2012 – 15 Draft Regional Land Transport Programme

December 2011

Chairman’s Foreword

To be added.

TABLE OF CONTENTS

Transport in Auckland – Where we're headed

This Regional Land Transport Programme (RLTP) sets out Auckland's prioritised and co-ordinated programme to deliver transport projects and services over the next three years. The programme supports Auckland Transport's mission to deliver effective and innovative transport solutions that contribute to a vibrant, prosperous Auckland.

Transport strongly influences economic outcomes

As New Zealand's largest urban centre, and home to one third of all New Zealanders, Auckland is crucial to national prosperity and economic growth. Auckland's success as New Zealand's major commercial centre is also critical to the country's long-term prospects. The city's transport network is therefore a key component of any plan for the future.

Efficient transport corridors are the undisputed arteries of national and international trade. The Ports of Auckland, Auckland Airport, and the region's motorway and arterial road and public transport networks are fundamental to an internationally competitive Auckland.

Despite increased investment over the past 10 years and some real improvements, a significant shift is still needed to further improve Auckland's transport system. An integrated transport system, planned, developed and operated as one network, will provide effective choices and connections within Auckland, inter-regionally and internationally. Sustained growth in the use of public transport over the next 30 years is necessary to free up our motorways and arterials for freight, commercial and other trips vital to the economy that cannot use public transport.

Transport enhances the city's liveability

Realistic transport choices mean faster and more reliable travel times and, ultimately, a healthier and more liveable environment.

A city which offers a range of quality transport options will be more attractive to residents, visitors, business investment and migrants. The transport improvements outlined in this draft RLTP will enhance access to jobs, and social, educational and recreational opportunities. Easier mobility will enable daily life and business to run more efficiently and profitably. Aucklanders will have more certainty and be able to plan their journeys with confidence wherever they happen to live or work across the city.

MOVING AROUND AUCKLAND MORE EASILY AND EFFICIENTLY, PARTICULARLY IN KEY BUSINESS LOCATIONS SUCH AS TO AND FROM THE PORT, AIRPORT AND CBD, WILL ENHANCE QUALITY OF LIFE.

A co-ordinated approach is essential

An important focus for Auckland Transport over the past year has been to work towards a one system approach for planning and developing our transport networks. This co-ordinated approach involves implementing more consistent levels of service across the region and more closely integrated management across transport modes.

In addition to the immediate projects described in this draft RLTP, Auckland Transport is also looking to the region's longer-term transport needs, and at how best to provide for them. We are working closely with the Auckland Council on the first Auckland Plan. This will include a long-term vision and strategic objectives for how the transport network needs to be developed to serve the needs of a rapidly growing Auckland.

How RLTP projects are prioritised

The RLTP is required by legislation to state the transport priorities for the next six years and order by priority all planned activities for the next three years. The process used to prioritise activities is discussed in chapter 4. Four priority focus areas have been identified that, when addressed, will contribute to fulfilling the transport expectations:

1. Support the integration between land use and transport
2. Improve the efficiency and effectiveness of the region's transport networks
3. Make best use of the existing transport system
4. Improve transport safety and reduce the adverse impacts from transport on the surrounding environment

These areas help to determine how each activity we are seeking funding for will fit into the strategic plans for Auckland. Proposed priority activities include completing the state highway network and improving Auckland's arterial road network; further development of public transport including the development of the City Rail Link; protecting key transport routes; and upgrading walking and cycling facilities. Each of these activities is detailed in Chapter 5.

Key priorities for this RLTP cycle

- Electrification of Auckland's passenger rail network, including the purchase of new electric multiple units
- Progressing the City Rail Link
- Progressing construction of the Waterview connection as the final link in the Western Ring Route
- Commencing construction of AMETI: the Auckland-Manukau Eastern Transport Initiative
- Constructing the Tiverton-Wolverton route
- Implementing integrated ticketing for public transport
- Route protection for an additional Waitemata Harbour Crossing

Funding is a big challenge

We've already established a structured system for prioritising the 2011/2012 capital programme, but funding continues to be an important challenge that Auckland Transport and its funders will need to address. This draft RLTP sets out the funding required to maintain and develop our transport system over the next decade. It highlights the need to broaden the funding base to enable timely completion of vital infrastructure projects and the delivery of transport service improvements.

We want to know what you think

This is your chance to have your say on the transport activities and priorities identified in the draft RLTP.

Please read this draft RLTP carefully and give us your feedback. At the end of this document you'll find a submission form for you to complete and return to Auckland Transport by 4pm on 23 March 2012. You can also complete the form online at www.aucklandtransport.govt.nz. This form also contains contact details for Auckland Transport.

1 Understanding the Draft RLTP

What is the RLTP?

This Draft RLTP has been prepared by Auckland Transport for public comment. The programme lists planned transport activities in Auckland for the next three years in a prioritised order. It is also intended to provide the basis of requests for government funding through the NZ Transport Agency (NZTA).

Why is an RLTP necessary?

Auckland Transport is required to prepare a RLTP every three years. It covers all land transport activities undertaken in Auckland by NZTA state highways and Auckland Transport, and also includes the Regional Land Transport Strategy (RLTS) work undertaken by Auckland Council. The RLTP includes all land transport modes except rail track responsibilities.

The legislative requirements relating to the Auckland RLTP are contained in the Land Transport Management Act 2003 (LTMA).The key provisions are set out in **Appendix 1**, together with an assessment of how the RLTP complies with section 15 of the LTMA.

Putting the RLTP in context

The first RLTP was produced in 2009 by the former Auckland Regional Transport Authority. This second RLTP has been prepared under the same legislation, but reflects a number of changes that have occurred since 2009. The most significant change has been the new governance structure in Auckland in late 2010. This has reduced the number of agencies in the region responsible for transport matters.

NEW GOVERNANCE HAS ENABLED AUCKLAND TRANSPORT TO PREPARE A PROGRAMME THAT IS ALIGNED WITH REGIONAL PRIORITIES.

Other factors have also needed to be taken into account when preparing the programme. These include:

- a new Regional Land Transport Strategy (RLTS)
- a new Government Policy Statement on Land Transport Funding (GPS)
- the Auckland Plan, which was issued as a draft for public consultation in September 2011
- the Auckland Council's Long Term Plan
- the development of a new Integrated Transport Plan (ITP) which is being prepared by Auckland Transport concurrently with this RLTP.

Further detail on the strategic context for this draft RLTP, including these plans and strategies, is contained in **Appendix 2**.

How the process works

Following public consultation on this draft RLTP, this is what will happen:

1. Auckland Transport will consider the submissions received, amend the document as necessary and approve a final RLTP.
2. The final RLTP will be submitted to NZTA.
3. NZTA will then consider the RLTP, and prepare a National Land Transport Programme (NLTP), which will allocate government funding through the National Land Transport Fund (NLTF). An activity that is not included in the RLTP may not be included in the NLTP.

2 Auckland's Transport Challenges

While transport is not an end in itself, an effective and efficient transport system is critical to the economic prosperity and liveability of a city. Auckland's continued growth and development presents a range of challenges that will influence the way future transport investment decisions are made. This chapter outlines some of these key challenges.

2.1 Meeting demand

AUCKLAND'S POPULATION IS EXPECTED TO GROW BY ALMOST ONE MILLION PEOPLE OVER THE NEXT 40 YEARS, AND TO REACH APPROXIMATELY 2.3 MILLION BY 2051.

Auckland is expected to account for around 75 per cent of New Zealand's projected population growth in the next 40 years.
(Refer to Figure 2.1.)

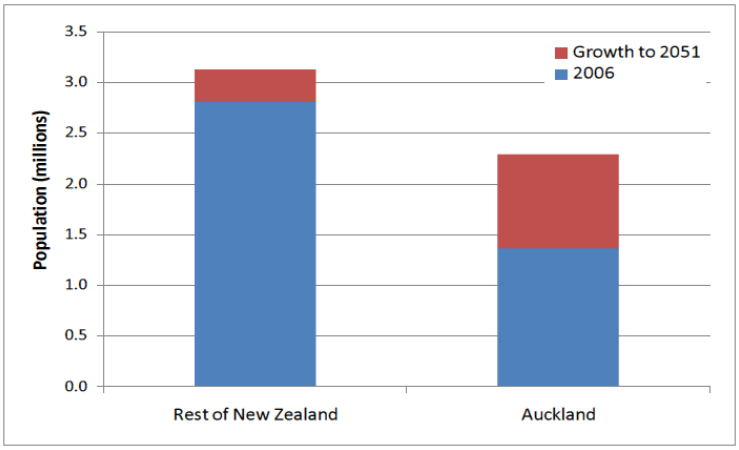


Figure 2.1: Projected population growth 2006 to 2051

This growth in population will be accompanied by continued growth in economic activity within the Auckland region, and in the upper North Island as a whole.

More people and businesses increase the need to travel

The implications of this growth for Auckland's transport system are significant. More people and more economic activity will generate a major increase in demand for travel, both within the region and on the key connections to other regions. Over the next 40 years, the demand for travel is anticipated to increase by around 56 per cent for person trips each day over current levels. Freight and commercial trips are expected to more than double over the same period, generated by Auckland's own economic growth as well as imports and exports through its international port and airport. This growth in demand will place even more pressure on the existing transport system.

Changes in demand

Auckland's economy is changing along the lines of other developed cities, with some traditionally transport-intensive primary and manufacturing activities substantially reducing, while activities such as financial and business services are becoming more dominant. For these sectors, the primary transport demand is the movement of people and the ability of businesses and organisations to easily access the labour pool.

Continued growth in the transport, storage, warehousing, wholesaling and retailing sectors will be a major driver of future freight traffic volumes in Auckland. Efficient access to Auckland's airport and port is vital to the success of the New Zealand economy. Figure 2.2 shows that by 2040 container movements through the Ports of Auckland will increase by a factor of 4. Freight routes to these two important locations must be improved to reduce costs to the business sector.

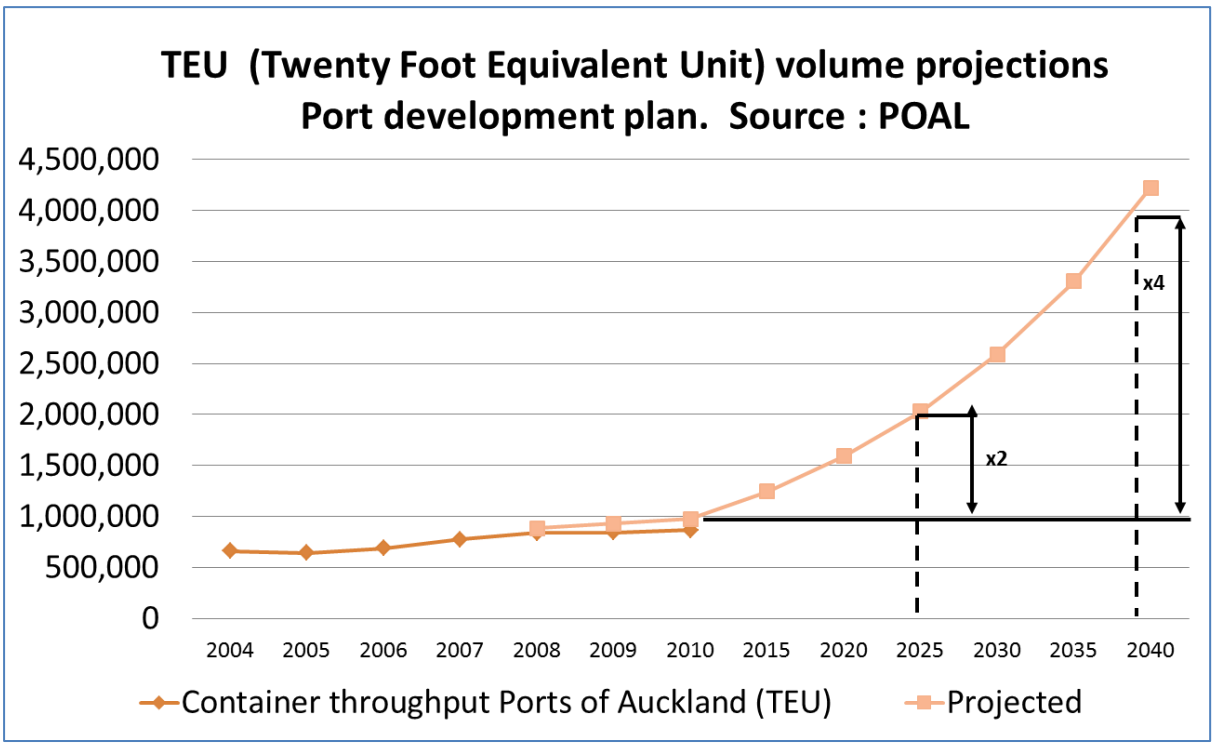


Figure 2.2: Past and projected container movements through Ports of Auckland 2004 to 2040

2.2 What the transport system needs to provide

The challenge for the transport system is to respond to these changes. It needs to support economic development opportunities in the region and contribute to the accessibility and efficiency of business activities and employment.

A MORE EFFICIENT TRANSPORT SYSTEM CAN ASSIST IN IMPROVED PRODUCTIVITY AND REDUCED COSTS, RESULTING IN POSITIVE ECONOMIC DEVELOPMENT OPPORTUNITIES FOR THE AUCKLAND REGION.

Integrating land use and transport

The Auckland Plan aims to manage population growth and to integrate the provision and development of transport with identified growth areas. Provision of transport infrastructure and services is a key enabler and shaper of the future growth of Auckland set out in the Auckland Plan. Commercial and residential developments need to be designed with all transport modes in mind. In particular, high density, mixed-use development must be associated with quality public transport facilities, commercial travel needs and measures that encourage walking and cycling, while still providing for trips that are made by private vehicles.

