approach to this RLTP, the key priorities for State Highway Improvements are finishing the committed projects that we have started and optimising the operation of the state highway network.

Finishing what we have started

In the case of State Highway Improvements, the NZTA has completed several major projects in the last three years and there are only a few relatively small projects that are underway and still to be finished using NLTF funding. The Crown funded NZUP programme will finish the Papakura to Drury Southern Motorway upgrade, which provides an additional motorway lane in each direction, and interchange improvements at both Papakura and Drury and the O Mahurangi (Penlink) project which will deliver a new two-lane road between the Northern Motorway and the Whangaparāoa Peninsula.

Aside from the Crown funded NZUP projects, most of the committed costs identified requiring

NLTF funding are related to debt repayment for previous projects and ongoing payment for the Puhoi to Warkworth Public Private Partnership (PPP).

Renewals

The RLTP increases investment in the maintenance, renewal and operation of the state highway network alongside the partners to maintain safe and reliable strategic freight corridors across the region. The state highway maintenance, operations, and renewals programme in Auckland builds scale for the first three years and invests in activities to restore the condition of the network and service levels over the 10-year period.

Discretionary State Highway Improvements projects in priority order

Beyond the committed and renewals projects and programmes, a number of projects have been identified through the GPS for delivery in Auckland ranging from projects focussing on resilience and public transport to new state highway connections to support regional and national connectivity and economic productivity.

The state highway activities proposes more activities than are likely to be funded by the NLTP as the GPS has indicated the need to find new funding and financing sources for these large-scale infrastructure projects. This over-programming is also provided so that the NZTA can seek feedback from RTCs and the region about their priorities for this activity class. It also helps manage overall programming uncertainties and maintain delivery momentum. The NZTA is aware that a well-maintained state highway network promotes safety and improves choices for moving people and freight. Through the State Highway activity, the NZTA plans to deliver the most reliable state highway network we can within the available funding.

Under the regional priorities the highest scoring projects deliver on resilience and optimising the network for the State Highway Investment class. The Auckland Network Optimisation Programme delivers a range of projects to increase the effectiveness of Auckland's network including the use of digital, technological and enforcement solutions.

A series of storms, including Cyclone Gabrielle, struck the North Island in 2023, causing significant damage to sections of the state highway network and illustrating the need to include resilience projects in the investment programme and RLTP. In response, a range of Crown funded (non-NLTF) resilience projects have been identified for the existing State Highway One with particular attention to the Dome Valley section that was closed a number of times in 2023 due to the effects of weather. The Warkworth to Wellsford project will deliver a new offline connection through the Roads of National Significance (RoNS).

For urban Auckland, the Waitematā Harbour Connections project will provide resilience to the network by providing additional general traffic and freight capacity across the Waitematā Harbour, significant maintenance upgrades to the existing Auckland Harbour Bridge (AHB), and upgrades and optimisation of the Northern Busway to support the continued delivery of rapid frequent journeys for passengers travelling between the North Shore and the Central City.

The RLTP has a number of RoNS, and key strategic corridors that will support economic growth and productivity, reduce congestion, improve safety, support housing development, and provide a more resilient roading network. Initial work will focus on establishing scope, estimating costs and timelines, navigating risks, and understanding the inter-dependencies with other state highway activities. Over the next three years construction will begin on the RoNS and a construction pipeline will be confirmed. Government policy changes, like the fast-track consenting legislation, and the speed at which alternative funding and financing can be confirmed, will also impact the RoNS roll out.

SH1 between Whangārei to Warkworth has been identified as a key deliverable for the NZTA given the importance of network resilience, and economic productivity for Northland. For the

Auckland region, the Warkworth to Wellsford project (the second section of Ara Tūhono – Pūhoi to Wellsford project) has completed the investigation phase of the project with the designation granted in late 2023 and it will now move to delivery in this RLTP period. This project will be a new four-lane state highway, offline from the existing SH1, connecting Warkworth in the south to Wellsford in the north.

Mill Road, when complete, will support regional movement within Auckland and the growth areas of Manukau, Papakura and Drury, by improving connections for freight and people and providing network resilience to the Southern Motorway. The East West Link will reduce travel times for freight accessing the State Highway network and reduce congestion along key corridors, including Neilson St, Church St and Great South Road and support public transport. With the support of the Northwest Rapid Transit, the North West Alternate State Highway will reduce travel times and support urban development and housing growth in Northwest Auckland.

To provide for flexibility in delivery and response to opportunity the initial stages of assessment and property have been bundled into RoNS packages.

Issues to consider

The GPS indicates that the State Highway Improvements activity class has between \$3,750 million and \$6,250 million over the next three years, with a mid-point of \$5,000 million. Assuming Auckland received 35% of this mid-point, this would mean \$1,750 million is available from the NLTF for state highway projects. This would be enough to fund almost all the state highway projects proposed over the next three years.

By contrast, the 10-year cost of this programme is \$16 billion, which is nearly 90% of the mid-point of the national activity class. This creates an issue as a significant proportion of the funding in the first three years is pipeline development for projects that may not be affordable for construction over the rest of the decade.

The GPS states that additional funding sources will need to be made available and used to fund delivery of major projects. This could address some of the funding issue, but the scale of new funding that might be available is unclear. Consequently, there is a trade-off between large-scale pipeline investment in major projects with uncertain funding, and short-term investment in the construction of smaller 'shovel ready' projects.

Table 5: State Highway Improvements - Mid-point Funding Scenario

RLTP24 Capital Programme: State Highway Improvements Activity Class*		Legend for 'cumulative NLTf bid' columns	Within 40% of Activity Class Mid-point	40-50% of Activity Class Mid-point	50-60% of Activity Class Mid-point	60-70% of Activity Class Mid-point	Over 75% of Activity Class Mid-point
		Activity Rank	Overall Rank / Regional priority	3-Year Total Cost (\$m)	3-Year Cumulative NLTf bid (\$m)	10-Year Total Cost (\$m)	10-Year Cumulative NLTf bid (\$m)
Line items	Organisation						
NON-DISCRETIONARY - Committed & Renewals (In alphabetical order)							
Commercial vehicle safety centre (CVSC) - Bombay	NZTA	1=	1=	16.0	16.0	16.0	16.0
Commercial vehicle safety centre (CVSC) - Stanley St	NZTA	1=	1=	3.0	19.0	3.0	19.0
Debt Repayment	NZTA	1=	1=	353.0	372.0	353.0	372.0
Legacy Property Acquisition - Auckland	NZTA	1=	1=	13.2	385.2	13.2	385.2
Puhoi to Warkworth repayment	NZTA	1=	1=	291.0	676.2	970.0	1,355.2
SH16 Brigham creek to Waimauku Safety Works	NZTA	1=	1=	54.0	730.2	54.0	1,409.2
Supporting Growth Post Lodgement (NZTA)	NZTA	1=	1=	12.3	742.5	12.3	1,421.5
DISCRETIONARY (In priority order)							
Auckland Network Optimisation Programme	NZTA	2	2	41.4	783.9	165.7	1,587.2
SH16/18 Staging Assessment Refresh	NZTA	3	31	2.7	786.6	4.3	1,591.4
Waitemata Harbour Connections	NZTA	4	33	237.7	1,024.3	7,250.2	8,841.6
SH1 Warkworth to Wellsford (RoNS)	NZTA	5	47	375.6	1,400.0	2,979.3	11,820.9
Supporting Growth Implementation	NZTA	6	53	0.0	1,400.0	64.1	11,885.0
Mill Road (RoNS)	NZTA	7	54	107.1	1,507.1	1,532.6	13,417.5
SH18 Upper Harbour Rapid Transit	NZTA	8=	56=	0.0	1,400.0	41.9	13,459.4
SH22 Drury Upgrade	NZTA	8=	56=	70.5	1,577.5	138.6	13,598.0
East West Link (RoNS)	NZTA	10=	59=	0.0	1,577.5	651.4	14,249.4
North West Alternate State Highway (RoNS)	NZTA	10=	59=	0.0	1,577.5	84.8	14,334.2
Auckland Share VFM Safety Improvements Programme	NZTA	12=	75=	4.5	1,582.1	15.1	14,349.4
SH1 Drury to Bombay (Route Protection)	NZTA	12=	75=	22.0	1,604.1	226.9	14,576.2
Preventing Wrong Way Drivers on Auckland Motorways	NZTA	14	77	8.5	1,612.6	8.5	14,584.7
Commercial vehicle safety centre (CVSC) - Albany	NZTA	15	86	14.7	1,627.3	14.7	14,599.4
SH18 Squadron Drive	NZTA	16	90	0.0	1,627.3	40.0	14,639.4
Auckland Share Pre-imp 2027-30 Bridge Rep	NZTA	17	93	2.1	1,629.4	2.1	14,641.5
Commercial vehicle safety centre (CVSC) - SH1 Drury	NZTA	18	95	0.0	1,629.4	0.4	14,642.0
Motorway Bridge Safety Screens	NZTA	19	98	0.0	1,629.4	21.8	14,663.8
Low Cost Low Risk improvements 2024-27	NZTA	20	108	24.0	1,653.4	24.0	14,687.7
Auckland Noise Mitigation - Projects	NZTA	21	111	20.7	1,674.1	45.0	14,732.8
Auckland Noise Mitigation - Wider Programme	NZTA	22	112	0.0	1,674.1	16.4	14,749.1
Auckland Share RoNS Project Development	NZTA	23=	113=	21.4	1,695.5	25.0	14,774.1
Auckland Share RoNS Property	NZTA	23=	113=	320.1	2,015.6	1,225.4	15,999.5

***Costs are indicative and the latest available from the SHIP that is being finalised. Please note that all costs are subject to change following the release of the NLTP in September 2024. The assumed Funding Allocation Ratio's with the NZTA have been applied to the calculation for AT's items. These are subject to negotiation and change.*

Local road improvements

How Local Road Improvement projects contribute to outcomes

A number of different project types are expected to fall into the Local Road Improvements category; These range from multi-modal corridor improvements to projects responding to growth and then to safety improvements. Within this category, optimisation projects are intended to improve the productivity of the network (people moved and travel time) while remaining within the existing footprint of the road system.

Optimisation, including the use of technology, is key to addressing relatively small-scale chokepoints and coordinating traffic lights for better flow. These projects can provide a key contribution to economic activity and align to the 'smaller, faster, better' project delivery approach.

A number of projects are related to key strategic growth areas. These are intended to mitigate the effects of concentrated or larger-scale residential growth on the surrounding network, while also encouraging more sustainable travel patterns.

Auckland Transport's safety programmes have also been included in the Local Road Improvements Activity Class. They had previously been in a specific safety activity class, but this has changed under the Draft GPS. These safety programmes make an important contribution to reducing deaths and serious injuries and improving safety in Auckland.

Typically, Auckland local road improvements projects are not targeted at increasing the vehicle capacity of the road network, although they may seek to optimise traffic flows. These are normally multi-mode projects that occur on the local road network. AT's overarching strategic approach is not to increase local road vehicle capacity, but instead increase the people carrying capacity through public transport.

Local Road Improvements are a medium to high regional priority

Overall, local road projects are a medium to high priority within the regional ranking. As an indicator, local road projects have 7 non-discretionary activities identified and have an average discretionary rank of 36 and a median discretionary rank of 32 out of 114 projects. This reflects the mix of project types within the activity class, and the relatively lower contribution to key outcomes than public transport improvements, for example.

Within the Local Road Improvements programme there are a mix of rankings. Projects supporting strategic growth areas are a higher priority.

Priorities for Local Road Improvements investment

In line with the overall approach to this RLTP, the key priorities for Local Road Improvements investment are finishing the committed projects that we have started and ensuring the local road system is renewed and fit for purpose.

In this activity class there are relatively few projects that are underway and still to be completed. The main item is a provision for the Supporting Growth Alliance to complete its work supporting designations and other post-lodgement activities in the Supporting Growth development areas.

Discretionary Improvements projects in priority order

Beyond the committed and renewals projects, key projects in broad priority order are:

- **Network optimisation.** This programme focusses on optimising the network and road space usage with minor changes such as dynamic lanes, special vehicle lanes, sensors/timing, smart technology.
- **Auckland Housing Programme Improvements.** Upgrades to the road and multimodal networks, including intersection improvements, in and around the key Auckland Housing Programme Growth areas of Mt Roskill, Māngere and Glenn Innes.
- **Community Network Improvements.** Prioritised small-scale projects such as traffic lights, crossings, traffic calming measures which respond to safety issues raised by communities.
- **Local Board Transport Capital Fund.** Small scale projects for each of the 21 Local Boards, prioritised with investment such as active mode upgrades and safety measures.
- **Drury Local Road Improvements and Northwest Growth Improvements.** These programmes will provide multi-mode roads, paths and intersections (arterials and collectors) to support priority greenfield growth areas.
- **Time of Use Programme.** This line item provides funding for the infrastructure and associated systems to implement an initial Time of Use Charging scheme.
- **Road Safety Programme.** This programme delivers DSI reduction through targeted safety improvements to address high risk locations on the network, improving safety for all users.

Safety

Aucklanders have told us they want to move around their region safely. They've also told us that they want solutions that are fit for purpose for each location. We've taken this feedback on board and have adjusted our approach to urban road safety, reducing our reliance on things like raised pedestrian crossings and working hard to deliver the right intervention at the right locations.

On average, 70% of all deaths and serious injuries in Auckland happen on roads with a posted speed limit of 60km or less. By taking a whole of system approach - including enforcement, road improvements, advocating for policy change and education - we will improve the safety of all users on the network.

Issues to consider

The GPS indicates that the Local Road Improvements activity class has between \$460 million and \$1,210 million over the next three years, with a mid-point of \$835 million. Assuming Auckland received 35% of the mid-point, this would mean around \$290 million may be available from the NLTF for Auckland Local Road Improvements projects. This compares to the \$480 million of NLTF funding needed to fully fund the Local Roads Improvements Activity Class over the next three years.

Table 6: Local Road Improvements - Mid-point Funding Scenario

RLTP24 Capital Programme: Local Road Improvements Activity Class*		Legend for 'cumulative NLTF bid' columns					
		Within 40% of Activity Class Mid-point	40-50% of Activity Class Mid-point	50-60% of Activity Class Mid-point	60-70% of Activity Class Mid-point	Over 75% of Activity Class Mid-point	
Line items	Organisation	Activity Rank	Overall Rank / Regional Priority	3-year Total Cost (\$m)	3-year Cumulative NLTF bid (\$m)	10-year Total Cost (\$m)	10-year Cumulative NLTF bid (\$m)
NON-DISCRETIONARY - Committed & Renewals (In alphabetical order)							
Dept. of Conservation	DoC	1	1=	0.0	0.0	0.1	0.1
Local Board Transport Capital Fund**	AT	1	1=	31.4	15.7	113.9	57.0
Karangahape Roadside for CRL	AT	1	1=	14.7	23.1	14.7	64.3
Projects for Rodney Transport Targeted Rate	AT	1	1=	6.9	24.4	7.2	70.6
Supporting Growth Post Lodgement (AT)	AT	1	1=	35.2	42.0	35.2	88.2
Renewals Streets	AT	1	1=	166.6	125.3	710.8	443.6
Renewals Structures	AT	1	1=	36.3	143.4	143.7	515.4
DISCRETIONARY (In priority order)							
Network Optimisation	AT	2	3	38.3	162.6	196.3	613.6
Network Operations (ATOC) Programme	AT	3	12	5.5	165.3	14.3	620.7
Wainui and Redhills Growth Improvements	AT	4	14	33.2	181.9	48.0	644.7
Carrington Road Improvements	AT	5	19	79.8	221.9	122.0	705.7
Community Network Improvements	AT	6	25	67.1	255.4	234.2	822.8
Auckland Housing Programme Improvements	AT	7	26	43.7	277.2	199.9	922.7
Time-of-use Programme (congestion)	AT	9	30	110.0	332.2	158.5	1,002.0
Hill Street Intersection Improvement	AT	10	34	19.7	342.1	19.7	1,011.8
Room to Move Programme	AT	11	40	7.8	346.0	24.2	1,023.9
Intelligent Transport Systems	AT	12	42	20.3	356.1	73.5	1,060.7
Drury Local Road Improvements	AT	13	45	22.7	367.5	97.4	1,109.3
Network Resilience/Adaptation	AT	14	50	13.6	374.3	148.4	1,183.5
Northwest Growth Improvements	AT	15	52	1.6	375.1	50.8	1,208.9
Street Lighting Safety Improvements	AT	16	61	4.3	377.2	20.8	1,219.3
Lake Road/Esmonde Road Improvements	AT	17	64	1.1	377.8	52.1	1,245.4
Road Safety Programme	AT	18=	65=	146.3	450.9	551.8	1,521.3
Safe Speeds programme	AT	18=	65=	19.5	460.7	79.7	1,561.1
Unsealed Road Improvements	AT	20	72	37.5	479.4	125.0	1,623.6
Freight Network Improvements	AT	21	85	6.4	482.7	57.2	1,652.2
Glenvar Road/East Coast Road Intersection	AT	22	91	13.3	489.3	53.3	1,678.9
Network Discharge Improvements	AT	23	100	3.8	491.2	12.9	1,685.3

*Costs are indicative and the latest available. Please note that all costs are subject to change following the release of the NLTP in September 2024. The assumed Funding Allocation Ratio's with the NZTA have been applied to the calculation for AT's items. These are subject to negotiation and change. **This item may also be split across Public Transport Infrastructure and Walking & Cycling.

Walking and Cycling Improvements

How Walking and Cycling Improvements contribute to regional outcomes

Walking and cycling improvements primarily support emissions reduction outcomes and safety improvements. They can also contribute to a faster and more reliable public transport system by improving access to key RTN stations. Although not a direct policy objective for this RLTP, use of cycling and walking can also support improved health outcomes.

Walking and Cycling projects are a relatively high regional priority

Proposed walking and cycling projects have emerged as a medium to low priority for investment, once public feedback on other priorities has been taken into account, relative to other categories of improvements projects. Walking and Cycling Improvements projects have 7 non-discretionary activities identified and an average discretionary ranking of 54 and a median discretionary ranking of 59 out of a total of 114 projects. These projects generally score well against multiple objectives, and the more recent programmes are intended to be delivered faster and at lower cost by learning the lessons of the past.

AT's strategy with cycling, delivered mainly by the 'Cycleway's Programme (lower cost)' is to target new cycleways investment to routes that will link to the existing network, are relatively simple to deliver, and are expected to achieve significant cycling uptake. Meanwhile, the Community Cycling and Micromobility programme is intended to implement smaller projects to improve the existing cycleway network and make it more attractive. Design standards have been relaxed, compared to the previous Urban Cycleway projects, to make delivery faster and less expensive without compromising safety.

Development of the walking and cycling network is intended to complement public transport by improving access to Rapid Transit Stations, along with schools and other high demand locations. Cycleway delivery is supported by recent changes to the Auckland Parking Strategy, which make it easier to remove parking on arterial routes to support cycling and public transport.

Priorities for walking and cycling investment

In line with the overall approach to this RLTP, the key priorities for Walking and Cycling Improvements investment are finishing the committed projects that have started and ensuring the public transport system is renewed and fit for purpose. In this case, the committed projects are the Great North Road Cycling Improvements and the Westmere Cycle lanes. The Walking and Cycling Improvements Activity Class also includes a renewals element which is aligned with the GPS direction.

Discretionary improvements projects in priority order

Beyond the committed and renewals projects and programmes, key projects in broad priority order are:

- **Cycleways Programme (lower cost).** As described above, this programme delivers new cycleways and focuses on new routes that are relatively easy and cost less to deliver, link to the existing network and are likely to achieve higher usage.
- **Cycling for Climate Action.** This is an extension of the Cycleways Programme (lower cost) but receives funding from Council's Climate Action Targeted Rate.
- **Walking for Climate Action.** This programme provides improved walking facilities and connections to support greater walking uptake.
- **Urban Cycleways GI to Tāmaki Drive Stage 4.** This is the final section of the Glen Innes to Tāmaki Drive shared path which will provide a high-quality link between the existing shared path at Orakei and the Tāmaki Drive Shared path. This project finishes what has started but increasing costs have made it a lower value proposition.

Issues to consider

The Walking and Cycling Activity class has a funding range of between \$275 and \$510 million with a mid-point of \$392 million. Assuming Auckland received 35% of the mid-point, this would provide estimated NLTF funding of \$137 million. This compares to a proposed funding request for Walking and Cycling of \$153 million.

This analysis suggests that funding for the proposed Walking and Cycling projects may be more likely. However, the GPS has also introduced a number of requirements for these projects that may make them more difficult to fund. In addition, walking and cycling elements from other multi-modal projects will need to come out of this funding. These costs have not been identified but are likely to reduce the overall funding available for specific walking and cycling projects.

Table 7: Walking & Cycling Improvements - Mid-point Funding Scenario

RLTP24 Capital Programme: Walking & Cycling Improvements Activity Class*			Legend for 'cumulative NLTF bid' columns	Within 40% of Activity Class Mid-point	40-50% of Activity Class Mid-point	50-60% of Activity Class Mid-point	60-70% of Activity Class Mid-point	Over 75% of Activity Class Mid-point
Line items	Organisation	Activity Rank	Overall Rank / Regional priority	3-year Total Cost (\$m)	3-year Cumulative NLTF bid (\$m)	10-year Total Cost (\$m)	10-year Cumulative NLTF bid (\$m)	
NON-DISCRETIONARY - Committed & Renewals (In alphabetical order)								
Great North Road Improvements	AT	1=	1=	14.8	7.4	14.8	7.4	
Local Board Transport Capital Fund	AT	1=	1=	31.4	23.1	113.9	64.3	
Mangere West Cycleway	AT	1=	1=	10.4	28.3	10.4	69.5	
Point Chevalier to Westmere Improvements	AT	1=	1=	20.8	38.7	20.8	79.9	
Projects for Franklin Paths Targeted Rate	AT	1=	1=	2.6	40.0	12.5	86.2	
Projects for Rodney Transport Targeted Rate	AT	1=	1=	6.9	43.4	7.2	89.7	
Road & Footpaths	AT Opex	1=	1=	80.0	83.4	266.7	223.1	
DISCRETIONARY (In priority order)								
Cycleways Programme (lower cost)	AT	2	15	55.0	111.0	295.7	371.0	
Cycling for Climate Action	AT	3	27	54.8	138.4	106.0	424.0	
Community Cycling and Micromobility	AT	4	43	24.5	150.6	77.4	462.6	
Urban Cycleways Glen Innes Links	AT	5	55	6.4	153.9	6.4	465.9	
Walking for Climate Action	AT	6	62	32.5	170.1	84.6	508.2	
Community Footpaths Programme	AT	7	68	13.9	177.0	55.1	535.7	
Urban Cycleways GI to Tamaki Drive Stage4	AT	8	73	45.9	200.0	45.9	558.7	
Meadowbank Kohimarama Connectivity Project	AT	9	78	24.7	212.3	24.7	571.0	

*Costs are indicative and the latest available. Please note that all costs are subject to change following the release of the NLTP in September 2024. The assumed Funding Allocation Ratio's with the NZTA have been applied to the calculation for AT's items. These are subject to negotiation and change.

Major Projects

Major projects are covered within their respective activity classes, but this section addresses some of the specific issues around these projects. This RLTP includes over \$22 billion in investment across 11 major projects across the next decade and includes the completion of the Eastern Busway and City Rail Link. This RLTP also does not include the full implementation of Airport to Botany as outlined in the GPS, or a solution for the City Centre to Mangere/Airport corridor previously identified under the Auckland Light Rail project.

Some of these projects, such as the Avondale to Southdown and Northwestern Alternate State Highway are only included for early planning phases, while others such as the Waitematā Harbour Crossing, the Northwestern Busway, SH1 Warkworth to Wellsford and 4-Tracking Westfield to Pukekohe are included for substantial construction investment.

Construction of these projects would make an important contribution to the development of the Auckland and New Zealand transport network. The Northwestern Busway provides a much-needed rapid transit option for the growth areas in the northwest and supports mode shift, congestion relief and an improvement in the overall bus system operation. Meanwhile, the Waitematā Harbour Connections project provides greater resiliency and improved reliability across the Waitematā Harbour, while the Warkworth to Wellsford project addresses resilience and safety issues.

However, these projects present three key issues:

- It is not clear how these projects might be funded for construction. As the GPS acknowledges, additional funding sources beyond the NLTF will be needed for delivery. However, these additional funding sources have not yet been confirmed and the scale of funding that they might provide remains uncertain.
- Many of these projects have been assessed as a relatively low priority through the regional ranking process.
- Advancing this Major Projects programme requires \$1.7 billion over the next three years, excluding the CRL and the Eastern Busway, of which around \$700 million is earmarked for pre-construction phases.

Because funding is constrained, there is a trade-off over the next three years between how much is invested in planning for major projects (which may be a relatively low regional priority with uncertain construction funding) and how much is invested in smaller projects (which can be delivered sooner). Auckland transport agencies know that not all large-scale projects will be fundable based on the GPS 2024 funding signals and that trade-offs between large scale projects will need to be made.

The transport Revenue system is not fit for purpose to deliver construction phases of major projects, impacting the delivery of all the other activities in the RLTP. Council and Central government will need to work together to find solutions for this.

During the development of this RLTP, the Council undertook work as part of the Auckland Integrated Transport Plan (AITP), assessing a long list of major projects. This work is expected to be finalised by the end of 2024 and help inform future strategic plans between local and central government for the regions transport network.

Freight Improvements

Freight is a key enabler of economic activity is fundamental to the liveability of our city – to keep Auckland moving, to collect projects from our farms and factories, and deliver supplies to businesses, organisations and worksites.

Freight movements originating in Auckland are overwhelmingly transported by road (95%) and this RLTP acknowledges the importance of the Strategic Freight Network (SFN) by including projects that support the resilience of the freight supply chain and its people: mode shift to reduce road congestion, enhance network performance via new technology and improve local roads and state highway capacity.

Key items from the RLTP programme include Freight Network Improvements (AT), 4-Tracking Westfield to Pukekohe (KiwiRail) and RoNS projects (NZTA) such as SH1 Warkworth to Wellsford and East-West Link.

Equity

The ease and affordability of getting to the places we need to go is a key determinant of quality of life. This means that transport is a key enabler of wellbeing for people living in Tāmaki Makaurau Auckland. However, there is clear evidence that the current transport system is not meeting the needs of many communities across the region (See Auckland Transport Equity Framework Summary Document, April 2024).

People living in some areas of high socio-economic deprivation are the most uniformly disadvantaged group when it comes to Auckland’s transport system along with those exposed to unacceptable transport-derived harms (e.g., air and noise pollution, safety risk, and severance), people with disabilities, caregivers of young children, older Aucklanders, and those where our transport system does not consistently provide for personal safety needs (particularly higher-risk groups such as women, girls, LGBTQ people, older and younger people, and some minority ethnic groups).

Aligned with the challenges identified in the LTP (and overarching strategic documents), this RLTP seeks to support transport equity by investing in inclusive modes (public transport, walking and cycling), safety and promoting integrated transport and land-use future planning.

Growth

Auckland’s sustained growth is creating greater network congestion and journey disruption, which makes it harder for people and goods to move around easily and safely. As identified in the Auckland Plan and Future Development Strategy, the way we plan and support this continued growth is vital to ensure Auckland sustains its businesses and people so they can thrive, be safe, healthy and productive.

Greenfield areas often need substantial investment before significant development can occur. Much of this investment will typically come from developers who provide the base roading networks. Nevertheless, additional large-scale investment is often needed to connect these areas to the transport network in a way that encourages more sustainable transport behaviour and minimises congestion impacts. With limited funding available, the priority has been on route protection, property purchase and infrastructure to support the effective operation of rapid transit and bus links for these areas, rather than additional road capacity.

This RLTP allocates funding to provide multi-mode roads, paths and intersections (arterials and collectors) within several brownfield area and greenfield areas to deliver supporting infrastructure and services over the next 10-years. Additionally, annual programmes also look to provide improvements and maintenance in these locations.

Rural

In January and February 2023 extensive flooding during the extreme weather events caused extensive damage across the Auckland Transport Network, most notably in the North, West and South of the region. More than 2,000 slips and roading issues were reported and during the height of the storms 150 roads were closed across Auckland; Mill Flat Bridge in Coatesville was washed away and the abutments on Sherwood Drive Bridge were washed out. At Tahekeroa a major slip crashed down on KiwiRail's North Auckland Line (NAL) and across Tahekeroa Road.

AT people and local contractors worked around the clock to repair respond and restore access to local communities. Within a week 75% of roads were re-opened and access was restored at the two bridge sites. More than 1200 sites were repaired within three months.

Eighteen months after the storms 69% of the more than 800 minor and major slip sites had been repaired and 38% (89) of the 236 major sites (costing more than \$250,000 each) have been repaired. Around 550 slip sites occurred on rural roads.

Around 800 kilometres of Auckland's local road network is unsealed and operates as gravel roads, which in general service rural areas.

This RLTP includes \$186 million for continuing flood recovery and another \$125 million for unsealed roads.

Climate

Extreme weather events across New Zealand and globally have highlighted the physical, financial, and other impacts of climate change. They have also highlighted opportunities such as efficiencies and improvements, or new partnerships, products and services.

In New Zealand the Climate Change Response (Zero-Carbon) Act was enacted in 2019, which requires national GHG emissions to be net-zero by 2050. In June 2019 Auckland Council declared a climate emergency, followed by the endorsement in July 2020 of Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan which commits to a 50% emission reduction by 2030.

Road transport has consistently been Auckland's largest single source of greenhouse emissions, the overwhelming majority of which come from private motor vehicles and light commercial vehicles.