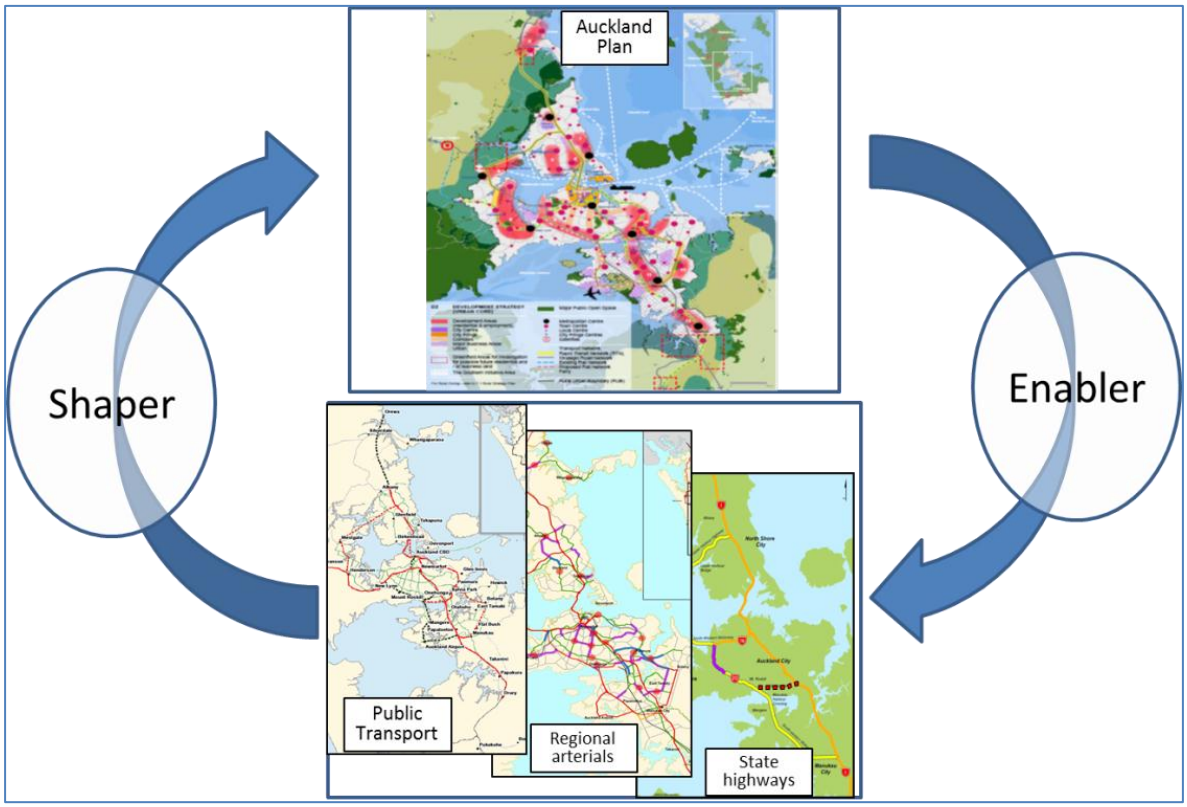


Figure 2.3: Transport is a key enabler and shaper of Auckland's future development

Congestion and unreliable travel times

Our motorways and arterial roads are vital to our economy and communities. They comprise only nine per cent of the network but provide for 70 per cent of all road passenger transport trips, 56 per cent of all peak travel and 57 per cent of all commercial vehicle travel. Figure 2.4 shows that they carry significant volumes of general and goods traffic. Missing strategic and arterial links also result in traffic that should be on motorways and arterials, using local roads. Often this traffic is heavy commercial vehicles. This results in a greater risk to the efficient functioning of the transport network and compromises the quality of residential areas and town centres. This in turn affects travel times in an unpredictable fashion.

NETWORK-LEVEL CONGESTION AND UNRELIABLE TRAVEL TIMES NEGATIVELY IMPACT ON DEVELOPMENT AND THE ECONOMIC VIABILITY OF KEY TRANSPORT TERMINALS SUCH AS THE PORT AND THE AIRPORT.

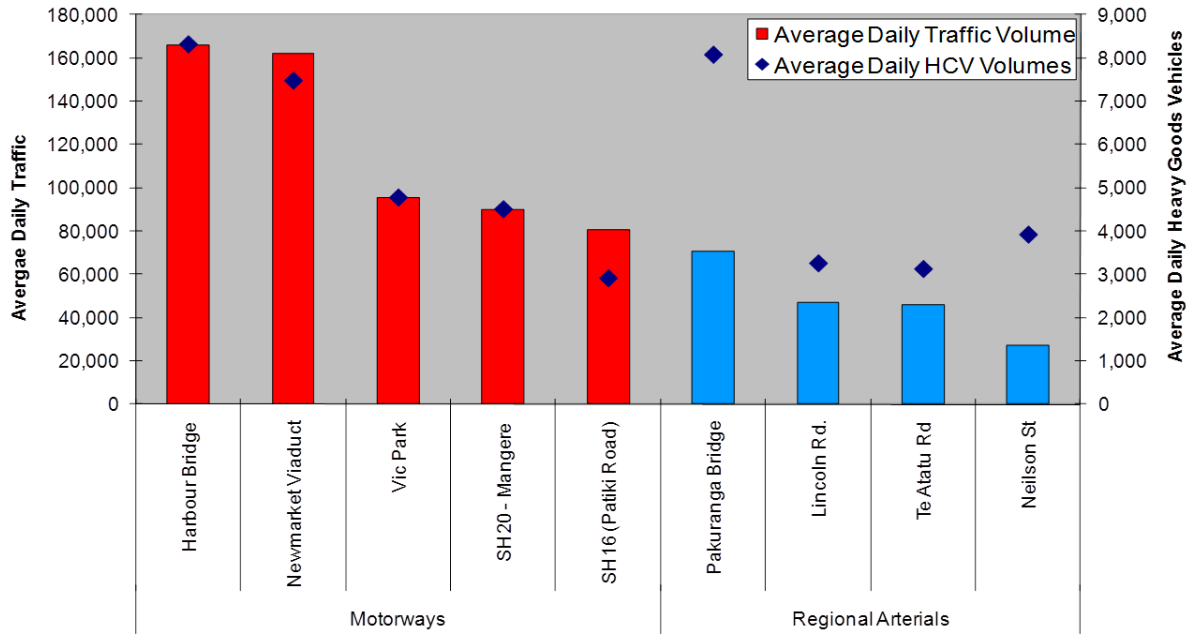


Figure 2.4: Our motorways and arterials are the lifeblood of the economy

Reliance on private cars

Recent improvements in our public transport system have resulted in solid growth in passenger numbers. Yet for many Aucklanders, the public transport system still does not provide a convenient or reliable transport option, which means that private cars are often the only choice available. For people who are unable to own or drive a car, or who choose not to, a lack of other transport choices may result in social exclusion. The challenge for the transport system is to provide adequate choices that enable people of all ages and abilities to gain access to employment, education, leisure and social services, and to participate in their local communities.

Road crashes

Managing transport safety in Auckland is a significant challenge. While the number of people killed on Auckland's roads has decreased considerably over time (see Figure 2.5), the social cost of crashes continues to increase with population growth. The goal for the region is to reduce fatal and serious injury crashes on the Auckland network to no more than 380 by 2015, a reduction of 12 per cent over five years from the 2010 level.

The bulk of Auckland road trauma occurs on urban arterials and intersections, together with some high-risk rural roads and state highways. Two concerning trends are the 10-year increase in alcohol-related crashes and the more recent increase in motorcycle crashes. Vulnerable road users such as motorcyclists, pedestrians and cyclists are over-represented in terms of crash-risk. Plans to increase walking and cycling in Auckland need to include steps to address the safety issues associated with these modes.

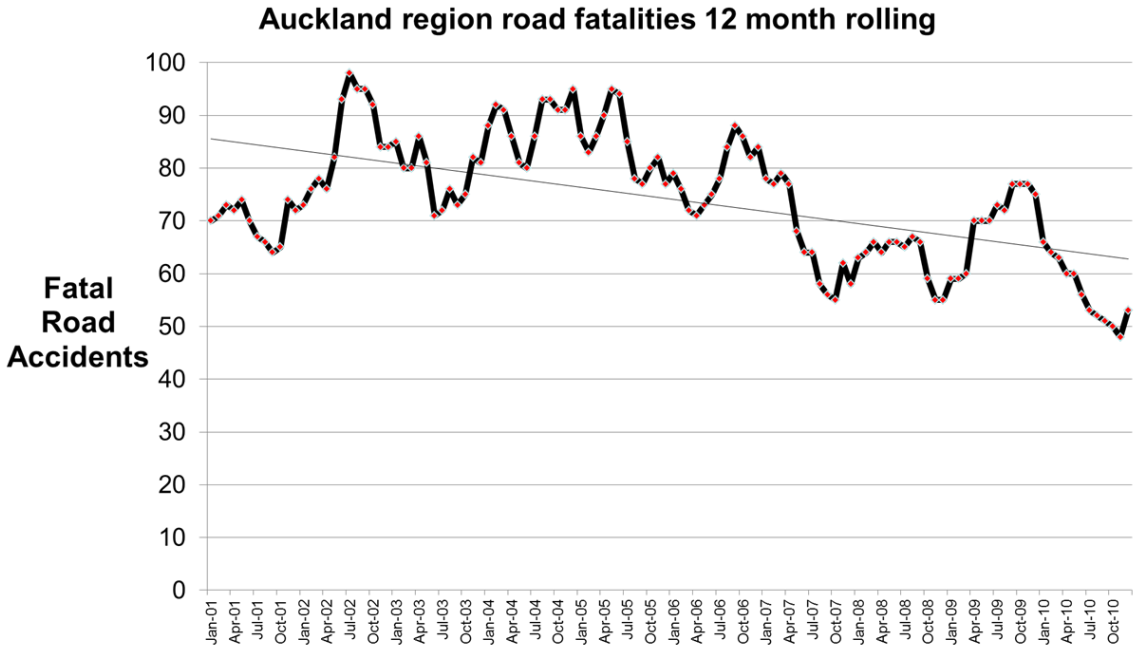


Figure 2.5: Road fatalities in Auckland

Environmental and public health effects

The transport system impacts negatively on the environment in which it operates through:

- Particulate matter in Auckland's air
- Greenhouse gas emissions
- Noise
- Pollution of air and water resources

As vehicles using the transport system are one of the major contributors to air pollution in Auckland, accounting for 35 per cent of greenhouse gases, it is important to ensure that this negative aspect of the transport system is appropriately addressed. Congestion, together with a high level of reliance on the private car for short trips instead of active modes of travel such as walking and cycling could lead to future health problems.

PROMOTING TRAVEL CHOICES, INCLUDING ACTIVE CHOICES, SUCH AS WALKING AND CYCLING, ALSO PROMOTES PUBLIC HEALTH OUTCOMES.

Sustained growth in public transport

Around 68 million trips are taken annually by bus, rail and ferries. Over recent years there has been a sustained growth in the use of public transport, up over 40 per cent in the last decade. This has been driven by external factors such as rising energy prices as well as significant investment in the rail network and Northern Busway by local and central government. Figure 2.6 shows that the public transport system is carrying more people now than any other time since the mid 1950s.

This growth is essential for the economic prosperity and liveability of Auckland because public transport has the ability to move more people more efficiently than any other mode, freeing up motorways and arterial roads for freight, commercial and other trips that cannot use public transport and are essential to the economy and social needs.

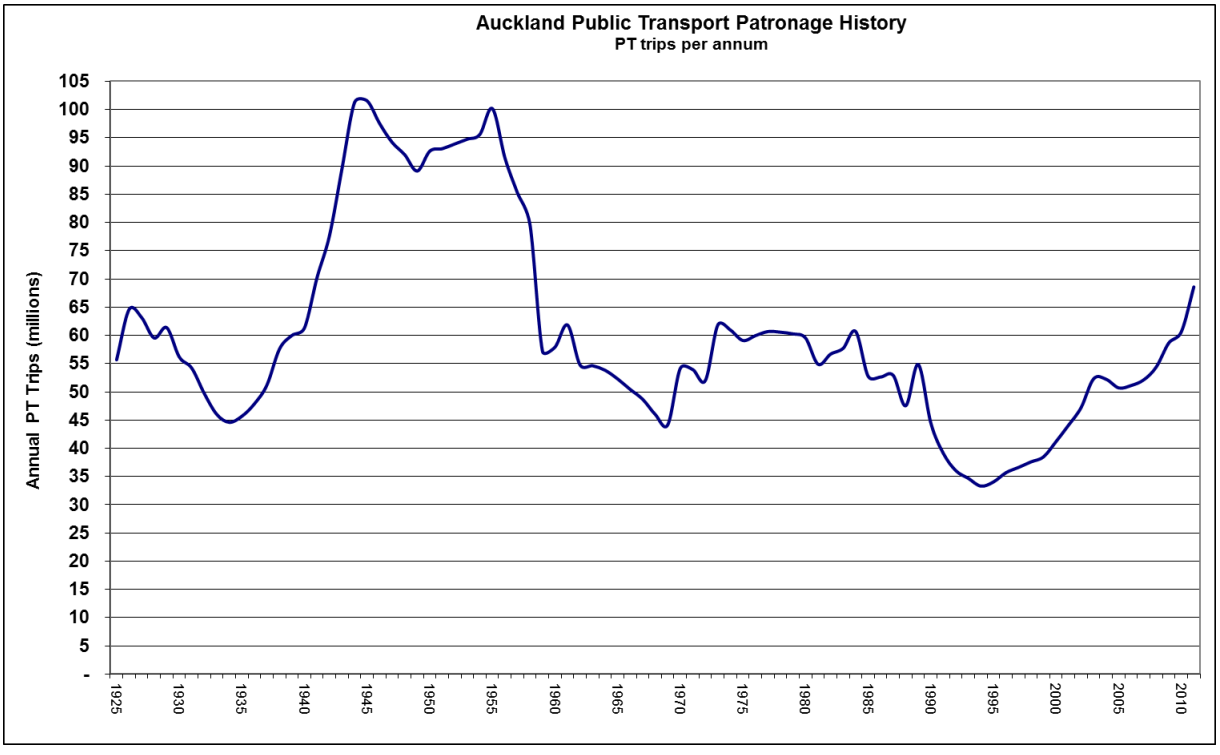


Figure 2.6: Public transport patronage in Auckland 1925 to 2011

3 One System Approach

3.1 Auckland's transport network elements

The effective development and management of Auckland's transport system requires the integration of its network elements: physical, functional and operational.

The most common perception of the transport system is its network of physical infrastructure – the roads (state highways, arterial roads and local roads), rail lines, stations, busway and its stations, wharves, footpaths and cycleways. But in addition to the physical transport network, the transport system includes a number of functional elements. These include the movement of freight, business traffic, school and university students, commuters, recreational and social users, which in turn support a local sense of place and community.

Overlaying the physical and functional networks are operational networks:

- Traffic management (including signal co-ordination, incident management, real time journey information)
- Public transport services (rail, bus and ferry)
- Public transport systems (integrated ticketing, fares, information and marketing)

The cornerstones of Auckland's transport network are the strategic and regional arterial road networks, the public transport networks and the walking and cycling networks.

Auckland's strategic and arterial road networks comprise only 9 per cent of the total road network but carry over 70 per cent of all bus passenger trips and almost 60 per cent of all peak, commercial and freight trips. These networks are shown in **Figure 3.1**.

Figure 3.2 shows the major elements of Auckland's public transport network, which includes the Rapid Transit Network (RTN) comprising the rail system and Northern Busway and the Quality Transit Network (QTN) comprising key ferry and bus routes. The map also shows proposed future extensions to this network.

Figure 3.3 shows the regional cycle network, including existing and proposed future facilities.