This RLTP invests in maintain, renew and making Auckland's existing transport network more resilient to climate change, and prioritising the transition to a low emission transport network. Delivering more reliable and cleaner transport choices - electric buses, trains and ferries, walking and cycling options – seeks not only to reduce transport-related emissions but promote mode shifts that in turn reduces road congestion and enhance economic growth and productivity by moving people and freight faster and more efficiently.

Over the next few years the City Rail Link, Network Rail Rebuild and Eastern Busway will both be completed, enabling even more Aucklanders to realise the benefits of public transport. Our public transport network will be decarbonised and as more of us choose to leave our cars at home, people that do choose or need to drive will experience reduced congestion, faster journey times and reduced greenhouse gas emissions.

The GPS signalled a shift in Government transport expectation away from climate and the environment and toward economic growth and productivity. This RLTP is focussed on meeting both expectations through the strategic delivery of the priorities outlined in this document.

Summary: More funding is needed for Public Transport Infrastructure

The first priority for investment in this RLTP is ensuring that our existing assets are maintained and renewed to an appropriate level and there is enough funding to continue to expand public transport services.

The ranking process and public feedback shows that discretionary Public Transport Investment projects are generally the highest priority, however, these projects appear most at risk of not receiving NLTF funding.

Local Road Infrastructure projects have also emerged as relatively high priority but the full programme may be at some risk, depending on final allocations by the NZTA.

Discretionary State Highway capacity improvements projects emerged as the third highest overall priority, based on public feedback. Yet, in the first three years these projects appear most likely to receive NLTF funding, often for investment in planning phases – although funding for construction appears to be at risk over the decade.

To better deliver on regional priorities, more funding needs to be allocated to Public Transport Infrastructure projects, particularly in the first three years. This is critical to align with public expectations and support the region's plans for increased network capacity, improved productivity, lower emissions and compact city development.

↑
see Inset A

↗
see Inset B

Auckland Regional Land Transport Plan 2024-2034

Key strategic projects and programmes

4
Highways driven and funded by the
Local Board across Rodney
(e.g. improved bus facilities and footpaths)

Inset C

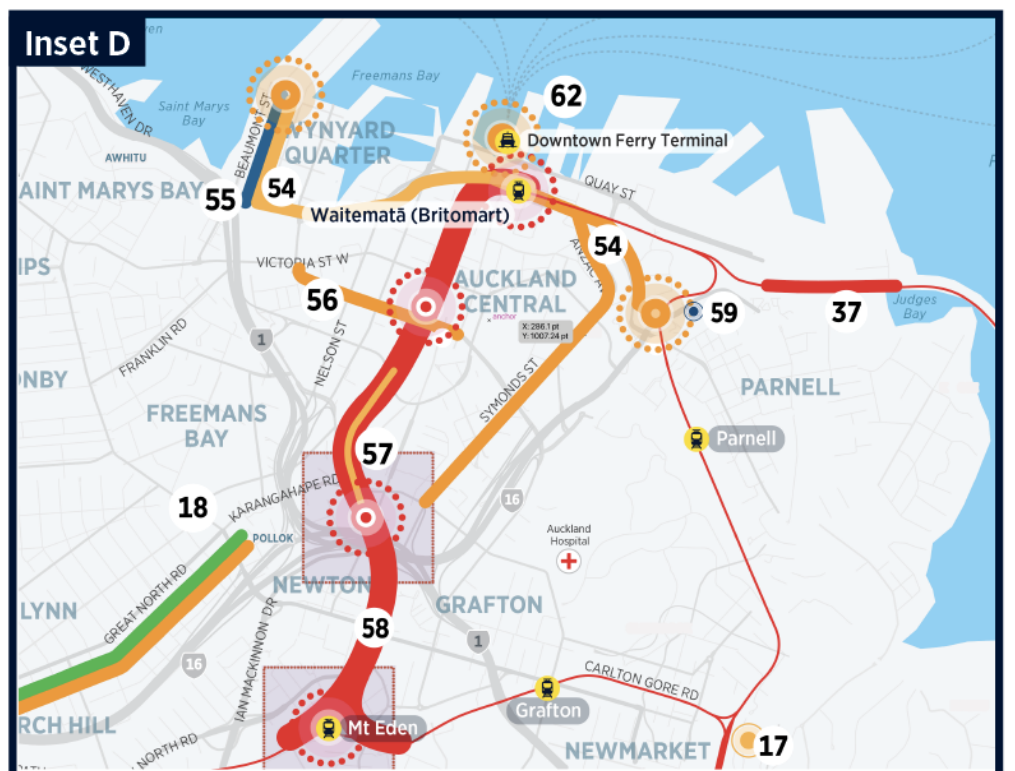
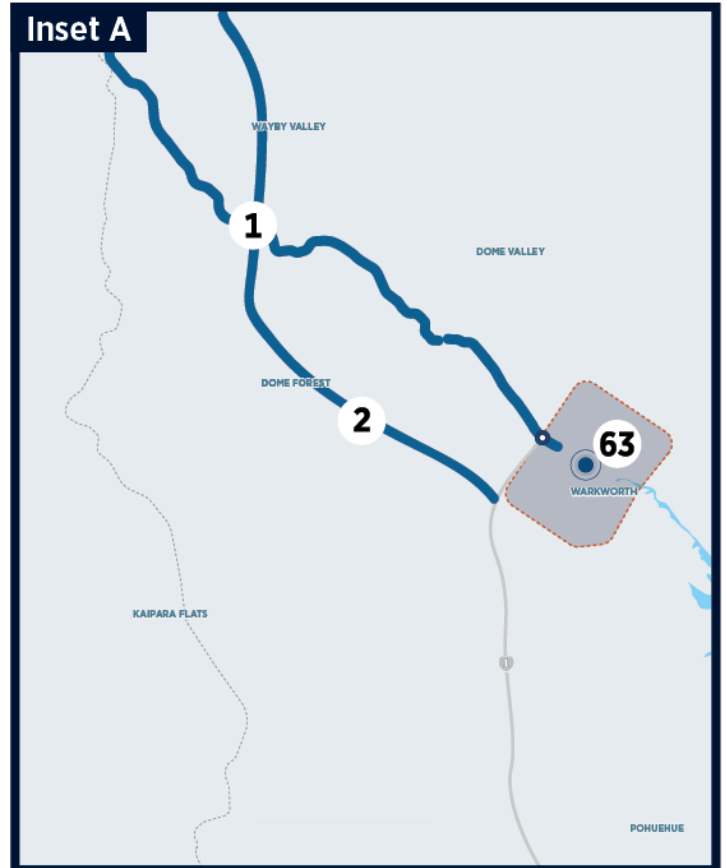
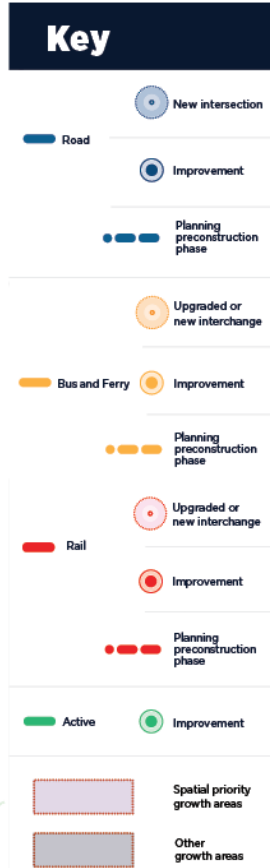
Inset D

64
Development improvements driven and
funded by Local Boards across Franklin



*Business case phase only

- 1 SH1 Dome Valley & Surrounds Slip & Flood Management (NZTA/Crown)
- 2 SH1 Warkworth to Waiwaka (NZTA - RoNS)
- 3 Whangaparaoa Bus Station (AT)
- 4 Projects for Rodney Transport Target Rate (AT)
- 5 Waiwaka Growth Improvements (AT)
- 6 Panhik (NZTA - RoRS)
- 7 Glenvar Road/East Coast Road Intersection Improvements (AT)
- 8 Commercial vehicle safety centre (CVSC) - Albany
- 9 Rosedale Bus Station and Corridor (AT)
- 10 SH18 Upper Harbour Rapid Transit (NZTA)
- 11 Northern Busway Enhancements (AT)
- 12 SH16 Brigham Creek to Waimatua Safety Works (NZTA)
- 13 North West Alternative State Highway (NZTA - RoNS)
- 14 SH16 Squadron Drive Interchange Upgrade (NZTA)
- 15 Greenfield transport infrastructure - Northwest (AT) and Northwest Growth Improvements (AT)
- 16 Northwest Rapid Transit and Interim works (NZTA/AT)
- 17 Newmarket Bus Layover (AT)
- 18 Great North Road Improvements (AT)
- 19 Rotherhills Growth Improvements (AT)
- 20 Waiwaka Harbour Connections (NZTA)
- 21 Lake Road/Kimonde Road Improvements (AT)
- 22 Ferry Terminal and Berths Bayswater (AT)
- 23 Maitahi Park and Ride (AT)
- 24 Urban Cycleways Glen Innes to Tamaki Cycleway Stage 4 (AT)
- 25 Urban Cycleways Glen Innes Links (AT)
- 26 Ferry Terminal and Berths Pine Harbour (AT)
- 27 Headwbank Kohimarama Connectivity Project (AT)
- 28 Projects Supporting Auckland Housing Programme Improvements (Tāmaki) (AT)
- 29 Eastern Busway Pakuranga to Botany (AT)
- 30 Sylvia Park Bus Improvements (AT)
- 31 Avondale to Southdown (KiwRail)
- 32 Projects Supporting Auckland Housing Programme Improvements (Mt Roskill) (AT)
- 33 Cross Town Rapid Transit New Lynn to Onehunga (NZTA)
- 34 Māngere West and Westmorea Cycleways (AT)
- 35 Projects Supporting Auckland Housing Programme Improvements (Māngere) (AT)
- 36 East West Link (NZTA - RoNS)
- 37 Wai to Quay Park (KiwRail/NZUP)
- 38 Botany Interchange & Link (AT)
- 39 Airport to Botany Inform Bus Improvements (AT)
- 40 Panmure Bus Infrastructure Improvements (AT)
- 41 Tī Rakau Drive Depot Electrification (AT)
- 42 SH20 Airport to Botany (NZTA)
- 43 Hill Road (NZTA - RoNS)
- 44 SH22 Drury Upgrade (NZTA)
- 45 Investment in Drury Network (NZTA - RoRS)
- 46 SH1 Papakura to Drury South Stage One (NZTA - RoRS)
- 47 SH1 Drury to Bombay (route protection) (NZTA)
- 48 Drury Stations (KiwRail / NZUP)
- 49 Drury Local Road Improvements (AT)
- 50 Papakura to Puhakohu Electrification (KiwRail/NZUP)
- 51 4 Tracking Woodfield to Puhakohu (KiwRail/NZUP)
- 52 Commercial vehicle safety centre (CVSC) - SH1 Drury
- 53 Commercial vehicle safety centre (CVSC) - Bombay
- 54 Downtown Crossover Bus Facilities (AT)
- 55 Wynyard Quarter Integrated Road Programme (AT)
- 56 Midtown Bus Improvements (AT)
- 57 Albert and Vincent Street Bus Priority Improvements (AT)
- 58 City Rail Link (CRL) and Day One projects (AT/KiwRail)
- 59 Commercial vehicle safety centre (CVSC) - Stanley St
- 60 Carrington Road Improvements (AT)
- 61 Level Crossing Removal Takahill Stage 1 and 2 (AT)
- 62 Deconcentration of Ferries Stage 1 (AT)
- 63 Hill Street Intersection Improvement (AT)
- 64 Projects for Franklin Transport Target Rate (AT)



Key Regional Programmes

Regional programmes are typically more tactical, lower-cost interventions delivered throughout the region. Due to their smaller size they are not mapped.

- A** Cycleways Programmes (AT)
- B** Network Optimisation Programmes (AT/NZTA)
- C** Bus Access and Optimisation Programme (AT)
- D** Bus and Transit Lanes Programme (Dynamic Lanes) (AT)
- E** Flood Response (AT)
- F** Freight Network Improvements (AT)
- G** Local Board Transport Capital Fund (AT)
- H** Harae and Papakalga (turnouts) Safety Programme (AT)
- I** Parking Programmes (AT)
- J** Time-of-use Programme (congestion) (AT)
- K** Unsealed Road Improvements (AT)
- L** Road Safety Improvement Programmes (AT/NZTA)
- M** Various Rail Network Improvements (AT/KiwRail)

5. Measuring Outcomes

This section outlines the indicators we will use to measure the success of the programme over time, along with the expected trend results from implementing elements of this RLTP.

Indicators of success

This section outlines the measures that will be used to track the success of the RLTP 2024 programme in achieving the outcomes outlined, along with expected trends.

The identified measures reflect existing monitoring and current strategic direction and have been collated from the previous RLTP (2021), AT's Future Connect Indicators of Success, GPS identified outcomes, the NZTA's benefits framework(s) and AT's Statement of Intent 2024. Not all indicators presented here can be measured directly. For those that cannot be measured directly, we will look to develop suitable proxies to measure performance.

Annual monitoring and reporting to the Regional Transport Committee (RTC) will be undertaken to assess implementation of the RLTP, in accordance with section 16(6)(e) of the Land Transport Management Act (LTMA).

Categories from the RLTP 2021 have been retained, with the addition of 'Revenue Generation' to reflect the recent direction from Local and Central Governments.

Given the time constraints in producing this RLTP, we have not been able to undertake modelling of the programme to forecast outcomes. The significant funding uncertainty associated with the programme would also mean that the impacts of any forecast would likely be overstated.

Note: These measures have been chosen to reflect RLTP strategic areas and don't reflect the full suite of measures that transport agencies use to monitor shorter term outcomes.

Table 9: RLTP Measures Summary

Measure	Agency	Metric Description	Expected Trend
Travel Choices & Reliability			
Provide and accelerate better travel choices for Aucklanders and improve value for money			
Public transport boardings	AT	The total number of public transport users across the bus, ferry, and rail networks	Increasing
Number of cycle movements	AT	The total number of cycle (or similar) trips past selected count sites in the region	Increasing
Overall Travel Time for private vehicles	AT, NZTA	Proportion of the Auckland Local Arterial and State Highway networks operating at LOS C or better	Steady
Unplanned disruptions	AT**, NZTA	Number of disruption incidents across the State Highways, Rail and Local Arterial networks	Reducing
Public transport reliability	AT	Percentage of scheduled services that operate, and that depart within the schedule and tolerances	Improving
Farebox Ratio	AT	Proportion of public transport services operating cost that is recovered from fares	Improving
Freight network Performance	AT	Proportion of the level 1A and 1B freight network operating at level of service C or better during the interpeak.	Steady
Road Throughput	AT	Average AM peak period lane productivity across 32 monitored arterial routes	Improving
Climate change and the environment			
Improve the resilience and sustainability of the transport system and reduce the GHG emissions it generates			
Emissions from corporate activities, facilities, ferries & trains	AT	Greenhouse gas emissions from Auckland Transport's operations	Decreasing
Overall transport emissions from fuel use	AT	Estimated based on regional fuel sales data	Decreasing
Safety			
Make Auckland's transport system safe by eliminating harm to people			
Deaths and serious injuries (DSI)	AT, NZTA	DSI's on Auckland's transport network; DSI's of vulnerable users - people walking, riding a bike or motorcycle on Auckland's transport network.	Down*
Proportional harm	AT, NZTA	Annual injuries per million kilometres travelled	Down*
Asset Management			
Sound asset management			
Overall asset condition	AT, NZTA	Proportion of overall road assets in acceptable condition & Proportion of all assets in poor condition	Improving
Critical asset condition	AT	Proportion of critical assets in poor condition	Improving
Roading quality	AT, NZTA	Road maintenance standards (ride quality) as measured by smooth travel exposure for urban and rural roads	Improving
Footpath condition	AT	Proportion of footpaths in acceptable condition	Steady
Roading Maintenance and Renewal	AT	Percentage of the sealed local road network that is resurfaced or rehabilitated	Improving

**With population and urban growth, and reduction in focused spending indicated in the GPS 2024, this trend may be challenging to achieve annually. **This includes all distribution on the KiwiRail network.*

6.

Inter-regional priorities



Transport key priorities

Transport is an important enabler of social, economic and environmental outcomes, a principle strongly emphasised by the Government. These networks not only provide for the movement of people, and exchange of goods and services, they also facilitate improvements in accessibility, both inter-regionally and intra-regionally.

The Auckland region plays a crucial role in New Zealand’s social and economic success. It is the most significant contributor to inter-regional activity in New Zealand, with 34% of the country’s population generating 38% of the nations’ GDP. It is the key link for the Upper North Island (UNI) between the ‘Golden Triangle’ (Auckland, Waikato, and Bay of Plenty,) and Northland - all of which continue to experience growth in population as well as regional, domestic and international output volumes.

These UNI regions are responsible for generating more than half of New Zealand’s GDP (55%), housing more than half of New Zealand’s population (54%) and generating more than half of the country’s freight movements. Auckland inter-regional transport connections are a critical component, with resident and investor confidence reliant upon the provision of an efficient and resilient inter-modal transport network.

Auckland is often the gateway to the world for New Zealand, with the Ports of Auckland and Auckland Airport interacting with the majority of trade and visitors. Ongoing improvements to the inter-modal network, especially to other ports and Freight Hubs in the UNI - such as the Port of Tauranga, Northport, Ruakura Superhub and Wiri - help ensure a safe, efficient and sustainable transport network that supports the efficient transfer of goods between producers and consumers so New Zealand can continue to compete internationally.

Growth in Auckland, and the UNI, has continued to increase more rapidly than the rest of the country, with the trend expected to continue. Supporting and delivering this growth has many benefits for the country, but it brings with it a range of challenges that local and central government agencies need to work on together to resolve.

Activities of inter-regional significance

Several inter-regionally significant activities important to the Auckland region and New Zealand also contribute to UNI transport system objectives. These need to be coordinated with other regions and Central Government to realise their full benefit.

Table 10: Inter-regional activities for this RLTP

With Northland	
Whangārei to Auckland	(SH1 and Rail) The 191km-long Whangārei to Auckland corridor is a strategic road and rail corridor to deliver safe and reliable journeys between Auckland and Whangārei. Following completion of Ara Tūhono – Pūhoi to Warkworth, SH10 Kāeo Bridge upgrade, North Auckland Line re-opening, key projects include: <ul style="list-style-type: none"> • Brynderwyn alternative and the SH1 Warkworth to Whangārei (and associated resilience projects) which confirm the form function, location and capacity between Whangārei and Auckland.
SH1 Auckland Northern Motorway Corridor resilience, optimisation and capacity	Supporting this activity will ensure that significant investment in the Auckland Arterial Network will not be affected by constraints on the network that could undermine travel time savings, improve connectivity and enhance access and

improvements

Avondale to Southdown rail corridor

With Waikato

Auckland to Hamilton (and Taupo)

SH1 Auckland Southern Motorway Corridor optimization and capacity improvements

Local Public Transport services

safety outcomes.

Key to efficiently moving people and freight into and out of Auckland region, the Draft GPS identifies:

- Second Waitematā Harbour Connections as a key project now the Northern Corridor Improvements have been completed, and
- The 10-year Auckland Network Optimisation programme rollout.

Developing the Avondale to Southdown rail corridor is a key enabler of rail development for Northland and also benefits Auckland by removing freight trains from the inner Auckland network, allowing more intensive passenger operations and increasing network reliability and resilience.

Capacity from Maungawhau/Mount Eden Station south to Westfield Junction is expected to be constrained from mid-2040 or earlier. This corridor will be a pre-requisite for any significant growth at Northport and any move to curtail the Ports of Auckland operation.

(SH1 and Rail) SH1, and the connecting State Highway network, is the most important corridor for the New Zealand economy. The North Island Main Trunk Line (NIMT) from Westfield to Pukekohe is one of the busiest parts of the national rail network. Addressing constraints along this corridor is essential to enable growth to meet forecast demand for both freight and passenger services.

The following activities are supported:

- SH1 improvements through the NZUP programme. Papakura and Drury and route protection for sections further south to Bombay
- Ongoing maintenance and improvements to safety and efficiency over the next 10 years to support growth and productivity
- Wiri to Quay Park & Third Main Westfield-Wiri (NZUP – nearing completion)
- Te Huia passenger rail services between Hamilton and Papakura Station and Britomart. KiwiRail and Waikato Regional Council have run a five-year trial since 2021 and this service will be funded by the Waikato Regional Council with support from the NZTA.
- Commencing 4-tracking from Westfield to Pukekohe.

Supporting this activity will ensure that significant investment in the Auckland Arterial Network will not be affected by constraints on the network that could undermine travel time savings, improve connectivity and enhance access and safety outcomes.

Key to efficiently moving people and freight in and out of the Auckland region, the Draft GPS identifies:

- Auckland Network Optimisation programme roll out continues
- East West Link projects to facilitate increased volumes and efficiencies of passenger and freight movements throughout Auckland, linking the SH1 and SH16/18 sections of the strategic freight network and adding resilience
- SH1 Papakura to Drury. Associated to this will be:
 - Mill Road (RoNS)
 - SH1 Papakura to Bombay (NZUP)
 - Improvements to Drury Package (NZUP).

AT currently runs one bus service that cross the Auckland boundary: 399 – Pukekohe to Tuakau to Port Waikato. This will be reviewed as part of the Regional Public Transport Plan update, which will be undertaken later this year in the context of the finalised RLTP's for Auckland and Waikato.

With Waikato & Bay of Plenty (Golden Triangle)

SH1/SH29 inter- regional corridor between Auckland, Hamilton and Tauranga

Supporting transport activities and improvements that enhance safety and efficiency on this nationally significant inter-regional corridor will also support the delivery of growth initiatives for people and freight.

Key to efficiently moving people and freight into and out of UNI, the GPS and other RLTP's identifies:

- SH29 Tauriko West
- Cambridge to Piarere.

SH2 inter-regional corridor between Auckland and Tauranga

Supporting transport activities and improvements that enhance safety and efficiency on this nationally significant inter-regional corridor will also support the delivery of growth initiatives for people and freight.

Key to efficiently moving people and freight into and out of UNI, the GPS identifies:

- Tākitimu Northern Link stage 1
- Planning & design for Stage 2
- Ongoing improvements to the corridor.

4-tracking Westfield to Pukekohe

The southern rail corridor from Westfield Junction (near Penrose) to Pukekohe is expected to be full before 2040, and new capacity is needed to enable growth to meet demand for both passenger (metro and inter-regional) and freight services. In addition to its importance to Auckland's RTN, this part of the rail network is the busiest and most critical freight route in New Zealand.

The GPS states that a focus will be to invest in the busiest and most productive parts of the existing rail network – between Auckland, Hamilton, and Tauranga (which includes this corridor). In addition, Waikato Regional Council has included its support for the programme in its [Draft RLTP 2024](#).

All/National

National Ticketing Solution (NTS)

The NTS supports the Government's goals toward safer and less congested roads, reducing emissions and supporting healthier lifestyles by making Public Transport more convenient and uniform. It will also help to improve access to travel options and make public transport more affordable.

Inter-regional planning activities that support integrated land use and transport investment outcomes and co-benefits

Ensuring a UNI lens over the transport network will ensure we are planning and implementing a sustainable future transport system, supporting the growing flow of goods & services to and from, and through Auckland. Key examples of these complementary projects include:

- State Highway 1 Warkworth to Whangārei
- Drury South (AT), including the Drury Stations (NZUP)
- Papakura to Pukekohe electrification (NZUP).

7.

Funding and Expenditure

This section sets out the funding and expenditure for the RLTP programme, including the agency specific proposals.



How transport is funded in Auckland

Project and programme costs contained in this document reflect the 'bid' amounts from each agency. These are subject to change after the National Land Transport Plan is released confirming the allocated funding from the NLTF.

The programme set out in this RLTP is funded from a combination of:

- Funding or financing from Auckland Council – sourced from rates, targeted rates, development contributions, remaining RFT and borrowing. Auckland Council funds around half of AT's capital and operating programmes.
- The NLTF for state highways, local roads, public transport, walking and cycling, traffic policing, rail infrastructure and other transport activities approved for funding through the NLTP. The NLTF is sourced from fuel excise duties, road user charges, registration and licensing fees and is administered by the NZTA Waka Kotahi
- AT's third-party revenue, including public transport fares, advertising, income from land held for future transport needs, and parking and enforcement revenue
- Direct investment from central government, including the NZUP, the COVID-19 Response and Recovery Fund; investment for the CRL, the Infrastructure Acceleration fund (IAF), the Housing Infrastructure fund (HIF), Housing Acceleration Fund (HAF), funding administered by EECA and Crown 'top-ups' for bus driver wages.

The mix of funding sources is set out in the table below.

Total bids to the NLTF are around \$40.8 billion. This is substantially more than the \$16 billion in NLTF funds earmarked for Auckland in the 2021 GPS. The extent of NLTF available for Auckland will be confirmed in the NLTP, which is expected in September 2024.

Table 11: Potential Funding Sources Summary for the RLTP

Auckland Council funding	Comprised of Council Rates, Debt and Developer Contributions. The proportion of these varies per item and are not.
COVID-19 Recovery and Response Fund (CRRF)	The CRRF was established in Budget 2020 as a temporary fiscal management tool to support New Zealand's response to and recovery from COVID-19. The CRRF was closed in Budget 2022. Some initiatives are still underway and will be managed through standard fiscal management processes as COVID-19 response and recovery measures are now integrated into standard public service delivery.
Climate Emergency Response Fund (CERF)	The CERF is an enduring, multi-year fund which is designed to address the long-term nature of many of the challenges presented by climate change. The CERF is intended to provide a dedicated funding source for public investment on climate-related initiatives distinct from the main Budget allowances.
Infrastructure Assistance Fund (IAF)	The Government's Infrastructure Acceleration Fund (IAF) was launched in June 2021. It is a fund of approximately \$1 billion to support new or upgraded

	<p>bulk infrastructure – such as roading, three waters and flood management – to enable new homes to be built in areas of high housing need.</p>
<p>North Island Weather Events Response and Recovery Package (Flood Recovery Fund)</p>	<p>The Auckland Anniversary Weekend floods and Cyclone Gabrielle caused widespread catastrophic flooding across large parts of the North Island. This funding is allocated to clean-up, rebuild and aid long-term recovery of communities and businesses in affected regions.</p>
<p>NZ Upgrade Programme</p>	<p>On 29 January 2020, the Government announced the NZD\$12 billion New Zealand Upgrade Programme, which includes NZD\$6.8 billion of Crown investment across 24 land transport projects in rail, roads, public transport and walking and cycling infrastructure across New Zealand. It reflects the Government’s commitment to addressing our nation’s infrastructure needs, while also providing a vital economic stimulus to firms and households in response to the impacts of COVID-19</p>
<p>Other Operating Revenue</p>	<p>E.g. Fares, Parking fees, Enforcement fines</p>
<p>Rail Renewals</p>	<p>Announced as part of the Budget 2024, allocated support for the delivery of overdue renewals and rail rebuild programmes via the NLTF funding process.</p>
<p>Requested NLTF</p>	<p>NZTA Subsidy via the NLTF. Or alternative funding sources being sought by the NZTA after Minister and GPS direction. This also includes projects where other alternate funding sources could be realised.</p>
<p>Transport Resilience Fund</p>	<p>Investment package to build climate resilience across the national roading network (Local roads and State Highways) to the impact of climate change and other natural hazards.</p>

Table 11: Potential Funding Sources Summary for the RLTP

Funding Source (including direct user charges)	Proposed Funding (\$ billions, 10-years)
Auckland Council for AT Operations	\$ 5.9
Auckland Council for AT Capital	\$ 6.8
Auckland Council for CRL	\$ 0.6
National Land Transport Fund (requested) ***	\$ 40.8
Crown funding for CRL	\$ 0.6
Crown funded NZ Upgrade Programme	\$ 1.7
Crown funded Flood Recovery	\$ 0.2
Crown funded Rail Renewals (via NTLF)	\$ 0.2
Crown funded CERF** & CRRF	\$ 0.1
Crown funded Infrastructure Assistance Fund	\$ 0.1
Crown funded Transport Resilience	\$ 0.1
AT User Pays Fees (PT fares, parking fees)	\$ 6.0
TOTAL Transport Funding Sought 2024-2034	~\$63.1*

** All figures are subject to rounding margins and finalisation in the coming month/s once the NLTP is released and other arrangements, such as Track User Charges are confirmed. **CERF applies to purchasing of Electric Ferries and AT Opex (for Improving Bus Driver Terms and Conditions) *** or potential alternative funding sources*

The Government has indicated that it expects the NZTA to look at other funding sources to support the delivery of their Roads of National Significance (RoNS) Programme and other major projects such as Northwest Rapid Transit and Airport to Botany Rapid Transit. The NZTA will assess mechanisms such as tolling, time of use charging, equity finance and value capture. These additional funding sources will be included in future RLTPs when there is greater certainty about the scale and timing of funding.

Project Categories

The RLTP has identified three broad categories for the items put forward by the relevant agencies. These are less defined as previous versions as committed funding (from ATAP) has not been available.

- Category One (Non-Discretionary / Committed and Essential)**
Category One projects reflect the highest priorities for the region, mostly composed of committed projects underway and renewals activities. For some activity classes full funding of these may be a challenge.
- Category Two (Discretionary / Prioritised)**
Category Two projects reflect the second highest priority within the programme, which have been prioritised across the agencies. For most of the activity classes full funding of these is a challenge.