Figure 3.1: Auckland's strategic and regional arterial road networks

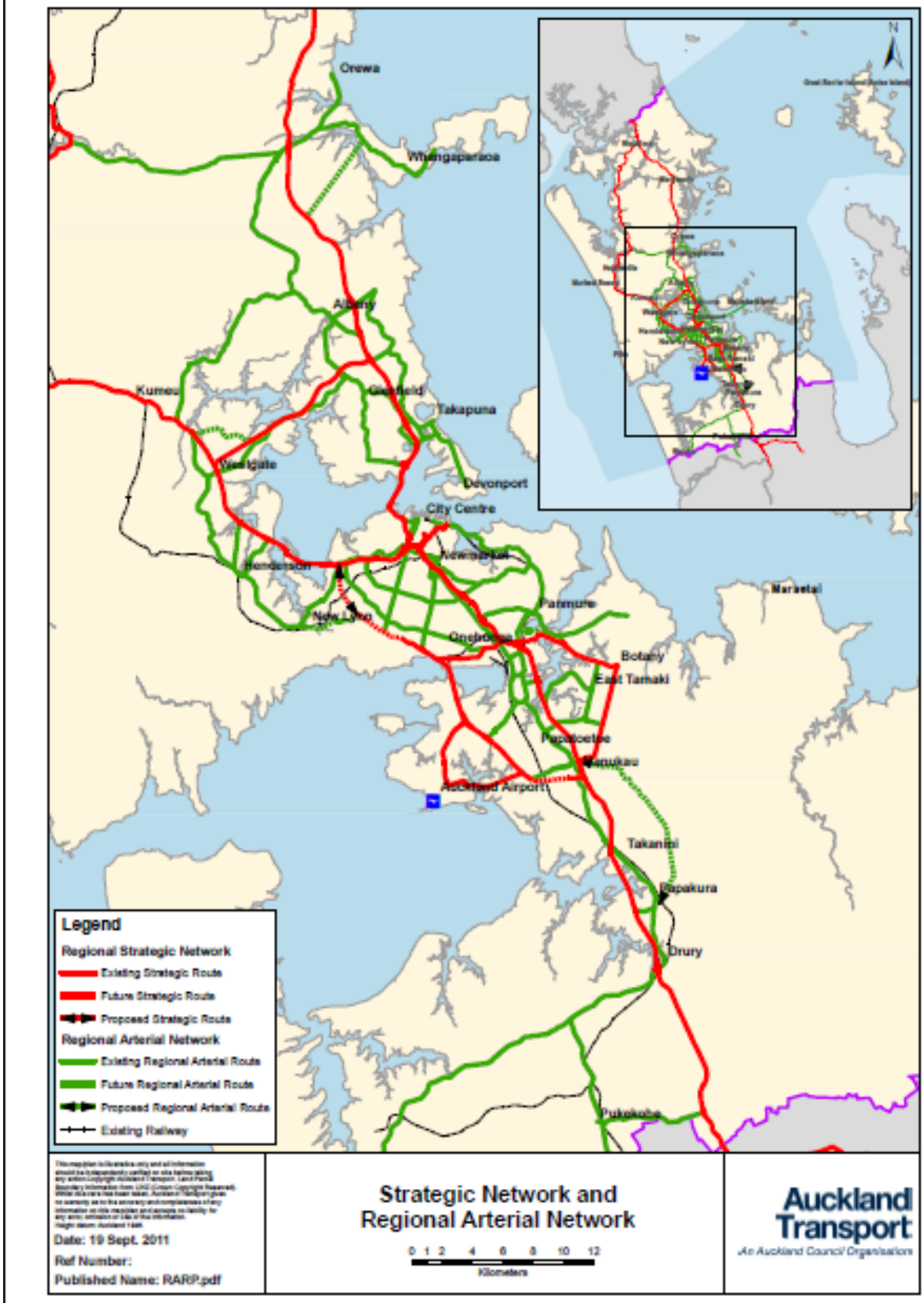


Figure 3.2: Auckland's Rapid Transit Network (RTN) and Quality Transit Network (QTN)

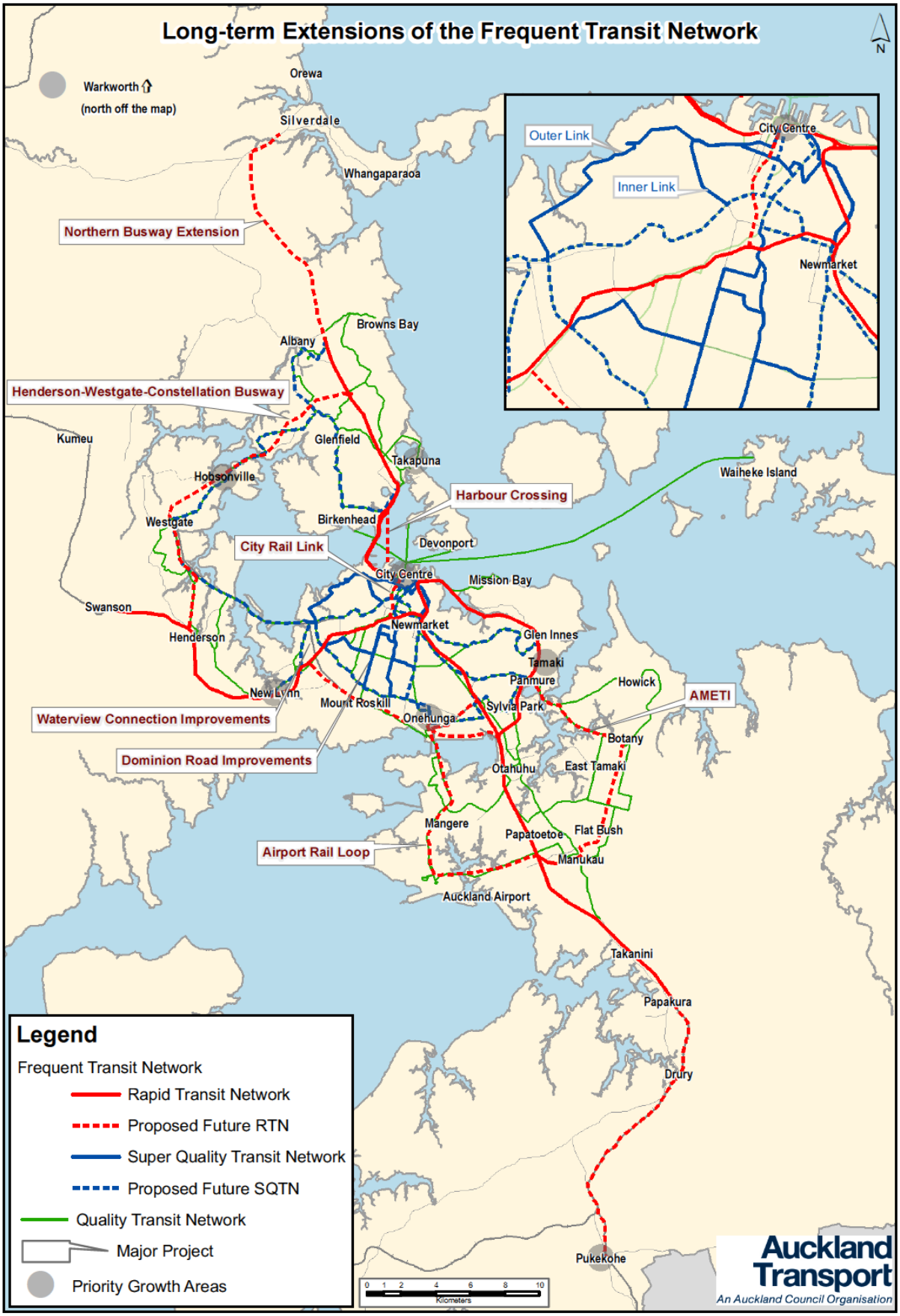


Figure 3.3: Auckland's regional cycle network

Auckland's Regional Cycle Network

This map shows existing and proposed cycle routes of regional significance. The regional cycle network is the backbone of a greater cycle network that also includes local and recreational cycle routes. The regional cycle network provides linkages to schools, town centres, tertiary education, public transport centres, key community infrastructure, employment areas and growth areas. It also shows key destinations, which are desirable for connection to the network to create better connectivity.

Locations of these key destinations are marked on the map, as follows:
> Town centres and growth areas
> Transport stations on the Rapid Transit Network, major interchanges and all ferry terminals
> Secondary, intermediate, composite schools and full primaries (Year 1-8)
> All major tertiary institutions

Proposals to build components of the Regional Cycle Network will be prioritised by Auckland Transport in the Auckland Land Transport Programme.

The Regional Cycle Network was originally developed by the Auckland Regional Transport Authority (ARTA) in conjunction with local councils and the New Zealand Transport Agency (NZTA). Auckland Transport, Auckland Council and NZTA are working to improved cycling infrastructure across the region. This will help ensure the cycling target in the Regional Land Transport Strategy 2010-2040 is reached – to build at least half the Regional Cycle Network by 2016. The overall goal is to increase cycle trips around the region by 100% or more by 2016.

Current and proposed routes on the Regional Cycle Network consist of on-road cycle lanes, off-road cycle paths, shared paths and/or shared bus/cycle lanes.

As well as showing the routes that make up the first half of the network, this map also includes routes that will provide better connectivity when the entire network is completed, but are not currently planned to be implemented before 2016.

The Regional Cycle Network as shown here covers more than 1000 kilometres, around 280 kilometres has been completed by June 2011. Potential routes, not marked on the map, that could connect key destinations to the network would cover many more kilometres if implemented.

Building the Regional Cycle Network
The Regional Cycle Network will generally be designed and funded by Road Controlling Authorities and/or third parties. For further information, please refer to the Sustainable Transport Plan online at **www.aucklandtransport.govt.nz**

The regional cycle network map will be reviewed and updated as required. Version 4, September 2011.

Auckland Transport
An Auckland Council Organisation

September 2011(4.0)

3.2 Towards a one system approach

Improving congestion and increasing reliability and safety requires both improvements to the transport networks as well as increased emphasis on:

- Managing the transport system to ensure that it operates efficiently, effectively and safely
- Making best use of existing investment
- Ensuring that each network element plays its role and is integrated with all the other elements

STEP CHANGE IMPROVEMENTS CAN BE ACHIEVED ONLY IF THE ORGANISATIONS RESPONSIBLE FOR THE TRANSPORT SYSTEM WORK TOGETHER IN PARTNERSHIP WITH COMMON OBJECTIVES AND A COMMON PROGRAMME – A ONE SYSTEM APPROACH.

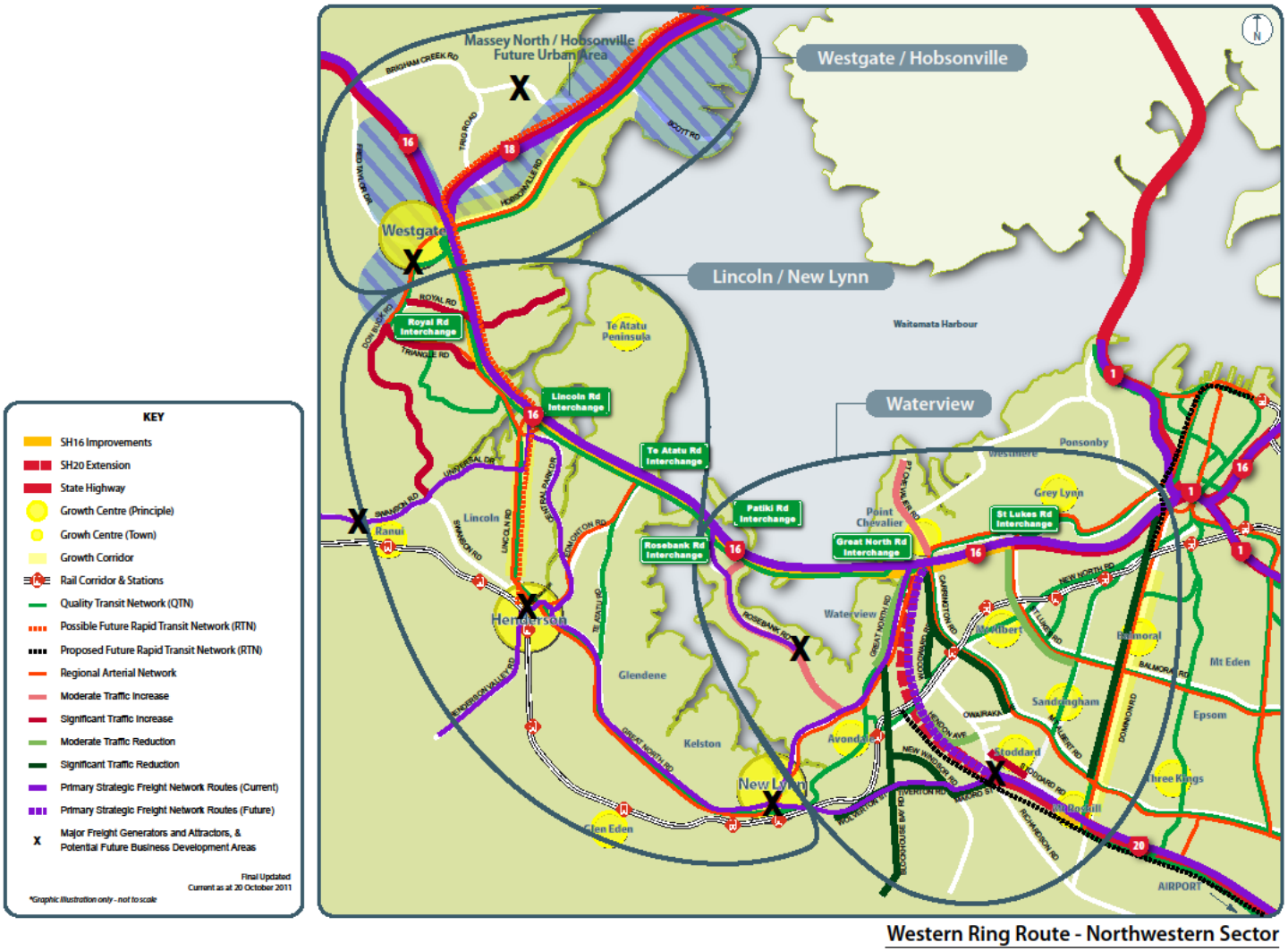
Planning, operating and developing transport in Auckland as one system means the focus will be on achieving the best outcomes, without being constrained by the limitations faced by each of the partners working alone.

The benefits of a one system approach are:

- More effective integration of transport planning with land use planning
- A more resilient system where a greater range of resources and options are available to deal with unexpected events or future changes
- Better alignment of the effort of the network partners and elimination of overlap and duplication
- A more effective allocation of funding

An example of the one system approach that has guided the development of this RLTP is shown in **Figure 3.4**, which illustrates the changes that will occur in association with completing the Western Ring Route.