- **Category Three (Projects without Local share)**

Category Three projects, although still very important, are the lowest priority in the programme. These are Auckland Transport projects that do not have Auckland Council funding. However, if more funding becomes available from Auckland Council then these would be proposed for inclusion in the wider programme. These have not been included in the prioritisation but are identified in Appendix 6 for reference. Following consultation, additions were made to this category to reflect RTC considerations of the feedback received; this included adding the full implementation of named projects in the GPS that weren't already included to ensure they are reflected in the RLTP.

Funding and expenditure by agency

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

As noted above, funding allocations from the NLTF, via the NZTA, are not finalised. Consequently the 'NZTA funding' figures in the tables typically represent the amount requested from the NZTA and are not confirmed.

Auckland Transport

AT Operating revenue and expenditure

The table below outlines proposed AT operating revenue and expenditure.

Table 12: Proposed AT operating revenue and expenditure

AT Opex	Category	2024/25 (\$m)	2025/26 (\$m)	2026/27 (\$m)	4-10 yr (\$m)	Total 10-yr (\$m)
Proposed Funding Sources	Auckland Council	512.0	559.0	579.0	4,271.0	5,921.0
	Requested NLTF	502.0	548.0	541.0	4,076.0	5,667.0
	Other Operating Revenue	427.0	466.0	490.0	4,561.0	5,944.0
TOTAL FUNDING		1,422.0	1,572.0	1,611	12,907	17,532
Proposed Operating Expenditure	Roads and footpaths***	268.0	273.0	280.0	2,195.0	3,016.0
	Public Transport ^{5**}	1,141.0	1,266.0	1,298.0	10,483.0	14,188.0
TOTAL EXPENDITURE		1,409.0	1,539.0	1,578.0	12,678.0	17,204.0
Key elements	Repayment & Interest on EMU	33.0	33.0	33.0	229.0	327.0
	Track User Access Charges*	56.1	72.4	86.0	648.2	863.0

* Track Access Charges remain subject to further discussion and agreement with KiwiRail as part of the ANAA. This numbers include assumptions of increases once CRL is operational for Public Transport Services. **including \$27.6m of CERF for Improving Bus Driver Terms & Conditions for first two years only. ***Includes use of the Housing Infrastructure Fund to help finance the local share of the Redhill development (approx. \$31.3m expenditure on a specific part of the Wainui & Redhills item).

AT capital revenue and expenditure

The table below shows AT's capital funding and expenditure for this RLTP. Council funding has been generated on the basis of a broad 50/50 share with the NLTF. If NLTF funding is lower than assumed, then Council may reconsider the scale of funding it makes available. See Appendix 1 for programme detail.

⁵ This definition of 'public transport' definition aligns with Auckland Council's LTP and includes parking and enforcement and community transport activities.

Table 13: Proposed AT capital revenue and expenditure

AT Capex	Category	2024/25 (\$m)	2025/26 (\$m)	2026/27 (\$m)	4-10 yr (\$m)	Total 10-yr (\$m)
Proposed Funding sources	Auckland Council**	611.1	739.0	717.0	4,747.2	6,814.2
	Requested NLTF**/***	703.8	739.0	717.0	4,747.2	6,906.9
	Crown (NZUP – Eastern Busway)	92.7	0.0	0.0	0.0	92.7
	Infrastructure Acceleration fund (IAF)	6.2	24.9	41.0	40.3	112.4
	Crown (Flood Recovery & EV Ferries)	45.1	31	0.0	0.0	76.1
TOTAL FUNDING		1,458.8	1,533.9	1,475.0	9,534.7	14,002.4
Proposed Capital expenditure	Renewals*	348.0	426.8	520.2	4,280.2	5,575.3
	Capital improvements	1,110.8	1,107.0	954.7	5,254.5	8,427.1
TOTAL EXPENDITURE		1,458.8	1,533.9	1,475.0	9,534.7	14,002.4

The figures in the RLTP tables for the capital programme are for the whole organisation, including activities not eligible for NLTF funding. ** These figures are assumed to include the Housing Acceleration Funding (HAF) allocation for the Kainga Ora Joint Programme (alternate funding) item and will be updated in the final version. *or potential alternative funding sources*

NZ Transport Agency Waka Kotahi

The table below sets out the NZTA's investment programme for this RLTP. This includes the identified Roads of National Significance (RoNS).

Programme detail is provided in Appendix 2.

NZTA has a number of Crown-funded projects through the NZUP programme that will be completed during this RLTP period. In addition, the GPS has identified utilising new funding financing sources and solutions to deliver the large-scale infrastructure.

Table 14: Proposed NZTA revenue and expenditure

NZTA	Category	2024/25 (\$m)	2025/26 (\$m)	2026/27 (\$m)	4-10 yr (\$m)	Total 10-yr (\$m)
Proposed Funding Sources	Requested NLTF**	1,046.1	1,139.1	1,334.7	20,922.0	24,441.9
	Other external funding*	95.9	41.5	32.7	94.8	264.9
TOTAL FUNDING		1,142.0	1,180.6	1,367.4	21,016.8	24,706.8
Expenditure	Maintenance, Operations and Renewals	285.7	283.8	277.6	2,861.8	3,708.9
	Other NZTA Projects	856.2	896.8	1,089.9	18,155.0	20,989.4
TOTAL EXPENDITURE		1,142.0	1,180.6	1,367.4	21,016.8	24,706.8

* Crown Resilience Programme (Low Cost, Low Risk - \$3.3m), Flood Response (CIP) SH1 Dome Valley & Surrounds Slips and Flood Management (\$207.1m) and COVID-19 Recovery and Response Fund (CIP) (NWBI SH16 Westgate & Brigham Stations = \$54.5m) **or potential alternative funding sources

KiwiRail

KiwiRail's expenditure and funding is shown in the table below.

Capital programme detail is provided in Appendix 3.

KiwiRail sets out investment in the rail network in the Rail Network Investment Programme (RNIP) which is approved by the Minister of Transport. Its capital programme for the Auckland Metro area is funded from the Public Transport Infrastructure Activity Class, reflecting that more than 90% of services on the Auckland network are metro passenger trains.

The improvement projects KiwiRail will include in the RNIP and seek funding for from the Public Transport Infrastructure Activity Class, have been included in the Appendix.

Annual maintenance, operations and routine renewal costs for the Auckland Rail Network are determined through the Auckland Network Access Agreement (ANAA) process, with costs shared between KiwiRail Freight and AT. This process involves negotiating:

- The level of access for metro services to the Auckland network
- The level of maintenance and renewals for the network
- How costs are apportioned given relative freight and metro use.

KiwiRail will meet its share of these annual costs through the RNIP from the Rail Network Activity Class, while AT will meet its contribution from local share, fares and the Public Transport Services Activity Class.

KiwiRail has calculated the cost of its 10-year Maintenance, Operations and Renewals (MOR) Programme and estimated apportionment based on the service levels sought by AT. However, AT has indicated it can only afford to pay a proportion of its share in FY25 and FY26 (with funding availability beyond this to be confirmed). The required funding values to deliver the full MOR programme are included in the table below, however, actual expenditure and delivery will be dependent on final funding agreements.

Table 15: Proposed KiwiRail capital revenue and expenditure

KiwiRail		2024/25 (\$m)	2025/26 (\$m)	2026/27 (\$m)	4-10 yr (\$m)	Total 10-yr (\$m)
Proposed Funding sources	Requested NLTF (to KiwiRail)***	189.8	135.3	85.5	3,526.2	3,936.9
	AT (for ANAA)**	76.3	82.8	91.3	668.3	918.7
TOTAL FUNDING		266.1	218.1	176.8	4,194.6	4,855.6
Proposed Expenditure	Rail infrastructure projects	174.9	120.8	67.7	3,413.9	3,777.3
	Annual maintenance, operations and renewals*	91.2	97.3	109.1	780.7	1,078.3
TOTAL EXPENDITURE		266.1	218.1	176.8	4,194.6	4,855.6

*Excludes pass-through costs and performance fees. This table does not include the committed RNGIM funding (outlined below).

As outlined above, the amounts indicated in the AT Opex tables and the KiwiRail Capex table currently do not align and are subject to further ANAA discussion and agreement. The numbers presented in this section reflect the current positions from each organisation. *or potential alternative funding sources including additional Crown funding from Budget 2024.

NLTF funding arrangements between Auckland Transport and KiwiRail

In addition to the core AT Capital programme, an additional item has specific funding arrangements between the NLTF, AT and KiwiRail. This relates to activities being delivered currently and administrative processes that were previously agreed. This funding may end up being transferred to KiwiRail under the 2024 RNIP, the process of which is currently being worked through.

Table 16: NLTF funding arrangements between Auckland Transport and KiwiRail

AT	Category	2024/25 (\$m)	2025/26 (\$m)	2026/27 (\$m)	4-10 yr (\$m)	Total 10-yr (\$m)
Funding sources (To AT)	Requested NLTF – for RNGIM – Committed	62.9	12.0	14.3	0.0	89.1
TOTAL FUNDING		62.9	12.0	14.3	0.0	89.1
Capital expenditure (By KiwiRail)	RNGIM – Committed	62.9	12.0	14.3	0.0	89.1
TOTAL EXPENDITURE		62.9	12.0	14.3	0.0	89.1

NZ Upgrade Programme / Roads of Regional Significance

KiwiRail and the NZTA expenditure and funding for NZUP and RoRS projects is shown in the table below.

NZUP Capital programme and the RoRS capital programme detail is provided in Appendix 5.

Table 17: NZ Upgrade Programme Capital funding

NZUP	Category	Total 10-yr (\$m)
Funding sources	Crown (NZUP – KiwiRail)	537.0
	Crown (RoRS – NZTA)	1,093.0
TOTAL FUNDING		1,630.0
Expenditure	Crown (NZUP – KiwiRail)	537.0
	Crown (RoRS – NZTA)	1,093.0
TOTAL EXPENDITURE		1,630.0

City Rail Link Limited

City Rail Link Limited (CRL) is funded jointly by Auckland Council and Central Government to deliver the City Rail Link (CRL). The funding and expenditure are set out in the table below.

Table 18: City Rail Link Capital Funding

CRL	Category	2024/25 (\$m)	2025/26 (\$m)	2026/27 (\$m)	4-10 yr (\$m)	Total 10-yr (\$m)
Funding sources	Auckland Council	258.0	149.0	178.0	0.0	585.0
	Central Government	258	149	178	0	585.0
TOTAL FUNDING		516.0	297.0	357.0	0.0	1,170.0
Expenditure	City Rail Link	527.0	296.0	357.0	0	1,202.0

The costs above relate to the construction of CRL. Responsibility for operating the stations and running the services after completion is transfers to AT once CRL is opened. Revenues and costs for these are included in AT's forecasts.

Department of Conservation

The table below shows the Department of Conservation (DOC) activities for special purpose roads included in this RLTP. Programme detail is provided in Appendix 4. Funding for these activities will come from DOC and the NLTF.

Table 19: Department of Conservation Capital Funding

DoC	Category	2024/25 (\$th)	2025/26 (\$th)	2026/27 (\$th)	4-10 yr (\$th)	Total 10-yr (\$th)
Funding sources	Requested NLTF	5.0	5.0	5.0	32.0	53.0
Expenditure	Local Road Maintenance and Improvements	5.0	5.0	5.0	32.0	53.0

8.

Appendices

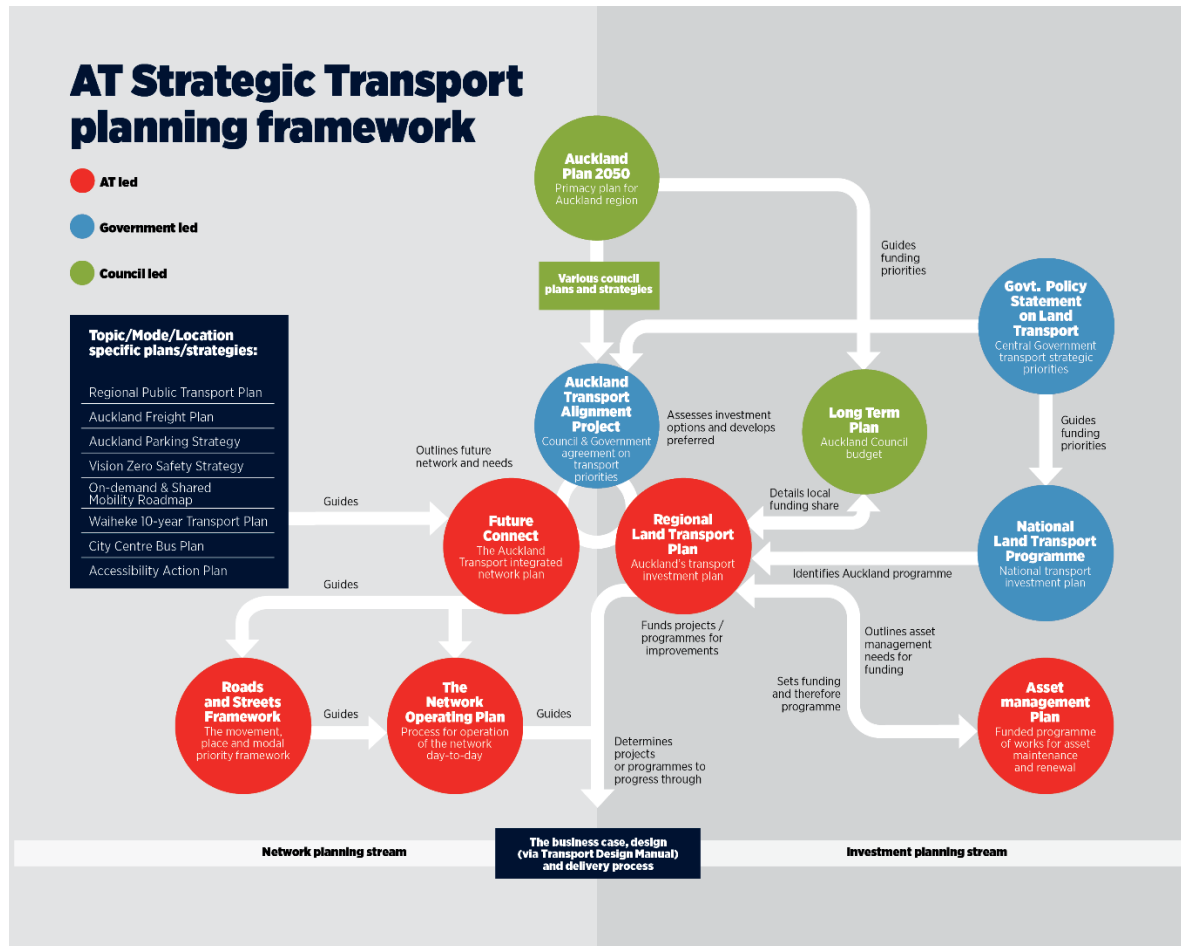
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Appendix 1-7: Summary Tables of Costs & Rankings

(Within separate document until final collation)

Appendix 8: Policy context

The figure below provides an overview of how the RLTP interacts and aligns with strategic policy documents, and Central Government and Auckland Council investment programmes.