Figure 3.4: One system approach – Western Ring Route

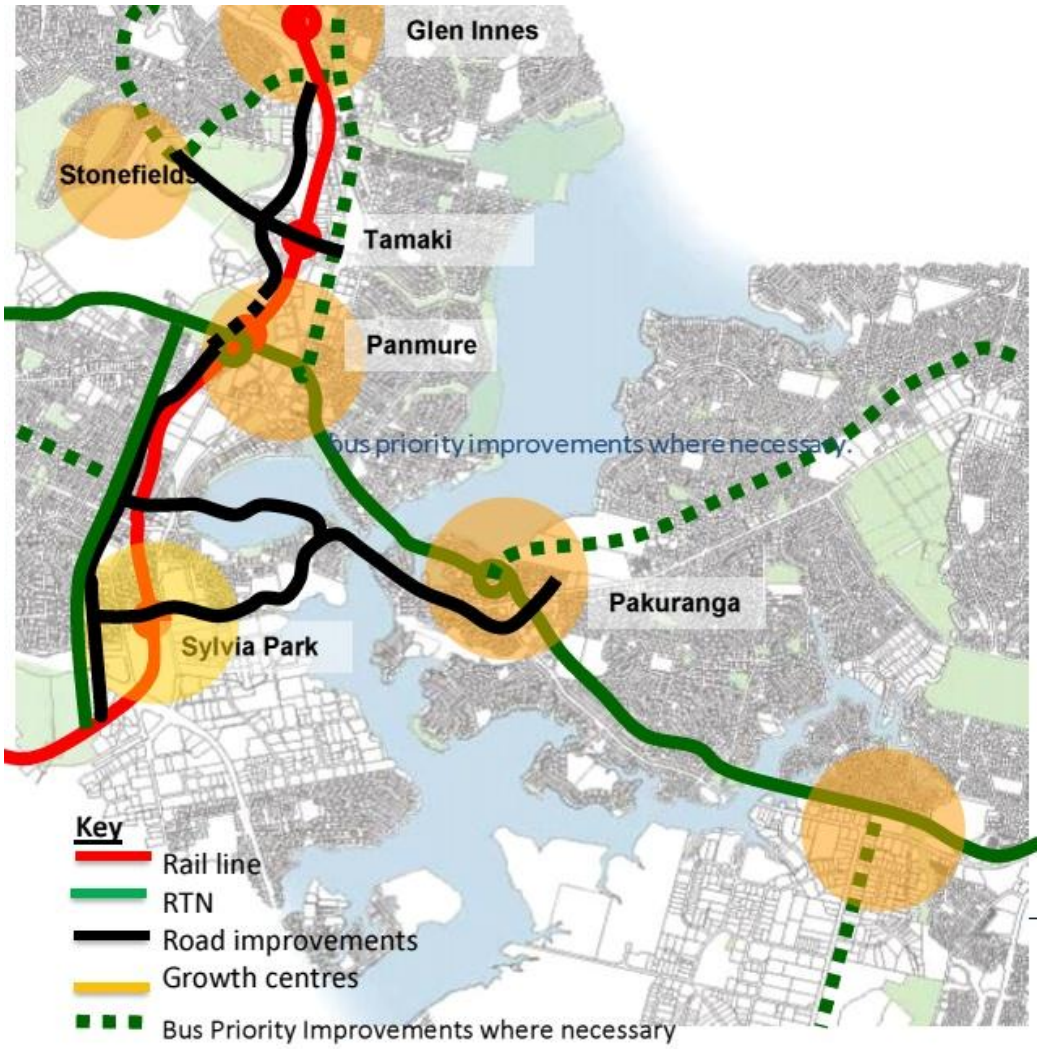


Western Ring Route - Northwestern Sector

Arterial road improvements associated with the Western Ring Route development:
Other examples of NZTA, Auckland Transport and KiwiRail working in partnership and co-ordinating projects to achieve the benefits of a one system approach are:

Hobsonville Road: significant reduction in traffic resulting from the opening of the extension of SH18 motorway has freed up capacity on this road, which has enabled a greater focus on access to land use development in the area, and provided opportunities to allocate road space to public transport, walking and cycling.
Lincoln Road: improvements to the motorway interchange are being made in conjunction with the SH16 improvement scheme. This will create additional capacity at the interchange with State Highway 16, and provide capacity improvements for all modes on Lincoln Road allowing more efficient and reliable movement of people and goods between Henderson and the City Centre.
Te Atatu Road: junction improvements, widening and the addition of bus priorities are proposed to improve capacity and reduce peak period congestion.
Tiverton Road-Wolverton Connection: capacity improvements to provide better connectivity between New Lynn town centre and State Highway 20.
Great North Road: reduced traffic demands following the State Highway 20 Waterview project will result in improved flows and enable extension of bus priorities.
Dominion Road: reduced traffic demands following the State highway 20 Waterview project will enable a stronger focus on public transport connections between the City Centre and the airport, and the southern opportunity area; and on separate cycling facilities.
The one system approach will also result in a higher level of integration between different transport modes to enable growth, facilitate economic development and establish thriving, liveable communities and town centres. An example of this is the Auckland-Manukau Eastern Transport Initiative (AMETI), which is illustrated in Figure 3.5.

Figure 3.5: one system approach: AMETI



Electrification of the rail network: double tracking the rail network, upgrades to a number of key rail stations, the Onehunga and Manukau rail links, the purchase of electric trains and the electrification of the rail network is underpinning a rail renaissance in Auckland.

THE AMETI IMPROVEMENTS WILL ALLOW FASTER AND MORE EFFICIENT PUBLIC TRANSPORT SERVICES, AND IMPROVED WALKING AND CYCLING FACILITIES.

These improvements are expected to reduce improve accessibility and allow the road network to move people and goods more efficiently, and with greater reliability.

3.3 Working together

The primary responsibility for developing, operating and maintaining Auckland's land transport system lies with three organisations – Auckland Transport, NZTA and KiwiRail. Good progress has been made in adopting a one system approach. Significant agreements have been reached – such as the establishment of the Joint Traffic Operations Centre at Smales Farm to integrate the management of traffic operations across state highways and local roads. Progress to date has been marked by the following agreements:

- ***Partnering Charter for Transport Operations*** (NZTA and Auckland Transport) outlining a partnership for joint operation of the road network
- ***Relationship Plan*** (NZTA and Auckland Transport) describing how the two organisations will work together
- ***KiwiRail Network Management Plan*** describing the role and responsibilities of KiwiRail in contributing to Auckland's transport system

The three organisations are also working collaboratively with the port and airport companies.

4 Statement of Priorities

The Land Transport Management Act (LTMA) requires the RLTP to include a statement of transport priorities for the region over the next six years, and to determine the order of priority of all planned activities for the next three years. This has been achieved by developing a prioritisation framework to guide the planned investment in transport in the region, and by evaluating each activity in terms of its strategic fit, effectiveness and efficiency. The resulting prioritisation process is described in **Appendix 3**. Areas of priority focus include:

1. Support greater integration between land use and transport
2. Improve the efficiency and effectiveness of the region's transport networks
3. Make best use of the existing transport system
4. Improve transport safety and reduce the adverse impacts from transport on the surrounding environment

The key areas of investment for the Auckland transport system over the period of this RLTP are listed below.

4.1 Support greater integration between land use and transport

Integrated transport and land use

Land use/transport integration will involve multimodal projects supporting the development of mixed use, high-density centres and growth areas such as Northern Strategic Growth Area (NorSGA) and Flat Bush. The connection between the transport improvement project programme and new land use areas will be strengthened.

Improving city centre accessibility

The draft City Centre Master Plan's vision for Auckland's city centre is a world class economic hub, visitor draw card and the main regional destination for workers, students and residents that will attract businesses and customers. Improving accessibility to the city centre is crucial to achieving this vision and critical to lifting entire region's (and therefore the country's) economic performance.

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AUCKLAND 20-YEAR VISION – ECONOMIC HUB, VISITOR MAGNET, DYNAMIC WORLD-CLASS CITY

The City Rail Link has been identified as a key transport priority in the draft Auckland Plan to significantly improve access to the city centre and support its continued growth and development. Auckland Transport intends to seek approval to construct and operate the City Rail Link, including acquiring any necessary land over time, and will have financial responsibility for the project.
In addition to progressing the City Rail Link, key investment areas over the next three years are:

- Improving bus operations, especially around Britomart
- Shared space expansion on Federal Street and Lorne Street
- Slow speed zone across the city centre
- Signal phasing optimisation for pedestrians
- Streetscape upgrades
- Integrated and prioritised investigation and implementation of key transformational moves (Quay Street, Queen Street and Hobson/Nelson streets) as outlined in the City Centre Master Plan

AMETI a significant aspect of RLTP

The first stage of the Auckland-Manukau Eastern Transport Initiative (AMETI) is a significant part of this RLTP. AMETI is a partnership project between Auckland Council, Auckland Transport, NZTA and KiwiRail that delivers a multi-modal network for the Tamaki coastal edge.
The first stage, AMETI Panmure, delivers increased passenger transport, demand management and economic opportunities for local communities. It includes a road link between Mt Wellington and Tainui Road, replacement of the Panmure roundabout with a new intersection, and progressing a busway along Lagoon Drive.

Corridor protection

Planning and route protection for important future transport corridors and modes is critical in New Zealand's largest and fastest growing city. In addition to the City Rail Link as the priority transport project in the draft Auckland Plan, corridor protection will be advanced for:

- An additional Waitemata Harbour crossing for general traffic and public transport
- A dedicated rapid transit corridor between Auckland Airport and the city centre
- The Avondale-Southdown rail corridor

4.2 Improve the efficiency and effectiveness of the region's transport networks

Completing the state highway network

Completion of the Waterview section of the Western Ring Route is programmed for 2016.

THE WATERVIEW SECTION OF THE WESTERN RING ROUTE WILL ENABLE A MOTORWAY CONNECTION TO BE DEVELOPED BETWEEN ALBANY AND MANUKAU AS AN ALTERNATIVE TO STATE HIGHWAY 1.

- The motorway network will continue to be upgraded, including further capacity improvements to fully complete the Western Ring Route
- The pace of motorway development is expected to slightly reduce once the Western Ring Route is in place.
- Major projects include upgrading the Auckland Airport access and a new link between State Highway 20, State Highway1 and East Tamaki.
- State Highway 1 between Puhoi and Wellsford will be progressively upgraded as part of the government's Roads of National Significance (RoNS) programme.

Improving Auckland's arterials

The arterial network has been relatively neglected.

MANY ARTERIALS DO NOT PRESENTLY FULFIL THEIR FUNCTION IN THE ROAD NETWORK AS MAJOR MOVERS OF PEOPLE, GOODS AND SERVICES.

The full benefits of the investment being made in the motorway network cannot be fully realised unless the arterial network is improved to cater for the additional traffic entering and leaving the motorway network.

In line with the one system approach outlined in Chapter 3, the RLTP includes activities aimed at strengthening the role of the motorway network as the major carrier of through traffic, including freight and commercial trips. This needs to be done in conjunction with upgrading the arterial network to:

- Better cater for shorter distance traffic movement
- Feed traffic onto and accept traffic from the motorway network
- Give priority to public transport, freight and high-occupancy vehicles and providing walking/cycling facilities
- Support higher density town centre development and Auckland Council's strategic land use objectives

Optimising road network performance

In addition to upgrading the arterial road network, optimising its performance is also a key area of focus. This includes the a consistent approach in determining the appropriate allocation of scarce road space for all road users, including public and private transport, freight and commercial trips, cyclists and pedestrians and ensure new land use occurs at safe and planned positions.

4.3 Make best use of the existing transport system

Intersection improvements

The on-going initiative to integrate the management of the motorway and arterial networks to optimise their overall effectiveness will be continued. Traffic signals will be co-ordinated along arterial routes throughout Auckland.

The traffic signal optimisation programme will identify key intersections which are underperforming. A series of intersection improvements will be undertaken to address this issue, enabling additional network capacity at relatively low cost, ensuring value for money and supporting economic growth and productivity and safety outcomes.

Maintaining the network

The funding proposals included in this RLTP for operations and renewals are based on maintaining the current levels of service being provided by the transport assets of the region, while recognising that areas of higher density and transport demand need to be prioritised ahead of lower volume parts of the network.

Life cycle asset management strategy

Auckland Transport endeavours to manage the transport network to deliver the agreed levels of service in the most cost effective and sustainable manner over the life cycle of the assets. The life cycle management strategies that will ensure achieving these objectives are described in the draft Asset Management Plans for the transport network.

Achieving balance between planned and reactive maintenance

The operational and maintenance strategy is a balance between planned and reactive maintenance to find the optimal maintenance mix. Asset renewals restore the levels of service delivered by an asset to its original level, or close to it, by replacing or repairing the worn components. The renewal strategy ensures the timing and renewal solutions are right and optimised.

A comprehensive approach needed

The amalgamation of Auckland's local road controlling authorities into a single organisation has provided an opportunity for a more comprehensive approach to asset management. A review of service levels, maximising the use of the existing assets and new initiatives in sustainability are some of the areas that will need careful consideration. These opportunities are being explored further in order to incorporate them in long-term plans in the near future.

Further development of public transport

Electrifying the rail network and introducing new electric trains represents a significant milestone. By providing Auckland with a high-quality modern passenger rail network with trains running at 10-minute intervals (or less) during peak periods this investment will bring the existing system up to a first world level of service and will make the train service in Auckland a viable alternative to thousands more commuters.

The introduction of integrated ticketing using the HOP electronic smart cards will assist in:

- Streamlining the operation of Auckland's public transport system and facilitating easy, convenient transfers between services and operators
- Providing valuable user information to Auckland Transport and the operators for improving the system's quality and effectiveness

The key public transport development projects planned for this RLTP cycle include:

- Introducing new electric trains to the Auckland passenger rail network
- Completing the upgrade of Auckland's train stations
- Protecting and beginning construction of the City Rail Link (see below)
- Implementation of integrated ticketing across the public transport network
- Comprehensive reviews of bus services in West Auckland, Hibiscus Coast, Papakura/Manurewa/Great South Road, Mangere and Otara, and the Eastern isthmus, including the establishment of 'b.lines' on key arterials (15-minute minimum frequency 7am-7pm weekdays, with higher frequencies during peak periods)

Enhanced efficiency of the regional freight network

A programme of measures for facilitating the movement of freight by all modes in the region will be developed and implemented in the period following the approval of the Integrated Transport Plan. Work currently initiated and progressed by the NZTA, the Ministry of Transport and the regional councils of Auckland, Northland, Bay of Plenty and Waikato focuses on developing a freight strategy for the upper North Island. A Memorandum of Understanding has been signed by all parties and it is envisaged that future regional freight plans will be consistent with the outcomes proposed in this study.

Improvements to local road and state highway networks

The Vehicle Dimension and Mass (VDM) Rule Amendment which came into force in 2010 introduced a new permit regime for heavy motor vehicles to operate above the maximum mass limit of 44 tonnes when carrying divisible loads on approved routes – High Productivity Motor Vehicles (HPMVs). Auckland Transport and NZTA have identified a number of freight and heavy vehicle routes which we expect will be the subject of HPMV route applications in the future and may be suitable for this purpose. A detailed assessment of the bridges on these routes is under way to assess whether they can carry the increased loads or will need to be upgraded. This RLTP makes provision for improvements to the local road and state highway networks, particularly bridge strengthening, to enable HPMV operation. Note, however, that these projects will need to compete with other high priority projects for funding.

Upgraded walking and cycling facilities

Walk and cycle facilities will continue to be upgraded to:

- Improve the 'walkability' of the planned high-density activity centres and accessibility by bicycle
- Encourage walking and cycling to school
- Further develop the planned city-wide cycle network for longer distance and recreational travel

The priority active transport projects planned for this RLTP cycle include (but are not limited to):

- Ensuring travel planning and travel demand management is an integral part of infrastructure projects including the Albany Highway, AMETI and New Lynn
- Cycling infrastructure projects for:
    - Rosedale Road in the north
    - The Harbour Bridge, the Waterview Connection Project, Hobson Bay and Beach Road in the central area
    - Improving cycling links from the Northwestern Cycleway to the city centre
    - AMETI in central and east
    - Universal Drive in the west
    - Mahia Road, Great South Road, Puhinui Road and Chapel Road in the south
- New footpaths
- City centre pedestrian and cycle improvements
- Continuing school safety travel plans with a focus on road safety and mode share

4.4 Improve transport safety and reduce the adverse impacts from transport on the surrounding environment.

Road safety improvements

The Auckland Safe System approach requires road designers to take more responsibility for building a safer network by managing crash forces to a level that does not result in death or serious injury. A focus of the 2012/15 Auckland road safety programme therefore is a greater investment in safety engineering on local roads along with a focus on speed management. High-risk routes and locations on the transport network have been prioritised through crash reduction studies for improvements such as intersection upgrades, speed re-zoning, lighting and visibility improvements, and larger demonstration projects including mixed use arterials such as Tamaki Drive.

High-risk users, areas and routes targeted

High-risk communities and road users have also been prioritised for education and enforcement improvements. Specific reductions in crash risk will be targeted at high-risk urban intersections and arterials, high-risk rural roads and state highways. There will also be a special focus on pedestrians, cyclists, motorcyclists, young drivers, drink/drugged driving, older road users and commercial vehicles.

For this RLTP cycle, the key safety activities include:

- Completing Tamaki Drive safety improvements to reduce crash risk
- Developing a safe-system road-assessment programme for local roads
- Developing a regional speed management policy for high-risk urban and rural roads
- Implementing demonstration safety projects on high-risk urban arterials and rural roads
- Implementing an annual crash reduction studies programme at high-risk local road sites
- Implementing safety improvements at high-risk sites and schools for pedestrians and cyclists
- Increased road policing enforcement and safety improvements at high-risk urban intersections, including use of safety camera technology
- Targeting regional and local safety education programmes to reduce crash risk among drink/drug-influenced drivers, young drivers, pedestrians, motorcyclists, cyclists, motorway drivers and high-risk local communities
- Implementing a safety improvements programme on high-risk rural state highways
- Enhancing enforcement of heavy and commercial vehicle safety

A number of these activities are the responsibility of the NZ Police. **Appendix 5** contains an assessment of the relationship of Police activities to this RLTP.

Extension of travel demand management programmes

Developing and implementing school and workplace travel plans will prioritise those areas where the potential benefits are highest, e.g. areas with proposed infrastructure improvements close to congested parts of the network.

Parking supply, management and pricing will be better integrated with land use and transport policy to ensure it supports Auckland Council's master and area plans. Parking ratios for new developments will be standardised and applied consistently.

The Auckland Regional Parking Strategy will be progressively implemented in high-density town centres and corridors accompanied by the development of comprehensive parking management plans to better integrate parking supply and management with broader land use and transport policy objectives.

4.5 How the priority focus areas are used to rank projects and activities

The four areas of priority focus discussed above are used as the basis of Auckland Transport's prioritisation and project ranking system.

First, all projects and activities which are already committed to by contract or planning agreement, existing bus, train and rail services and essential maintenance and renewals are given highest priority for available funding. Remaining activities are then ranked based on three criteria, strategic fit, effectiveness and economic efficiency:

- The strategic fit of the issue or problem being addressed – is this issue identified considered of high significance by the priority focus areas?
- The effectiveness of the proposed solution in addressing the issue identified and in delivering priority focus areas
- The economic efficiency (or benefit/cost ratio) of the proposed solution

Each project is rated High, Medium or Low (H, M or L) for each of the three factors resulting in a profile (e.g. HHM).

There are often other factors that influence project timing, including interdependencies with other actions that make implementation urgent, or opportunities to work more efficiently by combining activities. These factors are considered during the programming of projects over the three-year period.

Auckland Transport's prioritisation layers

The prioritisation layering system to create a programme of Auckland Transport's projects is summarised below:

1. Meet legal commitments
2. Support and enable Auckland Plan, eg building public transport capability in projected growth areas
3. Priority rating index
   - Strategic fit
   - Transport effectiveness
   - Economic efficiency
4. Optimising available NZTA funds
5. Balancing contract size and location
6. Integrating other work- (eg. KiwiRail electrification, NZTA Waterview)

The system is outlined in more detail in Appendix 3 Prioritisation Process

5 2012/15 Programme Overview

5.1 Major projects

The following table summarises the major transport projects planned for the current RLTP cycle.

Project	Description
Electrification of Auckland's rail network and purchase of Electric Motor Units (EMUs)	Electrification of Auckland's rail system is under way. A modern electrified rail system has significant performance advantages over the current and even new diesel systems for urban rail operations, including better acceleration between stations and the ability to operate high frequency trains through tunnels. In addition, electric trains provide environmental benefits such as improved air quality and reduced noise and air vibration, so they are compatible with the intensified development along rail corridors envisaged by the Auckland Plan. Electrification will enable fast, reliable journeys at 10-minute frequencies and is expected to attract 17 million passengers to rail by 2016. It will also future-proof the Auckland rail network and enable the development of the City Rail Link. Auckland Transport will continue to work with KiwiRail to ensure delivery of this project, critical for the continued growth of Auckland. Auckland Transport has signed a contract with CAF (Spanish train manufacturer) to provide Auckland with a new fleet of electric trains.
City Rail Link	The decision to electrify the rail network has allowed work to begin on protecting and constructing the City Rail Link, an underground connection between Britomart and the Western Line at Mt Eden. This will allow higher train frequencies across the entire rail network, as well as providing new stations in the heart of the CBD and future extensions to an electrified network such as to the airport. Overall, this project will increase the accessibility of the CBD, New Zealand's largest concentration of economic activity, to more than half a million people within 30 minutes' travel time by rail, which is completely free of road congestion. This will release the economic potential of Auckland's CBD and growth centres, and lead to economic benefits estimated at $2.4 billion.
Western Ring Route	The completion of the SH20 Waterview Connection will provide a complete alternative to State Highway 1 from Manukau through to Albany. The 5.5km Waterview project is for a combined tunnel and surface option, which is being developed as a Road of National Significance (RoNS) and funded through the current transport budget at about $1.4b. The completion of the Western Ring Route will improve transport links for Aucklanders and businesses and provide more reliable travel time to Auckland Airport.
AMETI – The Auckland-Manukau Eastern Transport Initiative	AMETI is a major project that will deliver increased passenger transport, demand management and economic development opportunities for the south-east metropolitan Auckland region. The first stage of the project will include the Panmure Transport Plan to support business and residential growth planned for Glen Innes, Panmure, Mt Wellington and Sylvia Park. This will be achieved by improving roads, bus lanes, walking and cycling, the addition of a pedestrian/cycle lane on the Panmure Bridge, and improvements from Panmure through to Pakuranga and along Ti Rakau Drive, including a dedicated bus route.
Other arterial road upgrades	In addition to AMETI, improvements are planned for the following arterial roads: Dominion Road Tiverton / Wolverton Street Albany Highway Redoubt Road / Mill Road
Land Use / Transport Integration	Projects to facilitate planned growth in Hobsonville and Massey North as required by Auckland Council's plan changes 14 and 15.

Auckland Transport's major projects exceeding $20m in funding commitments over 2012-2015 are illustrated in **Figure 5.1**.

5.2 Activities of inter-regional significance

The following activities included in this RLTP are considered to be of inter-regional significance:

- HPMV routes to facilitate freight flows between Auckland and other regions, particularly in the upper North Island
- Development of the Puhoi to Wellsford state highway, as a road of national significance (RoNS), linking Auckland and Northland
- Maintaining and developing rail links to other regions

5.3 Future activities of national or regional significance

Section 17 (3) (e) of the Land Transport Management Act requires the RLTP to provide an indication of any nationally or regionally significant activities that are likely to be recommended for inclusion in the NLTP over the three financial years following this RLTP period (i.e. 2015/16 to 2017/18). The following activities, which are likely to be recommended for inclusion in the 2015/16 to 2017/18 period, are considered to be of national and regional significance:

- Puhoi to Wellsford motorway connection
- The City Rail Link
- Additional Waitemata Harbour Crossing
- Advanced Traffic Management Systems Stage V (HNO)
- Further development of cycleways along state highway corridors
- Busway extension Albany to Hibiscus Coast
- South-west airport multi-modal corridor
- Southdown to Avondale rail corridor
- Botany to Manukau RTN
- Henderson to Albany RTN
- Red light camera installation
- Penlink
- Mill Road

Auckland's priority transport projects 2011-40 are illustrated in **Figure 5.2.**

Figure 5.2: Priority transport projects, 2011-40

6 Funding Plan

6.1 Overview

Initial indications are that between $1.5 and $2.1 billion per annum will be required over the next 10 years to fund the activities put forward in this RLTP and address the various challenges identified in the Auckland Plan.

At present, transport activities in Auckland are funded from the Auckland Council (in line with its Long Term Plan), NZTA funding from the National Land Transport Fund (NLTF), separate Crown funding for rail investment, and direct user charges (e.g. parking revenues and public transport fares).

Current funding arrangements are insufficient

The current policy framework of the Auckland Plan and the RLTS outlines an aspirational vision and includes a number of significant transport investments for Auckland which will clearly not be easily achieved within current funding arrangements.

Planning and collaboration are vital

While there will continue to be pressure on funding to deliver all the projects required, the region must be able to fund the right projects at the right time. This will require careful strategic planning, clear prioritisation and a high level of agreement between Central Government and Auckland as a whole.

The funding base needs expanding

While the focus of this programme is on setting priorities for how the existing funding via the NLTP should be allocated, Auckland Transport will support opportunities to broaden the funding base for transport, to enable the region's strategic priorities to be progressed within a reasonable timeframe.

This chapter presents an analysis of the funding requirements arising from this programme, an outline of the funding challenges facing Auckland Transport, and a summary of alternative funding options that could be explored.

THE FUNDING LEVELS AVAILABLE THROUGH CURRENT SOURCES WILL NOT BE SUFFICIENT TO ENABLE THE ENTIRE PROGRAMME TO BE FUNDED.

THE FUNDING GAP IS LIKELY TO BE PARTICULARLY SEVERE FOR PUBLIC TRANSPORT INFRASTRUCTURE AND LOCAL ROAD INFRASTRUCTURE.

6.2 Funding requirements

The draft RLTP provides details of Auckland's funding applications to the National Land Transport Fund (NLTF) for the 2012/13, 2013/14 and 2014/15 years. The RLTP recognises that funding from the NLTF and Auckland Council is constrained and that not all eligible projects identified in the programme will receive funding from these sources.

THE AFFORDABILITY OF THE OVERALL RLTP WILL BE DETERMINED BY OUR ABILITY TO ACCESS ALTERNATIVE FUNDING FOR THE NON-FUNDED ASPECTS OF THE PROGRAMME.

Figure 6.1 illustrates the forecast funding requirements for the activities in this RLTP over the next 10 years.

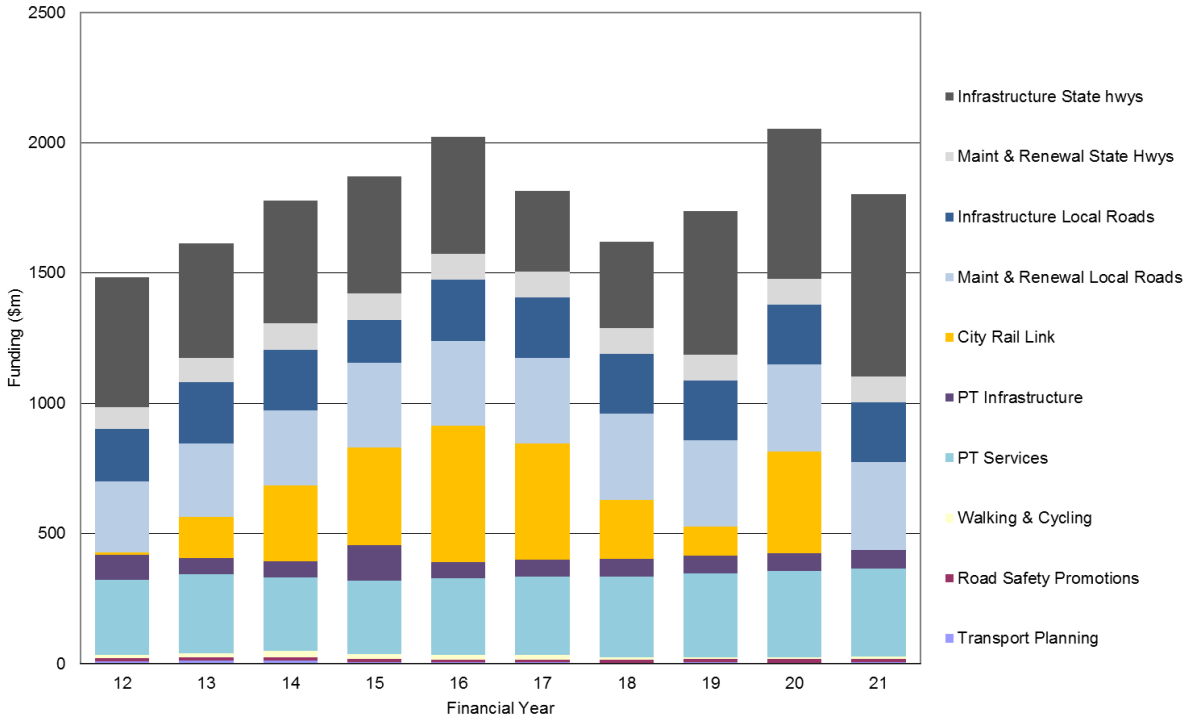


Figure 6.1 Forecast funding requirements 2012/13 to 2021/22

The main points emerging from the chart are outlined below:

- Spending on new and improved state highway infrastructure continues to dominate. This is subject to NZTA continuing to fund state highway projects in Auckland at a similar level to that projected for the next three years. The level of state highway expenditure had been expected to decrease according to the previous RLTP, but is now projected to be the largest activity in the funding plan at $4.8b over 10 years.
- Maintenance and renewals increases gradually over the 10 years to a total of $4.1b for local roads and state highways combined

- City Rail Link and infrastructure for local roads are the other large funding budgets at $2.5b and $2.2b respectively
- The demand for significant investment in public transport infrastructure is not a short-term blip. It is reflective of the current and future transport requirements of New Zealand's largest and fastest growing city. Resolving long-term sustainable funding will be a key area of focus Passenger transport services costs increases marginally over the 10 years to a total cost of $3b

Table 6.2 summarises expenditure by activity class for all activities in the RLTP. For completeness all planned expenditure is shown, including activities for which NLTF funding may not be received.

IN TOTAL THE RLTP IS FORECASTING EXPENDITURE ON TRANSPORT IN AUCKLAND BETWEEN 2012 AND 2015 TO BE IN THE VICINITY OF $4.9 BILLION.