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

The Auckland Plan 2050

The Auckland Plan 2050 is a long-term strategy for managing Auckland's growth and development over the next 30 years. It considers how we will address the key challenges of high population growth and environmental degradation, and how we can ensure shared prosperity for all Aucklanders.

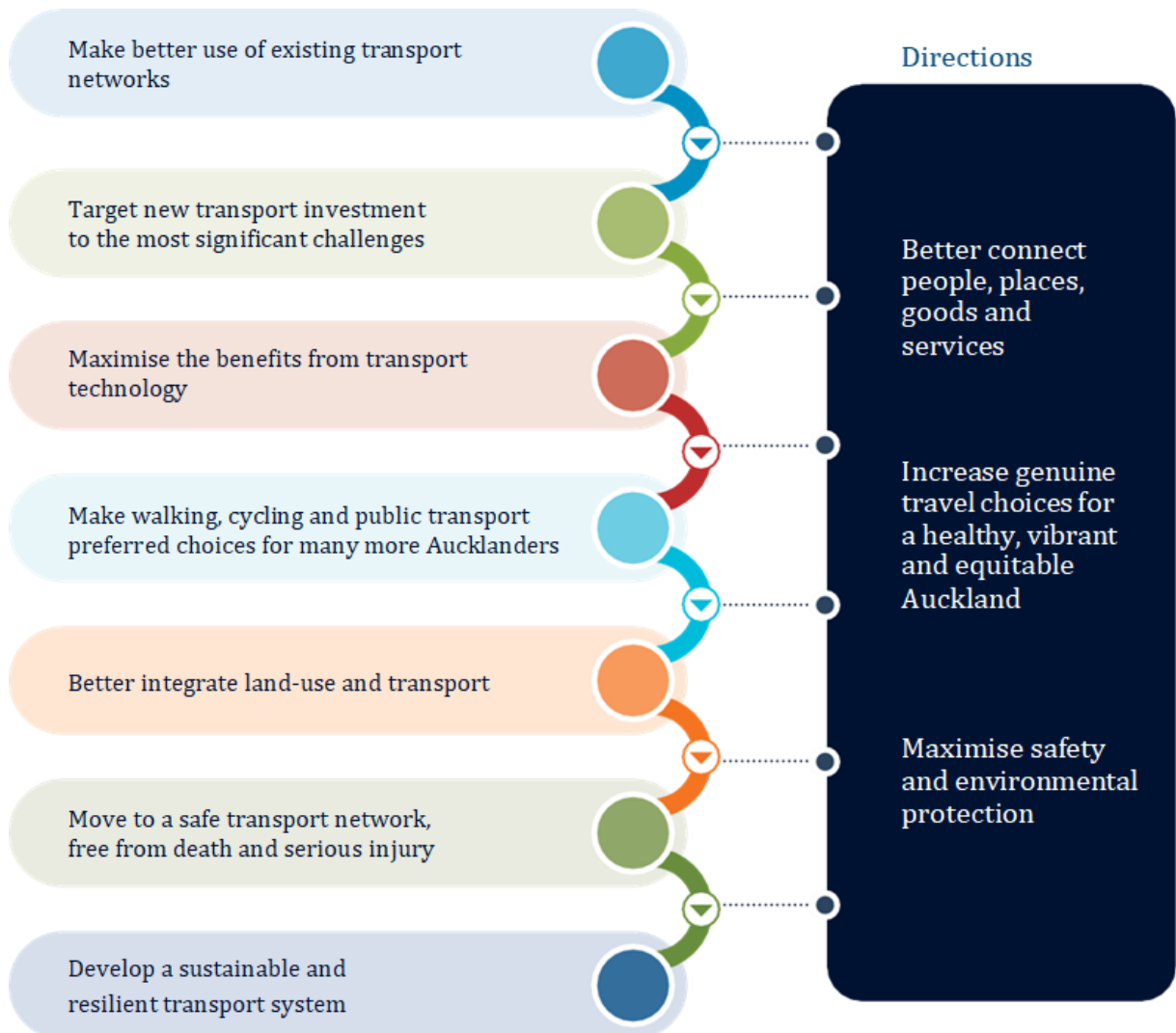
The first Auckland Plan was produced in 2012 and included a highly detailed series of objectives and targets. The Auckland Plan 2050 is a more streamlined spatial plan with a simple structure and clear links between outcomes, directions and focus areas.

The Auckland Plan 2050 aims to achieve the following outcomes:

- Belonging and participation
- Māori identity and wellbeing

- Homes and places
- Transport and access
- Environment and cultural heritage
- Opportunity and prosperity.

Transport contributes to achieving all six outcomes, with the strongest links to 'Transport and Access'.



Future Connect 2024-2034

Future Connect is a 10-year system planning tool for Auckland's integrated transport system. It sets out strategic networks for each transport mode, outlines the deficiencies and opportunities expected in the next decade, and identifies Indicative Focus Areas for further investigation as future projects. The Strategic Case summarises the problems facing Auckland's transport system, system objectives and performance measures.

Future Connect has been developed by Auckland Transport (AT) in partnership with the NZ Transport Agency Waka Kotahi (NZTA) and Auckland Council in collaboration with Mana Whenua, and in consultation with the Ministry of Transport, KiwiRail and Kāinga Ora and major stakeholder groups such as the Freight Reference Group, Tāmaki Makaurau Road Safety Governance Group, Bike Auckland, NZ Automobile Association and Living Streets Aotearoa.

Other relevant documents

The Land Transport Management Act 2003 sets out the planning, funding and operating framework for New Zealand's land transport infrastructure and services, including roading, public transport, the rail network and traffic safety.

The Government Policy Statement on land transport (GPS) sets out the government's National Land Transport Fund (NLTF) expenditure priorities over the next 10 years. The Draft Government Policy Statement on land transport 2024 (Draft GPS) is designed to boost economic growth and productivity, resilience, reliability, and safety.

The National Land Transport Programme (NLTP) is a three-year programme that sets out how the NZTA invests land transport funding on behalf of the Crown to create a safer, more accessible, better connected and more resilient transport system.

The Regional Public Transport Plan 2023-2031 (RPTP) sets out AT's policies, guidelines and activities for the delivery of Auckland public transport focused over a three-year period with an eight-year horizon.

The Auckland Long-term Plan (LTP) underpins AT's RLTP programme by providing committed funding and enabling AT to secure support from the NZTA.

Te Tāruke-ā-Tāwhiri: The Auckland Climate Plan sets a pathway to rapidly reduce GHG emissions (50% reduction by 2030) and help prepare Auckland for the impacts of climate change. Transport is one of eight priorities, and road transport accounts for about 38.5% of Auckland's total emissions in 2018, of which about 86% relates to travel by road.

The Climate Change Response (Zero Carbon) Amendment Act 2019 provides a framework by which New Zealand can develop and implement clear and stable climate change policies that ensure New Zealand has net-zero GHG emissions by 2050 and prepare for, and adapt to, the effects of climate change.

Vision Zero for Tāmaki Makaurau is a transport safety strategy and action plan to eliminate deaths and serious injuries (DSI) on Auckland's transport network by 2050. It is a partnership between AT, Auckland Council, NZ Police, NZTA, ACC, Auckland Regional Public Health Services and the Ministry of Transport.

The National Policy Statement on Urban Development 2020 (NPS-UD) seeks to ensure that new development capacity enabled by councils is of a form, and in locations, which meet the diverse needs of communities and encourage well-functioning, liveable urban environments.

Tāmaki – Whenua Taurikura Auckland Future Development Strategy 2023-2053 aims to promote integrated, long-term strategic planning to help the council set the high-level vision for accommodating urban growth over the long term and identify strategic priorities to inform other development-related decisions. It seeks to achieve well-functioning urban environments, ensure there is sufficient development capacity and integrate planning and infrastructure planning and funding.

The NZ Rail Plan 2021 is a non-statutory planning document to guide investment in the rail system over the longer-term. It sets out the Government's strategic vision and investment priorities and describes the changes made to the Land Transport Management Act to enable KiwiRail to access the NLTP. It also identifies the two investment priorities for a resilient and reliable network, both of which are relevant to Auckland: Investing in the national rail network to restore rail freight and provide a platform for future investments for growth; and investing in metropolitan rail to support growth in our largest cities.

The Rail Network Investment Programme (RNIP) is a three-year investment programme and a 10-year forecast for the rail network, developed by KiwiRail and approved by the Minister of Transport. The NZ Rail Plan and the GPS guide the development of the RNIP, which needs to be reflected in the RLTP. The RNIP will be funded from the Rail Network activity class and the Public Transport Infrastructure activity class for metropolitan rail activities, supported by Crown funding.

Arataki is the NZTA's 30-year view of what is needed to deliver the government's current priorities and long-term objectives for the land transport system.

The Auckland Freight Plan 2020 identifies the critical challenges for freight movement, desired outcomes, and includes an action plan to achieve them. It has been developed by AT in partnership with Auckland Council, the NZTA and key freight stakeholders, including the Ministry of Transport, KiwiRail, Ports of Auckland, Auckland Airport, the Automobile Association, the National Road Carriers Association, Mainfreight and the Road Transport Association NZ.

The AT Māori Responsiveness Plan (MRP) outlines operational-level actions to enable AT to fulfil its responsibilities under Te Tiriti o Waitangi – the Treaty of Waitangi – and its broader legal obligations in being more responsible and effective to Māori.

Kia ora Tāmaki Makaurau is a performance measurement framework and named for its overall outcome: holistic wellbeing for Tāmaki Makaurau. The Framework supplements the responsiveness approach to be relevant to the expectations and aspirations of Māori under the Treaty of Waitangi.

Auckland Council Local Board Plans are developed by the 21 local boards across Auckland. Each local board plan includes outcomes related to transport and specific actions the relevant local board wishes to see progressed.

Appendix 9: Prioritisation methodology

Ranking of projects within this RLTP was undertaken using a three-stage methodology.

Stage One identified which projects were 'non-discretionary' (i.e. mandatory) and should be included in the proposed programme without further prioritisation. These aligned with key elements of the LTP and GPS relating to maintenance, productivity and finishing major investments underway. Non-discretionary projects or programmes generally fell within the following criteria:

- **Committed and Agreed** – any project already in contract and under construction or subject to some other form of agreement or statutory responsibility; and legally obligated (E.g. Property liability from consent lodgements)
- **Critical Dependency** – e.g. Previously agreed core CRL Day 1 related projects or other critical dependent items
- **MOR** – any project or programme determined to be maintenance, operations and renewals, including:
- **CAPEX-related corporate functions**, including necessary upgrades to technologies and systems
- **Renewals** includes Flood Response (unless 'build back better' improvements)
- **Ringfenced Funding source** – any project or programme fully funded outside of the NLTF, either by local or central government or others. These will not be ranked.

Inclusion of the renewals items reflected the strong emphasis given to maintaining and renewing the network within key policy documents such as the Mayoral Proposal, LTP and GPS.

Stage Two ranked the 'discretionary' projects (i.e. those items where there was still a choice over whether to include the project or programme in the RLTP) against regional / objectives and the alignment to the policy direction on preferred 'investment attributes'. These objectives and policy attributes were developed with input and consideration from the Regional Transport Committee and Auckland Council's Transport and Infrastructure Committee. The regional objectives were weighted at 60% and included:

- **Faster, more reliable public transport (27.5%)** – This priority relates to the use of Public Transport network across a variety of aspects such as bus lanes, stations/stops, station access. It considers current and future demands.
- **Network resilience and sound asset management (25%)** – This priority reflects the GPS direction for greater emphasis on Resilience and Maintenance.
- **Support for the region's economic productivity (20%)** – This priority relates to the improvement of economic activity. It reflects improvements to current or future growth areas and congestion where possible.
- **Improved safety and reducing deaths and serious injuries (15%)** – This priority relates to the enhancement of safety across modes on the network for all users.
- **Continued decarbonisation of the transport system towards the 2050 target (12.5%)** – This priority relates to the emissions created by our transport initiatives. It reflects Council and Governments aspirations to reach net-zero carbon emissions by 2050.

These objectives reflect the direction included in the Council's LTP and the GPS. Weightings and multipliers were agreed and re-confirmed after consultation with the Regional Transport Committee and Transport and Infrastructure Committee.

The investment attributes identified through the policy framework were weighted at 40% and included:

- **Complete (20%)** – Finish what we have started before embarking on new large-scale investment
- **Speed of delivery (20%)** – A back-to basics approach of smaller scale, tactical, faster and lower cost solutions and delivery (which particularly applies to AT's programme)
- **Expenditure efficiency (20%)** – Deliver value for money solutions as indicated by a project benefit to cost ratio
- **Timing and urgency (20%)** – The urgency of the problem to be solved
- **Key outcome areas (20%)** - Consideration of the Māori Outcomes and new State Highways was also included in the process.

These investment attributes reflected the strong policy emphasis in both the LTP and GPS on a revised approach to project delivery to support faster delivery and value for money.

Discretionary projects were rated qualitatively, typically from zero to three, against a set of sub-criteria, by an inter-agency working group comprising representatives from AT, NZTA, KiwiRail and Auckland Council.

Stage Three considered the impact of other variables, such as dependencies between projects and the balance of the programme in terms of mix of large and small projects and geographic spread. In practice, this process was constrained by limited timeframes and was considered alongside feedback received during consultation. This led to amendments to the weightings to reflect public feedback when applying the final the prioritisation process to the programme which are outlined in Appendix 12.

Appendix 10: The Relationship of Police activities to the RLTP

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

Road policing in the Auckland aligns to the Safe Roads Control Strategy by focusing on preventing risky driving behaviour and enforcement of the top risk factors where enforcement can have the greatest impact: restraints, impairment, distraction and speed enforcement (RIDS). In line with international best practice, there is strong alignment of enforcement activities to community education and road safety promotion. This work is governed by the Tāmaki Makaurau Road Safety Governance Group in line with the Vision Zero strategy for Tāmaki Makaurau and coordinated by the inter-agency partnership group.

\$1.195 billion is invested in road policing activities (2021-2024), with around 30% allocated to Tāmaki Makaurau. This proportion flows through to the policing targets, where Tāmaki Makaurau is responsible for around 30% of the three million random breath test desired target for 2020/21.

The Road Safety Partnership Programme 2021-2024 outlines the operational priorities and desirable outcomes for road policing and NZ Police work in partnership with AT to deliver local road safety plans which are informed by the Road Safety Partnership Programme.

These activities are delivered by the Tāmaki Makaurau Road Policing unit, working across the three police districts of Waitemātā (Rodney, Albany, North Shore, Waitakere and Whau Wards), Auckland (Waitemātā and Gulf, Albert-Eden-Roskill, Orakei, Maungakiekie-Tāmaki Wards and Whau), and Counties Manukau (Howick, Manukau, Manurewa-Papakura and Franklin Wards).