TABLE 6.2 Summary of RLTP by GPS activity class

	2012/13 ($000)	2013/14 ($000)	2014/15 ($000)	2012/15 ($000) Total 3yrs	Percent of total
Activities					
Transport Planning	9,864	11,524	11,954	33,442	0.7
Road Safety Promotion	11,140	11,403	11,685	34,228	0.7
Walking and Cycling[1]	12,808	17,114	24,541	54,463	1.1
Public Transport Services[2]	275,722	289,750	271,660	837,132	17.1
SuperGold card	9,134	9,134	9,134	27,402	0.6
Public Transport Infrastructure[3]	94,083	61,599	62,209	217,891	4.5
Public Transport Infrastructure (CRL)	11,325	158,777	290,599	460,701	9.4
Maintenance Local Roads	86,588	88,900	91,287	266,775	5.4
Maintenance State Highways	44,865	49,661	54,757	149,283	3.0
Renewal of Local Roads	112,202	116,009	119,946	348,157	7.1
Renewal of State Highways	37,638	41,447	45,801	124,886	2.6
New Infrastructure for Local Roads	201,495	237,267	234,181	672,943	13.7
New Infrastructure for State highways[4]	500,000	440,000	470,000	1,410,000	28.8
Other (Parking and IT projects)	9,091	5,164	7,096	21,351	0.4
Unsubsidised operational activities	77,192	80,415	79,287	236,894	4.8
Totals (All projects)	**1,493,147**	**1,618,164**	**1,784,137**	**4,895,448**	

[1] Includes design for Auckland Harbour Bridge pathway

[2] Includes interest payments on EMU's

[3] Includes principal repayments for the EMUs and Depot

[4] These figures are from the 10-year forecast and differ from their detailed application

Table 6.3 summarises the relationship between the funding sought from the NLTF and the GPS allocation (refined by NZTA) to each activity class at the national level.

The table illustrates that 34.4 per cent of funding reported in the RLTP will be spent on state highways, 31.5 per cent will be spent on public transport including route protection for the city rail link and 31.8 per cent will be spent on local roading. Although Walking and Cycling is only 1.1 per cent of the total, approximately half of the unsubsidised operational activity funding is footpath related and new and improved roading schemes usually contain new footpaths and cycleways. Taking this into account, overall walking and cycling is expected to be over 7% of the total spend.

Table 6.3 summarises the relationship between the funding sought from the NLTF and the GPS allocation (refined by NZTA) to each activity class at the national level.

TABLE 6.3 Comparison of funding requested through the RLTP and the 2012 GPS funding allocations eligible for NZTA funding through the NLTF

Activity classes	Local share ($000)	NZTA share (if fully funded)[5] ($000)	RLTP 2012/15 Total ($000)	Midpoint of 2012/15 NZTA Funding Allocations ($000)[6]	% Regional NZTA share of the 2012 NZTA National Funding Allocations[7]	Financial Assistance Rate (%)
Transport Planning						
• AT, AC	13,059	14,726	27,785	55,000	37%	53%
• HNO	-	5,557	5,557			100%
Road Safety Promotions						
• Local Roads	15,865	17,891	33,757	97,500	19%	53%
• HNO	-	471	471			100%
Walking and Cycling						
• AT	14,335	16,165	30,500	70,000	52%	53%
• HNO	-	19,963	19,963			100%
Public Transport Services (inc. EMUs and access fee)	383,702	453,430	837,132	840,000	54%	Varies 50-60%, & 100%
Public Transport Infrastructure	97,937	97,937	195,874	120,000	85%	50%
EMU and Depot (principal repayments)	2,623	3,595	6,218			Agreed split
Maintenance Local Roads	152,062	114,713	266,775	560,000	20%	43%
Maintenance State Highways	-	149,283	149,283	800,000	19%	100%
Renewal of Local Roads	198,449	149,708	348,157	720,000	21%	43%
Renewal of State Highways	-	124,886	124,886	630,000	20%	100%
Infrastructure for Local Roads	316,283	356,660	672,943	537,500	66%	53%
Infrastructure for State Highways[8]	-	1,410,000	1,410,000	3,325,000	42%	100%
TOTAL	**1,194,315**	**2,934,985**	**4,129,301**	**7,755,000**	**38%**	

[5] This is the theoretical amount of subsidy NZTA would supply if it was able to fully fund all projects and activities which complied with funding rules. In reality NZTA funding is limited by the GPS.

[6] 'Midpoint of 2012/15 NZTA Funding Allocations' shows the average of the funding band allocated by NZTA to each activity class over the next three years for the whole country.

[7] '% Regional NZTA share of the 2012 NZTA Funding Allocations' shows the potential percentage allocation to Auckland for each activity class from NZTA's national funding availability.

[8] NZTA have provided differing sums in their three-year funding applications to their 10-year summary forecast.

The purpose of the table is to highlight matches and some potential funding pressures between NZTA's funding for activity classes and Auckland's needs. For example, if fully subsidised, NZTA's contribution towards passenger transport infrastructure represents 85 per cent of all nationally available funds over the three years. Local roading infrastructure faces a similar challenge. If this activity was fully subsidised by NZTA it would account for 66 per cent of nationally available funds for this activity class.

Overall, 38 per cent of NLTF funds available between 2012 and 2015 could be accounted for by the Auckland RLTP. Funding for transport is 'hypothecated' which means that taxation from transport (predominantly from fuel excise duty and road user charges) is used for transport funding. As 36 per cent of petrol and 48 per cent of diesel bought in New Zealand is purchased in the Auckland region, the 38 per cent of the NLTF funds proposed to be spent in Auckland appears to be a fair allocation of the tax income. Approximately one third of the total to be spent is on new state highways, mainly the SH20 Waterview connection.

6.3 Funding challenges

Although investment in Auckland's transport system has increased significantly over the past 10 years, Auckland's population and economic growth is expected to place continued pressure on the performance of the existing transport system. To respond to these pressures, the scale of investment required is expected to increase rather than decrease, as reflected in the funding requests outlined in this RLTP. This raises a number of significant funding challenges for the region.

How to close the funding gap

Auckland Transport recognises the need to be realistic about the current economic climate. The GPS has signalled that there is unlikely to be additional Central Government funding for delivering on Auckland's strategic aspirations beyond that already signalled for investment.

AUCKLAND TRANSPORT ESTIMATES THAT OVER THE NEXT 10 YEARS THE REQUIRED TRANSPORT EXPENDITURE WILL BE AROUND $2.8 BILLION MORE THAN THE LEVEL OF FUNDING CURRENTLY AVAILABLE.

There is a pressing need to examine potential new funding and financing mechanisms for transport in Auckland, building on the work that has been initiated by Auckland Council. Options worthy of further investigation include:

- Charging for road use through road pricing or strategic network tolling
- Parking levies
- Regional fuel tax
- Strategic use of publicly owned assets to underwrite the financing of major projects
- Capturing the benefits of transport investment on land value
- Infrastructure bonds
- Debt financing options and public private partnerships

Auckland Transport will continue to provide support to Auckland Council who is exploring these options.

A more flexible funding system is also required, to enable national funding to be allocated more responsively to local needs. One measure to achieve this is to introduce a more flexible Financial Assistance Rate for projects such as arterial road improvements and public transport infrastructure which deliver higher benefits in terms of GPS outcomes.

The scale of the funding challenge and the level of future transport investment required for Auckland to meet its strategic transport objectives suggest that there will be a need to move beyond the current Auckland Council and NLTP funding arrangements in order to implement some of the major transport projects that are proposed in Auckland.

Accordingly, the approach taken in this RLTP has been to prioritise Auckland Council and NLTP funding for activities that the region believes are able to be undertaken within current funding envelopes. It has also included identifying those major new projects for which additional funding sources are likely to be needed.

7 Monitoring and Review

The responsibility for implementing the RLTP falls on a number of different agencies, including Auckland Transport, Auckland Council, and the Highway and Network Operations department of the NZTA. A key role for Auckland Transport will be to coordinate the actions of these organisations and to review progress towards implementing the activities outlined in this draft RLTP. It will also be essential for Auckland Transport to work with its partners to ensure that all agencies adhere to the integrated and one network approach inherent in the RLTP, particularly for those packages which require multi-modal and multi-agency actions.

Although the draft RLTP provides the 10-year investment programme, the strategy it contains is bound to the Integrated Transport Plan (ITP), which provides the broad strategic transport implementation strategy for the region for the next 30 years. The ITP is still in the process of being developed and will be finalised by the middle of 2012. Most of the RLTP related outcomes and outputs will be monitored through the ITP by means of key performance indicators, and at this stage the following approach is envisaged:

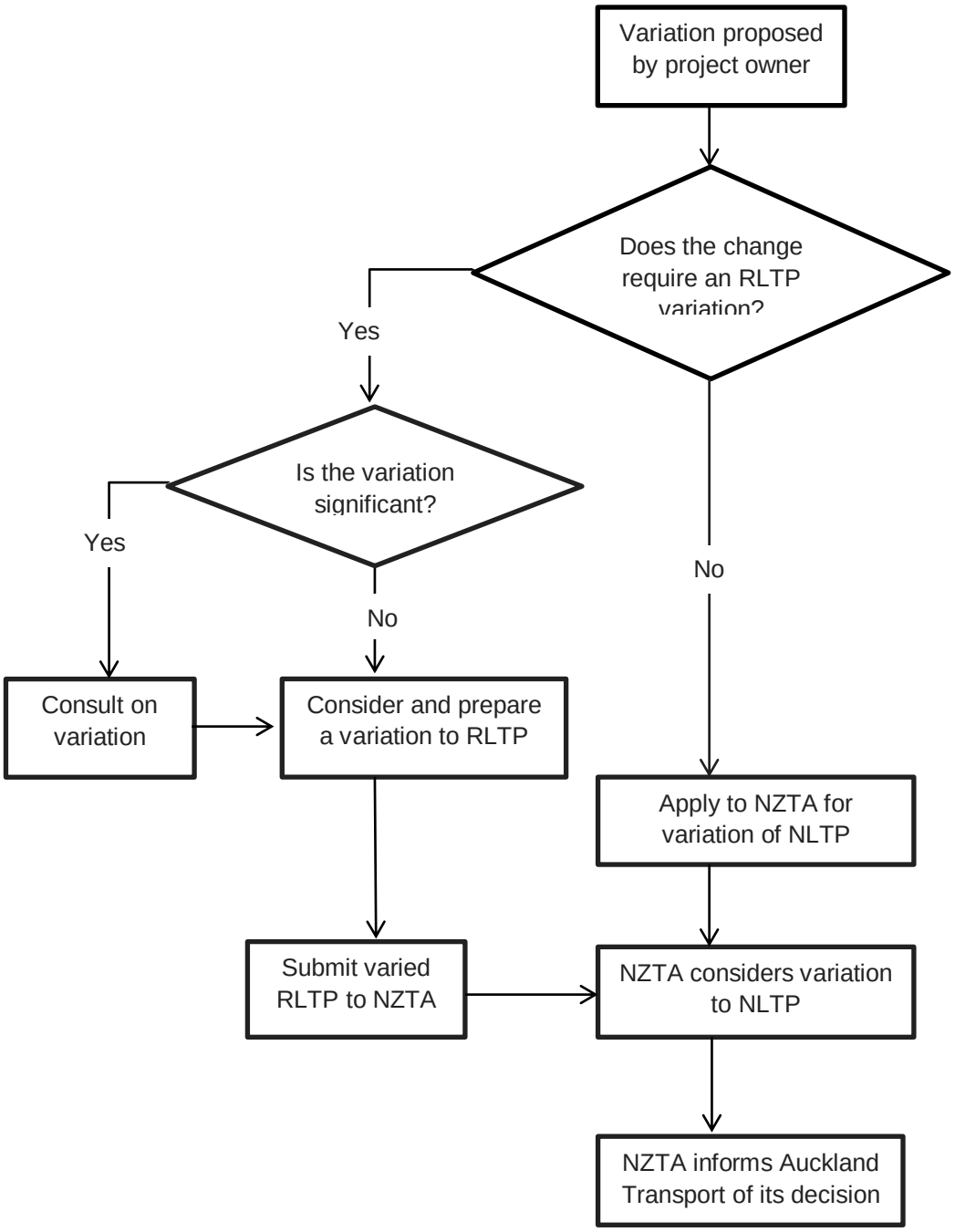
- Reviewing and reporting outputs and outcomes from RLTP projects on a three-yearly basis unless proposed legislative changes to the LTMA set different legislative requirements
- Developing a monitoring programme to ensure progress is being made to implement the envisaged implementation framework set in the ITP in a timely manner in order for objectives to be met
- Using the implementation part of the ITP as a reference to frame the development of NZTA's State Highway Network Plan and implementation schedule as it pertains to the Auckland region
- Co-ordinating the monitoring programme with similar programmes of other agencies, including Auckland Council and NZTA's State Highway Network Operations section

8 Variations to this RLTP

8.1 Statutory requirements

Where necessary due to changing circumstances, a variation to the RLTP may be prepared by Auckland Transport during the three years to which the RLTP applies. Figure 8.1 shows the process that will be followed for considering variations to the RLTP and the NLTP.

Figure 8.1: Variation process for RLTP



Section 106 (2) of the Land Transport Management Act (LTMA) requires Auckland Transport to adopt a policy that determines significance in respect of variations made to the RLTP. Where a variation is considered to be significant in terms of the policy, the special consultative procedure (as provided in the Local Government Act 2002) must be applied.
Any variation that is deemed to be not significant may still be consulted on at the discretion of Auckland Transport, using the consultation principles contained in the Local Government Act.

8.2 Significance policy

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

- The inclusion of a construction phase for a new state highway project with a total activity or project cost greater than 10 per cent of the activity class New and Improved Infrastructure for State Highways in the RLTP
- Changes to the scope of an activity or project that increases expenditure in the relevant activity class in the RLTP by more than 10 per cent
- Changes to this significance policy

The following variations are examples of proposed variations which do not meet the threshold and therefore may be considered not significant:

- Replacement of an activity or project within a group of related activities or projects by another activity or project of the same or substantially similar type
- Cost changes that do not affect the scope of an activity or project

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

- The extent to which Auckland Transport has responsibility for the relevant activity or project which is subject to the variation
- Whether the variation has already been consulted on under the LTMA or the LGA, in which case further consultation may be unnecessary
- The extent to which there is, or is likely to be, a change in the capacity of Auckland Transport to deliver its statutory objective, including giving effect to the RLTS (subject to specified legislative exceptions)
- Alignment with Auckland Transport's plans and programme and the Government Policy Statement
- The costs and benefits of the consultation process

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

- Where possible, and if it is not contrary to the consultation principles of LGA, consultation will be carried out on an annual basis rather than for individual variations
- Final decisions on significance shall be made by Auckland Transport
- Auckland Transport will consider requests for variations promptly at its regular meetings and communicate its decision in writing to the applicant and NZTA
- If there is [net] benefit in consulting on a variation that is not significant then Auckland Transport may still consult and will determine the appropriate level of consultation
- Auckland Transport will consider asking an applicant of a significant variation to contribute to the cost of the special consultative procedure

9 The Consultation Process

9.1 Scope of submissions considered by Auckland Transport

Public consultation on this draft RLTP will follow the provisions of the special consultative procedure of the Local Government Act 2002. This makes provision for written submissions and public hearings. Auckland Transport is seeking public comment on the activities submitted for funding during the time period of 1 July 2012 to 30 June 2015. These activities have been ordered by priority using the prioritisation process outlined in Appendix 3.
Auckland Transport is particularly interested in public feedback in the following areas:

- The key transport issues identified for the Auckland region
- The transport priorities for the Auckland region
- The relative priorities given to transport projects

Comments and feedback on the details of public transport services and infrastructure should not be submitted as part of the RLTP submission process. These have already been consulted on separately through the development of the Regional Public Transport Plan (RPTP), and Auckland Transport will conduct further consultation on detailed public transport sector designs as required. This will cover specifics such as routes and timetables.

9.2 Timeline

- Public consultation commences with the release of this draft on 24 February 2012. Submissions close at 4pm on 23 March 2012
- Public hearings will be held the week beginning 16 April 2012
- The final Auckland RLTP will be released in June 2012

9.3 Where documents are available for viewing

A summary document has been prepared to complement this Draft RLTP. Copies of the Draft Auckland RLTP and summary document are available for viewing at the following locations:

- Auckland Transport's website: www.aucklandtransport.govt.nz
- Auckland Transport's head office at Level 2, 6 Henderson Valley Road, Henderson
- Auckland Council service centres
- All libraries within the Auckland region

Copies of both documents may be requested from Auckland Transport by phoning (09) 355 3553 or emailing rltp@aucklandtransport.govt.nz

9.4 How to make a submission

Written submissions should be accompanied by the submission form at the back of this document, with the exception of online submissions which can be made at www.aucklandtransport.govt.nz. All written or online submissions must be received at Auckland Transport's office **no later than 4pm on 23 March 2012**. Additional information may be included with the submission form.

The process

Submitters wishing to speak in support of their submission should indicate this on their submission form.

- Public hearings will be held at Auckland Transport's head office at Henderson, during the week beginning 16 April 2012.
- Submitters will be advised of their allocated time slot by 6 April 2012
- If any submitter is unable to attend at the specified time they should inform Auckland Transport by **no later than 4pm on 11 April 2012** to enable a new time to be arranged within the hearings period
- Submitters will speak and then the Hearings Panel may ask questions to clarify the submission

The final decision on each submission will be made by Auckland Transport. All submissions will be acknowledged in writing. Auckland Transport's final decision on each submission will be communicated in writing to the submitter.

10 Detailed Funding Requests

The following tables show the funding requests submitted for inclusion in the draft 2012/15 Auckland Regional Land Transport Programme. Not all the activities shown in the detailed tables are expected to receive subsidy from NZTA. However, (apart from KiwiRail's activities) it is a programme of all land transport projects and activities that will be carried out in Auckland over the next three years. It should be noted that the draft programme has been created before Auckland Council has finalised its Long Term Plan and therefore is likely to change.

The draft RLTP is an initial bid to NZTA for transport funding. After consultation when the final RLTP is approved, NZTA will consider whether to include Auckland Transport's activities in the National Land Transport Programme. Auckland Transport has estimated the funding it will receive from NZTA in its budget, however this funding cannot be guaranteed and must applied for in individual detailed applications. Consequently there are no financial implications of this draft RLTP, however when detailed applications for funding are made and the NZTA decide whether to support individual applications for subsidy, there are significant financial implications.

Where the efficiency (benefit/cost ratio) of a project has not been progressed or included in the application an approximation of the likely Benefit to Cost Ratio (BCR) has been considered. When further knowledge becomes available it is likely that the profile and therefore regional priority of the project will change.

The table below provides a quick page reference to specific activity classes.

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

Approved organisations

Auckland Transport– AT

Auckland Council – AC

NZTA Highway and Network Operations (state highways) – HNO

Phase: refers to the stage of development:
Feas. = Feasibility
I & D = Investigation and Design
Const. = Construction
Land Purch. = Land Purchase

Phase cost ($) 2012/13, 2013/14, 2014/15: This is the amount of money being requested for the identified activity and phase for that particular year in the RLTP. In the instances where the cell is blank or contains a zero, no amount of money was indicated.

Year 4-10 cost: The amount of money being requested for all phases in years 4 to 10 of the RLTP. The accumulation of the total phase costs and the 4-10 costs equals the total 10-year cost.

Potential NZTA funding: This is Auckland Transport's estimate of the likelihood of a project gaining NZTA funding considered in three categories and based on AT's interpretation of NZTA's profiling system. The profiling system ranks projects so that the most worthy across the country gain the funding:
Probable = Most likely to gain NZTA funding
Possible = Less likely to gain NZTA funding than 'Probable' but could possibly attract funding
Unlikely = Unlikely to gain NZTA funding due to the projects low scoring profile or because NZTA's rules prohibit it from funding this type of project or activity

Profile: The prioritisation profile assigned to the activity based on AT's prioritisation process (refer to Appendix 3).
The first letter represents the project's strategic fit
The second letter represents the project's effectiveness
The third letter represents the project's efficiency
Together the three letters create the profile.
High = H
Medium=M
Low = L
When further information about a project becomes known, it is likely that the profile will change. For example, when the BCR has been calculated in detail or when the effectiveness of the proposed solution is reassessed due to better information, it is likely that the prioritisation profile of the project will alter.

New and improved infrastructure for local roads (includes parking improvements and information technology)

	2012/13 Phase Costs ($000)					2013/14 Phase Costs ($000)					2014/15 Phase Costs ($000)							
Project name	Feas	I & D	Const	Land Purch	2012/13 Total Cost	Feas	I & D	Const	Land Purch	2013/14 Total Cost	Feas	I & D	Const	Land Purch	2014/15 Total Cost	Year 4-10 Cost ($000)	Potential NZTA Funding	Profile
Glenfield Rd Upgrade Stage 4 (James to Sunset)	0	122	8,410	0	8,532	0	97	5,380	0	5,477	0	0	0	0	0	0	Probable	HHH
Tiverton-Wolverton Corridor Upgrade	0	0	16,000	0	16,000	0	0	16,000	0	16,000	0	0	1,179	0	1,179	0	Probable	HHH
AMETI Land	0	0	0	20,000	20,000	0	0	0	28,000	28,000	0	0	0	29,000	29,000	100,000	Probable	HHM
Safety speed management	0	0	559	0	559	0	0	559	0	559	0	0	559	0	559	3,911	Probable	HHM
AMETI - Panmure Corridor Package 1	0	0	38,046	0	38,046	0	0	39,502	0	39,502	0	0	33,750	0	33,750	139,695	Probable	HMH
Safety and minor improvement	0	0	13,480	0	13,480	0	0	13,480	0	13,480	0	0	13,480	0	13,480	94,357	Probable	HMH
Regional safety programme	0	0	1,663	0	1,663	0	0	1,663	0	1,663	0	0	1,663	0	1,663	11,639	Probable	HMH
Safety around schools	0	0	8,124	0	8,124	0	0	8,124	0	8,124	0	0	8,124	0	8,124	26,248	Possible	HMM
Safety around schools (not included in AT CAPEX Budget)	0	500	0	0	500	0	0	1,500	0	1,500	0	0	2,000	0	2,000	14,000	Possible	HMM
Crash reduction implementation	0	0	474	0	474	0	0	474	0	474	0	0	474	0	474	3,320	Probable	HMH
Flat Bush School Rd – Stage 4 Murphys	0	20	3,600	900	4,520	0	0	0	0	0	0	0	0	0	0	0	Probable	HMH
New Lynn TOD McCrae Way	0	0	700	0	700	0	0	700	0	700	0	0	0	0	0	0	unlikely	HHL
Plan Change 13 Area – Hobsonville Airbase - NORSGA	0	0	800	0	800	0	0	250	0	250	0	0	0	0	0	0	unlikely	HHL
Taharoto Rd / Wairau Rd Upgrade (Shakespeare to Boulevard)	0	175	5,500	0	5,675	0	170	0	800	970	0	0	0	0	0	2,500	Probable	HMM
Corridor and intersection improvements	0	0	1,000	0	1,000	0	0	2,000	0	2,000	0	0	3,000	0	3,000	32,900	Probable	HMM
Hingaia Peninsula Rd Improvement	0	0	600	1,000	1,600	0	0	0	0	0	0	0	0	0	0	1,230	unlikely	HMM
Plan Change 15 Area - Massey North and Westgate – NORSGA	0	0	19,859	0	19,859	0	0	19,500	0	19,500	0	0	5,000	0	5,000	5,000	Probable	HM M
Plan Change 14 Area – Hobsonville Town Centre and Industrial Precinct – NORSGA	0	0	15,800	0	15,800	0	0	7,000	0	7,000	0	0	10,000	0	10,000	10,000	Probable	HM M
CCTV New	0	0	580	0	580	0	0	580	0	580	0	0	580	0	580	6,659	unlikely	HMM
Regional Seal Extension Group	0	0	2,000	0	2,000	0	0	2,000	0	2,000	0	0	2,000	0	2,000	34,000	Probable	HMM
Strategic Lighting Group	0	0	1,000	0	1,000	0	0	1,000	0	1,000	0	0	1,000	0	1,000	17,000	Probable	HMM

	2012/13 Phase Costs ($000)					2013/14 Phase Costs ($000)					2014/15 Phase Costs ($000)							
Project name	**Feas**	**I & D**	**Const**	**Land Purch**	**2012/13 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2013/14 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2014/15 Total Cost**	**Year 4-10 Cost ($000)**	**Potential NZTA Funding**	**Profile**
Albany Rising Parade Extension	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,171	unlikely	MMH
Long Bay East Coast Road Intersection	50	200	0	265	515	0	36	0	0	36	0	0	4,708	0	4,708	0	unlikely	MML
Land Purchase – Legacy arrangements	0	0	0	2,000	2,000	0	0	0	2,000	2,000	0	0	0	2,000	2,000	14,000	unlikely	MML
SWAMMCP (not included in AT CAPEX budget)	0	1,650	0	0	1,650	0	5,000	0	0	5,000	0	0	5,000	0	5,000	35,000	Probable	HHH
HPMV routes	0	0	0	0	0	0	330	2,000	0	2,330	0	500	2,500	0	3,000	3,300	Probable	HHH
Neilsen Street upgrade	500	0	0	0	500	500	0	0	0	500	500	0	0	0	500	44,050	Probable	HHH
Ormiston/Preston/East Tamaki Road Intersection Upgrade	0	0	0	0	0	0	40	4,963	0	5,003	0	0	2,857	0	2,857	0	Possible	HHH
Smales/Allens/Harish/Springs Road widening and intersection Upgrade	0	0	0	0	0	0	0	0	0	0	0	40	2,461	0	2,501	6,029	Possible	HHH
Glenfield Wairau Road Upgrade	110	0	0	0	110	0	276	0	0	276	0	0	663	0	663	4,474	Possible	HHH
Albany Highway North Upgrade (Schnapper Rock to SH17)	0	0	10,000	0	10,000	0	0	10,000	0	10,000	0	0	7,500	0	7,500	27,155	Probable	HHH
Albany Highway South Upgrade (Sunset to SH18)	0	500	0	1,000	1,500	0	0	0	0	0	0	0	0	0	0	9,500	Probable	HHH
Te Atatu Road Corridor Improvements	0	0	0	5,700	5,700	0	0	4,000	0	4,000	0	0	5,000	0	5,000	5,000	Probable	HHH
Lincoln Road Corridor Improvements	0	200	0	1,000	1,200	0	0	800	2,000	2,800	0	0	1,000	4,500	5,500	19,000	Probable	HHH
Khyber Pass Road	0	0	0	0	0	0	0	0	0	0	0	500	0	0	500	15,000	Probable	HHH
Great South Road (Manukau Central to Drury)	0	0	0	0	0	0	0	0	0	0	0	0	1,000	0	1,000	30,000	Probable	HHH
Tamaki Drive and Ngapipi Intersect Safety Imp	0	0	1,698	0	1,698	0	0	0	0	0	0	0	0	0	0	0	Probable	HHH
Te Atatu Rd Nth: Gunner Drive - Yeovil Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000	Probable	HHH
Great North Road Corridor Improvements	500	0	0	0	500	400	200	0	0	600	0	1,000	0	0	1,000	40,000	Probable	HHH
Whangaparaoa Rd Upgrade (Hibiscus Coast to Red Beach)	0	0	6,000	0	6,000	0	0	6,678	0	6,678	0	0	0	0	0	0	Probable	HHH
Crown Lynn Regeneration (New Public Roads)	0	0	0	0	0	0	0	0	0	0	0	0	7,250	0	7,250	7,250	unlikely	HHH
Network Performance - Route Optimisation	0	0	3,000	0	3,000	0	0	3,000	0	3,000	0	0	3,000	0	3,000	0	Possible	HHH
Wynyard Quarter - Te Wero Bridge	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,150	unlikely	HHH

	2012/13 Phase Costs ($000)					2013/14 Phase Costs ($000)					2014/15 Phase Costs ($000)							
Project name	**Feas**	**I & D**	**Const**	**Land Purch**	**2012/13 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2013/14 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2014/15 Total Cost**	**Year 4-10 Cost ($000)**	**Potential NZTA Funding**	**Profile**
Warkworth Matakana Link (SH1 to Matakana)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,000	unlikely	HHM
Murphys Road Bridge Improvements (Manukau)	0	80	0	500	580	0	50	0	0	50	0	75	5,700	0	5,775	5,726	Possible	HMH
Flat Bush Main Street Collector Link (Stream to Stancombe Rd)	0	200	0	0	200	0	200	0	0	200	0	3,000	0	0	3,000	0	Probable	HMH
Tamaki Drive Broadwalk between Kelly Tarltons and Millinium Bridge	0	0	0	0	0	0	0	2,936	0	2,936	0	0	2,607	0	2,607	2,629	Probable	HMH
Tamaki Drive/Takaparawha Pt Safety Imp	0	0	0	0	0	0	0	1,722	0	1,722	0	0	0	0	0	0	Probable	HMH
Lunn Avenue/EPH - intersection upgrade	0	0	20	0	20	0	0	120	0	120	0	0	0	0	0	0	Probable	HMH
Manuroa/Takanini School Road Intersection Upgrade	150	0	0	0	150	0	170	0	0	170	0	0	0	680	680	2,400	Probable	HMH
Alfriston Stratford Intersection Upgrade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,770	Probable	HMH
Brigham Creek Road Cooridor Improvements	250	0	0	0	250	0	1,000	0	0	1,000	0	0	4,000	1,000	5,000	3,000	Probable	HMH
Murphys Rd Upgrd-(Murphys Bush Rdbt)	0	200	0	0	200	0	30	0	0	30	0	75	0	1,000	1,075	16,190	Possible	HMH
Gt South / Beach Road Intersection Upgrade	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,800	Probable	HMH
Linwood Road Route Improvements (Franklin)	0	0	500	0	500	0	0	500	0	500	0	0	1,000	0	1,000	0	Possible	HMH
Takapuna Lake Road Upgrade (Hauraki to Bayswater)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45,000	Possible	HMH
Glenfield Rd / Birkenhead Avenue Upgrade (Eskdale to Mokoia)	0	0	0	0	0	0	0	0	0	0	151	0	0	0	151	9,539	Probable	HMH
Glenfield Archers Road Upgrade (Wairau to Coronation)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,871	Probable	HMH
Glenfield Sunnybrae Road Upgrade (Northcote to Archers)	0	0	0	0	0	0	0	0	0	0	0	340	0	0	340	15,686	Probable	HMH
Glenfield Target Road Upgrade (Wairau to Sunset)	310	0	0	0	310	0	3,100	0	0	3,100	0	0	0	159	159	3,110	Probable	HMH
Great South Road / Walters Roundabout Improvement	0	0	0	0	0	30	50	0	20	100	0	0	180	0	180	0	Possible	HMH
Mill Road Corridor Upgrade	0	2,000	0	2,000	4,000	0	500	1,000	5,500	7,000	0	1,000	1,000	9,000	11,000	79,000	Probable	HMH
Great South Road – Park Estate to Slippery	0	0	0	0	0	0	0	1,043	0	1,043	0	0	0	0	0	880	Probable	HMH
Porchester Road – Manuroa to Stream	0	0	0	0	0	100	0	0	0	100	0	100	0	400	500	2,000	Possible	HMH