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

Police deliver on these priorities through a combination of general deterrence, specific deterrence and specialised/ intensive focus.

General deterrence

- Dosage (moderating intensity of enforcement according to risk)
- Unpredictability (making enforcement activity less predictable)
- Network coverage (being widely seen across the network).

Specific Deterrence

- Enforcement which includes alternative resolutions, issuing infringement notices, and filing criminal charges.

Specialised/Intensive focus

- Identifying high-risk drivers and proactively intervening to encourage behaviour change and reduce opportunities for offending.

These priorities are targeted to help achieve NZ Police's Road Policing target of a 5% reduction in road deaths each year and is consistent with the Vision Zero Strategy for Tāmaki Makaurau.

Vision Zero Strategy for Tāmaki Makaurau is an ambitious transport safety strategy to reduce DSI on Auckland's transport system to zero by 2050. An important part of achieving our Vision Zero aspirations is through leadership and governance. NZ Police is a member of Tāmaki Makaurau Road Safety Governance Group which also includes AT, NZTA, Accident Compensation Corporation, Ministry of Transport, Auckland District Health Board and Auckland Council. The governance group holds members to account for the delivery of the system outcome that reduces DSI in accordance with strategy targets, with clear mechanisms for communication, collaboration, and accountability.

To enhance the effectiveness of enforcement a review of safety related fines and penalties is required to better align to the risk of the behaviour. This review is signalled in the Draft GPS on transport.

To achieve the safety outcomes for Tāmaki Makaurau we need to work in partnership and strengthen all parts of the system. Road policing and enforcement plays a key role in reducing DSI and plays an important part in the collective effort in reaching our road safety targets.

<p>Reassurance</p>	<ul style="list-style-type: none"> » Identify and engage with sector and community partners to ensure referral pathways are established to address the causes of offending » Develop a public facing communications strategy to address why we police our roads in the way we do to achieve trust and confidence and reassure the public » Participate in Ministry of Transport Review 	<ul style="list-style-type: none"> » NRPC supported by Districts » NRPC supported by Media and Communications » NRPC supported by Districts 	<ul style="list-style-type: none"> » Q2/3 » Q3/4 » Q2/3 	<ul style="list-style-type: none"> » Driver licence programme referrals » Offences resolved by Te Pae Oranga » Number of Written Traffic Warnings » Recidivism rates for first time offenders » Reduction in deaths on our roads » Reduction in injuries on our roads » Reduction in crashes on our roads 	<ul style="list-style-type: none"> » Maintain strong working relationships with referral partners to provide holistic, wrap-around support and services » Provide community reassurance through visible deployment and work together (and across Districts) to share learnings » Encourage our partners to faithfully represent evidence-led Police positions on, and strongly advocate for the improvement and/or clarification of legislation and associated policies and frameworks » Work with our communities to create a constructive, future-focused narrative that is inclusive and free of systemic bias
<p>Support & Capability Planning</p>	<ul style="list-style-type: none"> » NRPC to develop a deployment dashboard tool MVP for pilot in Tāmaki Makaurau. User acceptance testing, pilot and evaluation to be undertaken. Phase Two of this will likely entail the implementation of road safety multi-agency tasking and coordination process for Tāmaki Makaurau » Invest in pursuit management technologies to decrease harm from fleeing driver incidents » Undertake Comparative Performance Evaluations for each District and commence consultation on other supporting options for deployment » Further develop the 'Policing our Roads Toolkit' and make content available to Districts » Complete retrospective analysis of hospitalised drivers blood specimens to understand the prevalence and nature of drug impaired driving 	<ul style="list-style-type: none"> » KPMG supported by NRPC and Tāmaki Makaurau » NRPC supported by Response and Operations » NRPC supported by Districts » NRPC supported by RNZPC » NRPC supported by National Criminal Investigations Group 	<ul style="list-style-type: none"> » Q2/3 » Q3 » Q4 » Q3 » Q3 	<ul style="list-style-type: none"> » 12 Comparative Performance Evaluations completed by Q4 » Continued engagement with District » Complete reporting from ESR and analysis 	<ul style="list-style-type: none"> » Effectively engage in strategic and executive level partnerships through participating in more shared agency forums and improving cross agency oversight » Recognise capability and capacity gaps of partners and offer support where appropriate » Implement Police-led, co-created initiatives across government to support community and local activity – incorporating lwi service providers into our work » Engage with our partners and actively participate in opportunities to support graduated driver licence attainment, access to treatment programmes, and deliver targeted, educational road safety messaging » Engage and partner with academic and international law enforcement partners to understand what methodologies are used offshore

Appendix 11: Significance policy

Purpose

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

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

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

This policy sets out how to:

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

Significance of variations to the Regional Land Transport Plan

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

The following variations are considered to be significant:

- a) The addition or removal of an improvement activity or group of activities that the Regional Transport Committee considers to be of strategic importance. These are activities that either have a significant effect on the objectives in the RLTP or have significant network, economic or land use implications or impact on other regions.
- b) A new AT activity, or a change to the scope of an existing AT activity, which the Regional Transport Committee considers represents a 30% or greater increase or decrease in AT's total gross operating or capital expenditure in any one year
- c) A new Transport Agency activity or a change to the scope of an existing Transport Agency activity, which the Regional Transport Committee considers would increase expenditure by more than 30% of the Transport Agency's total gross expenditure in Auckland in any one year.
- d) Any variation that is defined as significant in the Auckland Council's Significance Policy as it applies to AT
- e) A variation to the RLTP that results in a significant variation to the Regional Public Transport Plan.

The following variations will generally not be significant:

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

Changes to KiwiRail activities will be managed through the RNIP variation process.

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

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

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

Appendix 12: Consistency with S14 of the LTMA

1. The Land Transport Management Act (**LTMA**) requires that, before the Regional Transport Committee (**RTC**) submits a Regional Land Transport Plan (RLTP) for approval it must meet the conditions set out in section 14 of the Act.
2. This Annex sets out our evaluation against those considerations. Evaluation against Section 14(a)(i) and (ii) is set out in detail below, with the remainder of the evaluation in a table.
3. This evaluation also includes other matters around emissions reduction, that will be relevant for the final Auckland Transport (**AT**) Board decision on approval of the RLTP.

SECTION 14(a)(i) - THE RTC MUST BE SATISFIED THAT THE REGIONAL LAND TRANSPORT PLAN CONTRIBUTES TO THE PURPOSE OF THE ACT

Requirement

4. Section 14(a)(i) of the LTMA requires the RTC to be satisfied that the RLTP contributes to the purpose of the Act, which is to contribute to an effective, efficient, and safe land transport system in the public interest.

Evidence

Effectiveness

5. The RLTP 2024-2033 (the **RLTP**) sets out five Regional Objectives, namely: Faster and More Reliable Public Transport, Network Resilience and sound asset management, Support for the Region's Economic Productivity, Improved Safety and Reducing Deaths and Serious Injuries, and Continued Decarbonisation of the Transport System towards the 2050 Target. All 'discretionary' projects have been assessed for their contribution to achieving these objectives. This is essentially an 'effectiveness' assessment – which tests the scale of the expected contribution a project will make to desired outcomes.
6. In terms of the discretionary projects, what has emerged from the assessment is a programme which prioritises support for public transport infrastructure projects. These projects will improve the competitiveness of public transport (through improvements to speed and reliability), thereby encouraging mode shift and reducing congestion (compared to a do minimum) – enhancing the timeliness of travel for both public transport users and motorists. This in turn supports both enhanced economic productivity (through reduced travel costs) and emissions reduction (through reduced private vehicle travel) outcomes. Investment in walking and cycling achieves similar outcomes. Meanwhile, the programme includes proposals for substantial investments in State Highway improvements which, although a lower priority, are still anticipated to have a significant impact in improving travel conditions and contribute to resilience and economic productivity outcomes.
7. In terms of the non-discretionary elements of the programme, these largely reflect emphasis on:
 - Public transport services, which have already been considered for effectiveness under the Regional Public Transport Plan framework
 - Proposed Maintenance, Operations and Renewals investment. The major feature of this investment is a proposal for increased investment in local road renewals, which supports both effectiveness and efficiency by better ensuring the network is fit for purpose at a lower overall whole of life costs.
 - Committed projects, which are effectively mandatory.

Efficiency

8. The RLTP has also assessed projects against four main 'Investment Policy' criteria. These are:

- Finish what we started before embarking on new large-scale investment
 - A back-to-basics approach of smaller scale, tactical, faster and lower cost solutions
 - Expenditure efficiency to deliver value for money solutions as indicated by a project's cost to benefit ratio
 - Timing and urgency.
9. In combination, these policy criteria seek to ensure we are maximising the benefits of existing investment and support overall value for money by delivering effective, smaller, more timely projects at lower cost. This is supported by the results of the prioritisation, which shows that projects with a higher benefit to cost ratio typically have a higher overall ranking.

Safe

10. Improved safety and reduced deaths and serious injuries is one of the key Regional Objectives driving this RLTP. All discretionary projects have been assessed for their contribution to this outcome, and the plan includes investment to improve safety outcomes through infrastructure improvements at high risk locations, speed management and working with communities to deliver road safety promotion and mode shift activities
11. The plan also supports reductions in harmful particulate emissions by supporting mode shift through investment in public transport services and public transport, walking and cycling infrastructure. Long-term decarbonisation of the public transport network (for example, through investment in low emissions ferries) is also supported.

In the public interest

12. For the reasons set out above, the RLTP contribute to an effective, efficient, and safe land transport system. It follows that it also contributes to a land transport system in the public interest.
13. To the extent that the public interest encompasses wider social, cultural, economic and environmental wellbeing, the proposed RLTP programme supports this wellbeing by:
- a. ensuring improved travel times across all modes. In turn, this improves connectivity and provides enhanced access to key social, cultural and economic opportunities; and
 - b. prioritising investment in public transport infrastructure and services, which is anticipated to support mode shift and reduce private vehicle travel and associated greenhouse gas emissions. As noted, the RLTP also proposes investment in the long-term decarbonisation of the public transport network.
14. Public and stakeholder feedback demonstrates broad support for the challenges and objectives identified by this RLTP, along with the priority for discretionary investment in public transport infrastructure. This suggests that the RLTP broadly aligns with the way that the public see their interests reflected in future investment in the transport system.

Section 14 (a)(ii) THE RTC MUST BE SATISFIED THAT THE REGIONAL LAND TRANSPORT PLAN IS CONSISTENT WITH THE GPS ON LAND TRANSPORT

Requirement

15. The RTC must be satisfied that the RLTP is consistent with the Government policy statement on land transport 2024 (**2024 GPS**).

Evidence

16. The following section sets out how the RLTP is consistent with the 2024 GPS and supports the four strategic priorities set out in that document.

GPS Overarching Priority – Economic Growth and Productivity

17. The Economic Growth and Productivity strategic priority is identified as the overarching strategic priority in the GPS. Increased maintenance and resilience, safety and value for money are all equally weighted and important priorities that collectively support the delivery of a transport system that drives economic growth and productivity.
18. The GPS notes that the transport sector supports economic growth and productivity by providing quality transport connections which enable goods and people to reach their destinations efficiently. The concept applied in this assessment builds on this to recognise the role of transport improvements in improving access to jobs and the labour force as part of supporting urban productivity.

Overall approach

19. The RLTP emphasises investment in effective and efficient public transport infrastructure projects as the key route to supporting economic growth and productivity within the Auckland region.
20. Public transport has the potential to move large numbers of people more efficiently than private vehicles. With limited available transport corridor space and the high cost of land purchases, public transport is often the only realistic way to increase the capacity of our transport network to accommodate future growth. In particular, prioritising public transport infrastructure supports economic growth and productivity by ensuring continued timely access to our key commercial employment centres. Investment in public transport, along with walking and cycling, also encourages mode shift away from private vehicle trips, which has the benefit of reducing congestion and therefore provides more space for freight and other business travel that needs to use private vehicles. This approach is recognised in the GPS, which notes that effective public transport provides commuters with more choice and helps to reduce travel times, congestion and emissions.
21. Alongside public transport, the RLTP also proposes investment in other modes to support economic development outcomes. For example, the RLTP proposes major investment in the State Highway network, particularly the Waitemata Harbour Connections project which will improve resiliency and reduce congestion on this critical national link (SH1). Other State Highway projects, such as the East West Link and Mill Road, support freight or provide network capacity outside of the urban area where public transport and cycling are less practical transport alternatives. Meanwhile, investment in projects on the local road network will help to optimise the network and support more sustainable travel from key growth areas. It will also enable future investment in Time of Use charging as a way of enhancing demand management approaches.

Inclusion of Key Projects

22. The GPS notes a number of key projects within Auckland as supporting its approach to achieving economic growth and productivity outcomes. These projects – Warkworth to Wellsford, Mill Road, the East West Link, Additional Waitemata Harbour Connections, completion of the CRL and supporting infrastructure, the Eastern Busway, NorthWest Rapid Transit Corridor and components of the Airport to Botany Busway - are all included in this RLTP's proposed investment programme.

Prioritisation approach

23. The prioritisation approach used to rank this RLTP's proposed investment programme supports the economic growth and productivity priority. Together the 'Faster, More Reliable Public Transport' and 'Support for the region's economic productivity' objectives in the RLTP, which both support the economic growth and productive strategic priority in the 2024 GPS, account for almost 50% of the weighting given to Regional Objectives in the assessment. This meant that projects performing well against these criteria typically received a higher overall ranking in the programme.

GPS Priority – Increased Maintenance and Resilience

24. The RLTP has treated Maintenance, Operations and Renewals as a non-discretionary, activity. In total, the RLTP proposes nearly \$13 billion of investment in maintenance, operations and renewals.

25. Importantly, the RLTP also proposes significantly increased investment in local network renewals to respond to recent cost increases and enables progress to be made in addressing the backlog of local network road surface renewals that has built up over recent years. This aligns well with the new 'Pothole Prevention' activity class.
26. "Network Resilience and sound asset management" has been included as a regional objective, and therefore drives prioritisation of the discretionary programme. The RLTP proposes significant investment in network resilience activities, with almost \$500 million worth of investment in Auckland Transport's resilience portfolio, and over \$500 million for KiwiRail projects that will support improved resilience for the rail network. A number of State Highway projects - such as Waitemata Harbour Connections and Warkworth to Wellsford - will also significantly improve the resilience of key inter-regional corridors.

GPS Priority – Safety

27. "Improving safety and reducing deaths and serious injuries" is one of the regional objectives driving RLTP prioritisation. Discretionary projects were ranked for their contribution to safety outcomes, and the RLTP includes \$710 million in proposed direct investment in safety.
28. Much of the direct safety investment is focused on the Road Safety Programme and Safe Speeds programme, which reflects the way AT view of how safety objectives in the Auckland context are best achieved. Investment will, however, be tailored to ensure safety interventions are fit for purpose for each location. AT expects to reduce its reliance on things like raised pedestrian crossings (in light of the regional objective and GPS strategic priority relating to value for money, discussed below) , and will work to deliver the right intervention at the right location.

GPS Priority – Value for money

29. The RLTP's approach to value for money aligns well to the GPS. As described above, we have prioritised projects for their contribution to overall Regional Objectives, incorporating GPS priorities. We have also prioritised projects against the following 'investment policies':
- Finish what we started before embarking on new large-scale investment
 - A back-to-basics approach of smaller scale, tactical, faster and lower cost solutions
 - Expenditure efficiency – which seeks to deliver value for money solutions as indicated by a project's benefit to cost ratio
 - Timing and urgency – the urgency of the problem to be solved
30. In combination, our assessment against the Regional Objectives, which test effectiveness, and Investment Policies, which test value for money, means the RLTP aligns well to the Ministry of Transport's effectiveness and efficiency framework referenced in the 2024 GPS.
31. Although not directly influenced by the RLTP, Auckland agencies are also undertaking a number of initiatives that support the GPS value for money objective. These include:
- An expected increase in the farebox recovery ratio for public transport services from around 30 percent to around 40 percent by the end of the decade
 - Work to reduce expenditure on temporary traffic management while preserving safety
 - Changes to AT's approach to road safety investment to insure investment is focused on the highest benefit and cost effective changes
 - Pursuing time of use charging and dynamic lanes to make the most out of existing assets.

Overall Conclusion

32. Overall, the RLTP is consistent with the 2024 GPS, although it reflects elements that are specific to Auckland in the way it proposes to deliver on the 2024 GPS strategic priorities. In particular, this sees a strong focus on public transport investment as the most effective way to achieve economic growth and productivity and other strategic priorities in the crowded urban environment.

Other requirements in s.14 of the LTMA

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:

<p>(b) have considered—</p> <p>(i) alternative regional land transport objectives that would contribute to the purpose of this Act;</p> <p>(ii) the feasibility and affordability of those alternative objectives</p>	<p>The RTC considered Regional Land Transport Objectives at its meeting in March 2024. The relative weighting of these objectives was also considered, and then refined in the final RLTP in response to public feedback.</p> <p>A number of objectives were considered earlier in the process, with a view to aligning to the direction from the LTP and expected direction of the GPS. These objectives included Inter-regional freight, and Progress with Projects of National Significance.</p> <p>Officers considered that these alternative objectives were less feasible than those that aligned more closely to final GPS guidance.</p>
<p>(c) have taken into account any—</p> <p>(i) national energy efficiency and conservation strategy; and</p>	<p>The NZEECS 2017-22 identifies three priorities, of which ‘Efficient and low emissions transport’ is most relevant to the RLTP. In addition to matters discussed above, the RLTP supports the NEECS by:</p> <ul style="list-style-type: none"> • The inclusion of programmes to decarbonise the bus and ferry fleet • Projects to expand the reach and capacity of the Rapid Transit Network, supporting greater intensification around transport hubs • Programmes to support Intelligent Transport Systems • Projects that support freight and passenger movement by rail. <p>Note that the NZEECS expired in June 2022 under section 12 of the Energy Efficiency and Conservation Act 2 but has not yet been replaced.</p>
<p>(c) have taken into account any—</p> <p>(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</p>	<p>The National Policy Statement on Freshwater Management (NPS-FM) 2020. The NPS-FM sets the direction on how freshwater should be managed in New Zealand. The RLTP projects will incorporate improved stormwater management. The Government has announced its intention to begin work on a replacement for the NPS-FM in 2024 and the deadline for councils to notify freshwater plan changes has been extended by three years to 31 December 2027.</p> <p>The National Policy Statement on Urban Development (NPS-UD) 2020 The NPS-UD seeks to ensure that New Zealand has well-functioning urban environments. The RLTP supports this objective by ensuring that the urban environment is serviced by existing or planned public transport, and that land-use planning can be integrated with infrastructure planning and funding decisions.</p> <p>The NPS-UD also requires councils to prepare a Future Development Strategy (FDS) and councils are strongly encouraged to use the FDS to inform the RLTP. The FDS sets broad strategic context for the RLTP, including high priority housing development areas.</p> <p>Auckland Unitary Plan (AUP). The development of the RLTP has taken account of the provisions and general direction of the AUP in that the RLTP objectives, investment programme and outcomes align with the following transport objectives in the Regional Policy Statement within the AUP.</p> <p>(1) <i>Effective, efficient and safe transport that:</i></p> <p>(a) supports the movement of people, goods and services;</p> <p>(b) integrates with and supports a quality compact urban form;</p> <p>(c) enables growth;</p>

	<p><i>(d) avoids, remedies or mitigates adverse effects on the quality of the environment and amenity values and the health and safety of people and communities; and</i></p> <p><i>(e) facilitates transport choices, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.</i></p> <p>In particular, the RLTP's strong emphasis on fast and reliable public transport supports efficient movement, enables compact growth and helps to mitigate adverse effects on the environment.</p> <p>The expected form of land use under the AUP has also been part of the context considered when assessing project prioritisation.</p>

Appendix 13: Changes from Draft RLTP [Needs further Review]

The changes outlined in this section have been made to the Draft RLTP 2024 as a result of the following inputs:

- Consultation, engagement and feedback from the public and stakeholders
- Confirmed or latest versions of the Long-Term Plan, Rail Network Investment Plan and State Highway Investment Proposal
- Changes to the NZ Upgrade Programme announced by the Minister of Transport on 13 May 2023, introducing the Roads of Regional Significance.

Responding to the consultation, engagement and feedback

The following refinements have been made to the final RLTP as a result of the consultation and engagement process:

Prioritisation amendments	Feedback received during consultation placed emphasis on areas not reflected in the Draft RLTP. This resulted in new state highways being identified as a key outcome area in the scoring. This meant the relativity of other projects and within activity classes wasn't adversely affected, and ensured the programme prioritisation better reflected the quantum and sentiment of feedback received. Minor amendments to the weightings of Strategic Objectives (namely Public Transport and Decarbonisation) were also made to better reflect public feedback (see Appendix 8).
Category 3 project amendments	Following a review of the Hearings, in conjunction with the Plans and Programmes, amendments were made to Appendix 6 to include the following projects: <ul style="list-style-type: none"> • <i>ATOC Transformation Programme</i> • <i>Community Bike Hubs</i> • <i>Level Crossings Removal Groups 3-5</i> • <i>Ormiston Town Centre Link</i> • <i>Airport to Botany (Route Protection & Implementation)</i> • <i>Albany Network Improvements Plan: Lucas Creek Bridge & The Avenue Intersection Improvements</i> • <i>Chapel Road realignment</i>
Title & Description improvements	Greater detail and specificity was provided to support better understanding of project items and what their intended scopes entailed, especially for AT Programmes.
AT Programme	Amendments were made to Years 1-3 to the AT programme to reflect feedback and advocacy from stakeholders received during consultation. This resulted in small increases or the reprofiling of several items, namely: <ul style="list-style-type: none"> • <i>Renewals Parking and other (additional \$4.2 million funding in Y1)</i> • <i>Unsealed Roads Improvements (Reprofiled to increase funding in Y1 & 2, with \$0.4 million additional funding)</i> • <i>Bus Access and Optimisation (Reprofiled to increase funding in Y1 & 2, with \$0.3 million additional funding)</i> • <i>Decarb Ferries Stage 1 (Reprofiled with deferral of some costs to Y4-10)</i> • <i>First and Final Leg for Top 12 Stations (Reprofiled to increase funding in Y1)</i> • <i>Dynamic Lanes (Reprofiled to increase funding in Y1 & 2).</i> <p>These were aligned with updates from available funding from the LTP, as outlined in</p>

	<p>the table below.</p> <p>Refinements to the AT programme items were also made, such as splitting the <i>Point Chevalier to Westmere</i> and <i>Mangere West cycleways</i> and introduction of the <i>EMU Stabling Facilities and Other</i> line (of which the \$6.5 million budget was re-allocated from the existing non-discretionary EMU stabling line item). These had scoring applied given their discretionary status.</p>
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Incorporating changes that arise from Plan & Programme updates

During the finalisation of the document, updates came from the following sources, which result in the outlined amendments.

As part of finalising its Long Term Plan 2024-34, Auckland Council has revised its funding for AT. These changes are incorporated in the final RLTP.

AT Capital costs	<p>An increase of \$600 million was applied to the AT Programme, following the finalisation of the LTP. This included:</p> <ul style="list-style-type: none"> • An additional \$502.6 million being applied to <i>Level Crossing Removal Takaanini Stage 2</i> • Alongside programme amendments as outlined in the table above, the RTC recommended an additional \$92.2 million was allocated across Years 4-10 to the <i>Park & Ride Programme</i>, reflecting the feedback from the consultation period • Residual funding after these two items were utilised to support the amendments outlined in the table above. <p>The removal of the \$473 million item for <i>Kainga Ora Joint Programme (alternate funding)</i> was also applied following advice by the Council financial team.</p> <p>These changes cumulatively resulted in the proposed AT Capital programme increasing overall from \$13,875.8 million to \$14,002.4 million.</p>
AT Operational costs	<p>Increase from \$13.987 billion to \$14.188 billion was made to the AT Operations Public Transport Services expenditure budget as a result of updates to the LTP, supporting an overall increase to the RLTP. Assumed Track Access Charges also increased after the LTP update, but do not match KiwiRail's assumed amounts; This remains subject to negotiation in the coming months.</p>
Activity Class Analysis	<p>Following the release of the GPS, amendments were made to the assumed Activity Class splits and level of funding from the NLTF that certain items are expected to be received. For example, Renewals Streets and Renewals Structure moved from a 30% split between Local Road Improvements (with Local Road Operations) to a 50% split, increasing the draw of funding from the Local Road Improvements Activity Class by non-discretionary items.</p>
Measures	<p>Introduced two new measures for Freight Network Performance and Road Throughput, reflecting their inclusion in the LTP.</p>

As part of finalising its State Highway Investment Proposal (SHIP), the NZTA has revised its programme. These changes are incorporated in the final RLTP.

New items	<p><i>Preventing Wrong Way Drive on Auckland Roads</i> was added to reflect updates to the SHIP, with scoring applied given its discretionary status. This increased the overall NZTA budget by \$8.5 million to \$24,706.8 million.</p>
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Classification update	Confirmation received that “SH1 Dome Valley & Surrounds Slip & Flood Management improvements’ was wholly Crown funded and was to be treated as non-discretionary.
RoNS updates	More clearly identified those projects that were part of the Roads of National Significance (RoNS).

As part of finalising its Rail Network Investment Plan, KiwiRail has revised its programme. These changes are incorporated in the final RLTP.

KiwiRail Capital Costs	Following RNIP updates, net increase of \$1.1 million with adjustments across seven line items making the total proposed budget \$3,936.9 million. This primarily resulted from cashflow re-forecasts to projects underway to reflect the latest RNIP programme. It also reflected announcements related to rail renewals in the Budget 2024.
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NZTA and KiwiRail both revised their NZUP and Roads of Regional Significance (RoRS) programme. These changes are incorporated in the final RLTP.

RoRS updates	<p>Following the announcement by the Minister of Transport of 13 May 2024 regarding the Roads of Regional Significance, the programme was updated to reflect the naming and funding of these items.</p> <p>Amended costs by the NZTA resulted in a \$152 million reduction to \$1,093 million total proposed costs. These included:</p> <ul style="list-style-type: none"> • \$8 million increase in <i>Penlink</i> (\$576 million) • \$1 million increase in <i>SH1 Papakura to Drury Stage One</i> (\$402 million) • \$161 million decrease in <i>Investment in Drury</i> (\$124 million)
NZUP updates	<p>Amended costs by KiwiRail resulted in a \$9.1 million reduction to \$537 million total costs. These included:</p> <ul style="list-style-type: none"> • \$2.6 million reduction in <i>Drury Stations</i> (\$444.8 million) • \$4.7 million reduction in <i>Papakura to Pukekohe Electrification</i> (\$57.2 million) • \$3 million reduction in <i>Wiri to Quay Park</i> (\$35 million)

Ensuring the final RLTP is complete and meets the requirements of the LTMA

There are a number of changes proposed for the final RLTP to ensure that is complete and fully meets the requirements of the Land Transport Management Act (LTMA). Some of these are changes that would only occur in the final RLTP. They are:

1. Addition of a Summary of Consultation (required by S.16(6)(f) of the LTMA)
2. Addition of a new Appendix showing how the RLTP is consistent with S.14 of the LTMA (required by s.16(6)(a) of the LTMA)
3. Updated Appendices 1-3 to outline how each project item is expected to contribute to the identified Strategic Objectives (required by s.16(3)(e) of the LTMA).

Other amendments to improve quality

Categorisation refinements	<p>Additionally, items categorisation was reviewed and amended where appropriate. This led to changes in the funding amounts applied to each category as outlined In Chapter 4. Examples include:</p> <ul style="list-style-type: none">• Supporting Growth (AT & NZTA) reclassified as Growth, from Local Roads and Optimisation• Midtown Bus Improvements for the CRL moved to be Other PT, from Rapid Transit (incl. Rail) as it will result in improved Bus operations that complement CRL rather than are part of the CRL.
Communication and accuracy improvements	<p>In addition to the stated amendments, various small changes have been made to the RLTP to ensure it is complete and accurate. An example of this includes funding source definitions.</p>
Final printed copy	<p>A final version of the document for printing and distribution will be produced after submission to the NZTA Board before 1st August 2024. This will be completed in August.</p>

Appendix 14: Glossary

AC	Auckland Council
AIAL	Auckland International Airport Ltd
ANAA	Auckland Network Access Agreement
AT	Auckland Transport
ATAP	Auckland Transport Alignment Project
CCO	Council Controlled Organisation
CERF	Climate Emergency Response Fund
CRL	City Rail Link
DOC	Department of Conservation
DSI	Deaths and serious injuries
EEC	Energy Efficiency and Conservation Authority
EMU	Electric Multiple Unit
EV	Low Emission Vehicle
FTN	Frequent Transit Network (key bus and ferry routes)
GHG	Greenhouse Gas emissions
GPS	Government Policy Statement on land transport
LTMA	Land Transport Management Act
LTP	Long-term Plan
MOR	Maintenance, Operations and Renewals
MoT	Ministry of Transport
NPS-UD	National Policy Statement on Urban Development
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NZTA	NZ Transport Agency Waka Kotahi
NZUP	New Zealand Upgrade Programme
RTC	Regional Transport Committee
RFT	Regional Fuel Tax
RLTP	Regional Land Transport Plan
RNIP	Rail Network Investment Programme
RNR	Rail Network Rebuild
RoNS	Roads of National Significance
RoRS	Roads of Regional Significance
RPTP	Regional Public Transport Plan
RTC	Regional Transport Committee
RTN	Rapid Transit Network
RPTP	Regional Public Transport Plan
SH	State Highway
SHIP	State Highway Investment Proposal
TERP	Transport Emissions Reduction Pathway
TIC	Transport Infrastructure Committee
TCQ	The Congestion Question