	2012/13 Phase Costs ($000)					2013/14 Phase Costs ($000)					2014/15 Phase Costs ($000)							
Project name	**Feas**	**I & D**	**Const**	**Land Purch**	**2012/13 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2013/14 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2014/15 Total Cost**	**Year 4-10 Cost ($000)**	**Potential NZTA Funding**	**Profile**
Rodney Taylors Bridge (Coatsville Riverhead Hwy)	0	0	0	0	0	57	57	453	0	566	0	0	0	0	0	0	Possible	HMH
Rodney Oldfield Bridge Upgrade	0	0	0	0	0	0	0	250	0	250	0	0	0	0	0	0	unlikely	HMH
Orakei Road Reconstruction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500	Possible	HMH
Kepa Road stage 2 Reconstruction	0	0	0	0	0	0	0	300	0	300	0	0	0	0	0	0	Probable	HMH
Denbigh Road Reconstruction	0	0	0	0	0	0	0	350	0	350	0	0	0	0	0	0	Possible	HMH
Regional Road Reconstruction	0	0	0	0	0	0	0	20,000	0	20,000	0	0	20,000	0	20,000	140,000	Possible	HMH
Hillsbough Road stage 1 Reconstruction	0	0	0	0	0	0	50	350	0	400	0	0	0	0	0	0	Possible	HMH
Hillsbough Road stage 2 Reconstruction	0	0	0	0	0	0	0	0	0	0	0	50	450	0	500	0	Possible	HMH
Warkworth SH1 / McKinney / Hill / Hudson Intersections	0	0	0	0	0	0	0	2,958	0	2,958	0	0	1,774	0	1,774	37	Probable	HMH
GSR/Bell Ave/Mt Richmond Rd intersection improvements	0	0	0	0	0	0	0	100	0	100	0	0	500	0	500	0	Probable	HMH
South Western Arterial	0	0	0	0	0	0	0	0	0	0	150	0	0	0	150	700	Possible	HMH
Papatoetoe TC–St.Geo Kolmar Wallace	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,500	Probable	HMH
Lunn Ave/Marua Road/Harding – intersection upgrade	0	0	0	0	0	0	0	150	0	150	0	0	1,000	0	1,000	0	Probable	HMH
Central Park Drive / School Road Intersection	0	0	0	0	0	0	100	0	0	100	0	0	750	0	750	0	unlikely	HMH
Albany McClymonts Rd Upgrade (Don McKinnon to Medallion)	0	0	0	0	0	830	0	0	0	830	0	830	0	1,770	2,600	8,333	Probable	HMH
Walters Rd – Porchester to Grove Improvements	0	0	0	0	0	50	0	0	0	50	0	50	0	0	50	400	Possible	HMH
Tetratrap Installation – Central	0	0	0	0	0	0	50	150	0	200	0	50	150	0	200	5,100	Possible	HMH
Chapel Road Realignment and New Bridge	0	0	0	0	0	0	110	1,500	0	1,610	0	60	7,000	792	7,852	2,460	Probable	HMH
Ormiston Road Widening (TI Dr-Chapel)	0	0	0	0	0	0	0	0	0	0	0	30	0	0	30	1,400	Probable	HMH
Traffic Signals New	0	0	0	0	0	0	0	0	0	0	0	0	700	0	700	6,324	Possible	HMH

	2012/13 Phase Costs ($000)					2013/14 Phase Costs ($000)					2014/15 Phase Costs ($000)							
Project name	**Feas**	**I & D**	**Const**	**Land Purch**	**2012/13 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2013/14 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2014/15 Total Cost**	**Year 4-10 Cost ($000)**	**Potential NZTA Funding**	**Profile**
Ellerslie/Panmure Highway Upgrade	0	0	0	0	0	330	0	0	0	330	820	0	0	0	820	29,800	Probable	HHL
AMETI - Package 4 Pakuranga Ti Rakau & Reeves Road	0	0	0	0	0	0	0	0	0	0	0	1,000	0	0	1,000	245,938	Probable	HHL
AMETI - package 6 Mt Wellington area	0	0	0	0	0	0	0	0	0	0	0	0	1,000	0	1,000	3,000	Probable	HHL
Parking					2,550					2,050					2,300	3,900	Unlikely	
Information Technology – Transport miscellaneous					6,541					3,114					4,796	25,128	Unlikely	
Totals					**210,586**					**242,430**					**241,277**	Total continues overleaf		

The following tables for local road infrastructure reflect zero funding in the 3 year RLTP period (2012-15). Projected costs for outlying (years 4 -10) are shown.

Local roading (cont.) – years 2015/16 – 2021/22

Project name	Year 4-10 Cost ($000)	Potential NZTA Funding	Profile
Centennial Park Drive SH1 Intersection Improvement	415	Probable	HHL
Henderson - Albany Rapid Transport Network	500	unlikely	HHL
Devonport Stanley Bay Wharf Access Upgrade	920	unlikely	HMM
Northcote Rd / Hillcrest Rd / Lake Rd Intersection	6,056	Possible	MMH
Druces Road Extension (Manukau)	2,000	unlikely	MMH
East Coast Rd / Spencer Rd Intersection	2,223	unlikely	MMM
Swanson Rd-Great Nth Rd to Don Buck Rd	950	Probable	HMM
Metcalfe Rd - Swanson Rd to Munroe Rd	400	Probable	HMM
Albany SH17 / The Avenue Intersection	9,895	unlikely	MMH
Matua Road / SH16 Intersection Upgrade	105	Probable	HMM
Oraha Road Corridor Improvements	340	Probable	HMM
Regional Liveable Streets and LATM implementation	18,500	Probable	HMM
Western Bypass Extension	6,000	unlikely	HMM
The Strand - Gabion Walls (WAI)	765	unlikely	MMH
Flat Bush Collector Stream Crossings	9,900	unlikely	MMH
Rodney Glennies Bridge (West Coast Rd)	465	unlikely	MMH
Clist/Barrowcliffe Connection	450	Probable	MM H
Warkworth Western Collector	21,708	unlikely	HM M
Kingseat/McRobbie Intersection upgrade	670	unlikely	HMM
Manukau/Harris/Custom Intersection improvements	370	unlikely	HMM
Red Light Camera New	1,000	unlikely	HMM

Project name	Year 4-10 Cost ($000)	Potential NZTA Funding	Profile
Porchester Road - Stream-Manukau	400	unlikely	HMM
Waiuku Corners	375	unlikely	HMM
Albany Gills Link (Gills to Oteha Valley)	32,600	Possible	MMH
East Coast Rd Upgrade (Sunset to Constellation)	7,618	Possible	MMH
Rodney Tramcar Bridge (Leigh Rd)	464	unlikely	MMH
Rodney McPhersons Bridge (Wellsford Valley Rd)	361	unlikely	MMH
Rodney Upper Weiti Bridge Link (East Coast to Curley)	6,360	unlikely	MMH
Harrisville/Mill Rd Investgation (Franklin)	150	Possible	MMH
Papatoetoe TC–Shirley Stn Bypass	6,150	unlikely	HML
Tamaki Drive - Corridor Upgrade	33,000	Probable	HML
Takapuna Anzac St Upgrade (Northcote to Hurstmere)	23,800	unlikely	HML
Long Bay Glenvar Road Upgrade	24,108	unlikely	HML
East Coast Rd / Forrest Hill Rd Intersection	1,527	unlikely	HML
Long Bay Okura / Vaughans Rd Upgrade	7,850	unlikely	HML
Takapuna Akoranga Dr Upgrade Stage 2	3,588	unlikely	HML
Browns Bay Rd/ECR - Corridor Inv Arran to Browns Bay Road	1,200	unlikely	HML
Takapuna Auburn St / Burns Ave Upgrade	8,000	unlikely	HML
Pukekohe Eastern Arterial	150	unlikely	HML
Link Between Waddon & Windrush	2,300	unlikely	HLH
Ocean View Road Reconstruction Stage 2 (WAI)	1,860	unlikely	HLM

Project name	Year 4-10 Cost ($000)	Potential NZTA Funding	Profile
Road Drainage Extensions - West	7,500	unlikely	HLM
Long Bay Ashley Ave Upgrade	1,000	unlikely	MHL
Long Bay Glenvar Ridge Road	2,850	unlikely	MHL
East Coast Road Widening	21,691	unlikely	MHL
Kitchener Road Upgrade (Franklin)	664	Possible	MMH
Whangaparaoa Rd Upgrade (Vipond to Arklow)	25,250	unlikely	MMM
Portage Rd - Neville St to Kinross St	450	Probable	MMM
Albany Colisseum Dr Link (SH17 to Albany)	9,300	unlikely	MMM
Penlink - East Coast Rd re-alignment	5,000	unlikely	MMM
Hunua Rd Realignment (past Winstones	1,550	unlikely	MMM
Penlink - Redvale Interchange	13,500	unlikely	MMM
Hibiscus Coast Highway	31,000	unlikely	MMM
Penlink Toll Road	144,000	unlikely	MMM
Porchester Road - Popes Intersection Upgrade	7,540	unlikely	MMM
Porchester Rd - Walters Intersection Upgrade	5,730	unlikely	MMM
Porchester Rd - Airfield Intersection Upgrade	3,590	unlikely	MMM
Porchester Rd - Manuroa Intersection Upgrade	3,350	unlikely	MMM
Penlink - widening Arklow to Ladies Mile	10,000	unlikely	MMM
Clevedon/Marne/Willis Intersctn Upgrade	2,700	unlikely	MMM
Papakura Town Centre Intersection Upgrades	950	Probable	MMM
Red Beach Rd / Bay St Intersection	1,800	unlikely	MMM

Project name	Year 4-10 Cost ($000)	Potential NZTA Funding	Profile
Takanini School/Airfield/Taka Realignment	400	Probable	MMM
Thomas Road Culvert Replacement	1,000	unlikely	MMM
Beach Road Widening (Papakura)	300	unlikely	MMM
Browns Bay Town Centre Upgrade	2,487	unlikely	MMM
Causeway Rd Reconstruction WAI (incl ped/cycleway)	3,020	Possible	MLH
Albany Lonely Track Rd / Gills Rd Intersection	883	unlikely	MLH
Northside Dr Ramps	11,000	unlikely	HLL
Cornwall Road Rail Crossing Upgrade	152	unlikely	HLL
Albany Medallion Dr Link (Oteha Valley to Fairview)	6,000	unlikely	MML
Albany Kyle Rd Upgrade	22,126	unlikely	MML
Glenfield Rd Town Centre Upgrade	2,314	unlikely	MML
Rata Streets Corridor Improvements	7,978	unlikely	MML
Matakana Leigh Rd / Takatu Rd Intersection	480	unlikely	MML
Northcote College Road Upgrade	5,584	unlikely	MML
Titirangi Road Corridor Improvements	4,000	unlikely	MML
Roundabout and Widening Brightside Rd	1,215	unlikely	MML
Ramp Rd/Sunset/Sycamore - detailed design and implementation	200	unlikely	MML
Residential Parking Permits	128	unlikely	MML
Rodney Peak No 2 Bridge (Peak Rd)	550	unlikely	LLH

Project name	Year 4-10 Cost ($000)	Potential NZTA Funding	Profile
Rodney Leathers Bridge (Matakana Rd)	600	unlikely	LLH
The Glade Upgrade	2,942	unlikely	MLL
Albany Centre Improvements	4,500	unlikely	MLL
Kumeu Town Centre Improvements	730	unlikely	MLL
Street lighting improvements - regionwide	20,000	unlikely	MLL
Hauiti - McKinney Link Road - R&T	885	unlikely	MLL
Parking Enforcement Equipment and Technology Projects	634	unlikely	MLL
Footpath Construction - regionwide	30,000	unlikely	MLL
Dominion Rd to Old Wairoa Rd - land	300	unlikely	LLM
Bridge Upgrade - View Rd	7,650	unlikely	LLM
New Carpark Buildings Equipment Fitout	1,400	unlikely	LLM
Puhoi Structure Plan Implementation	3,200	unlikely	LLL
Matakana Centre Improvements	3,000	unlikely	LLL
Highbury Mainstreet	2,992	unlikely	LLL
Jenny's Road Construction	1,700	unlikely	LLL
Warkworth Mahurangi East Rd / Sharp Rd Intersection	720	unlikely	LLL
Neil Ave Road construction (WAI)	280	unlikely	LLL
Advance Design	17,000	unlikely	LLL
EC Road Overbridge & view site	2,950	unlikely	LLL
Waimauku South-West, future roads - R&T	945	unlikely	LLL

Local roading (cont.) – years 2015/16 – 2021/22

Project name	Year 4-10 Cost ($000)	Potential NZTA Funding	Profile
Seal extensions and local transport improvements	40,000	unlikely	LLL
Subdivision Improvement and Contribution	21,000	unlikely	LLL
Whitford Bypass	22,250	unlikely	LLL
Whitford Village NOR costs	5,300	unlikely	LLL
Whitford/Sommerville Intersection	2,050	unlikely	LLL
Whitford Maraetai Rd Arterial	3,000	unlikely	LLL
Whitford Rd Widening	800	unlikely	LLL
Whitford Park Rd Upgrade	3,485	unlikely	LLL
Whitford Maraetai Rd Okaroro-Beachlands	4,810	unlikely	LLL
Gasometer Development Multi use/storey Parking Building	36,050		
Total	**2,299,557**		

Public transport infrastructure

	2012/13 Phase Costs ($000)					2013/14 Phase Costs ($000)					2014/15 Phase Costs ($000)							
Project name	**Feas**	**I & D**	**Const**	**Land Purch**	**2012/13 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2013/14 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2014/15 Total Cost**	**Year 4-10 Cost ($000)**	**Potential NZTA Funding**	**Profile**
Manukau City Rail Link	0	300	8,554	0	8,854	0	0	0	0	0	0	0	0	0	0	0	Probable	HHM
AMETI - Sylvia Park Bus Lanes Package 2	0	0	6,965	0	6,965	0	0	143	0	143	0	0	0	0	0	0	Probable	HMH
PT Real Time Passenger Information System (RTPIS)	0	0	1,000	0	1,000	500	250	3,250	0	4,000	0	350	2,350	0	2,700	9,700	Probable	HMH
Hibiscus Coast Busway Station	0	0	2,000	0	2,000	0	0	0	0	0	0	0	0	0	0	0	Probable	HMH
Davies Ave Carpark Building Upgrade	0	0	0	0	0	0	0	0	0	0	0	220	0	0	220	1,655	unlikely	HHM
New Lynn TOD Stage 5 Great North Road	0	0	2,250	0	2,250	0	0	2,250	0	2,250	0	0	0	0	0	0	unlikely	HHL
Botany to Manukau RTN- Botany interchange	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22,000	Probable	HHH
AIFS Capex	0	0	0	0	0	0	110	0	0	110	0	280	0	0	280	3,470	Probable	HHM
Massey North TC: Bus Interchange	0	0	750	0	750	0	0	150	0	150	0	0	0	0	0	0	Probable	HHM
Parnell Station - Upgrade	0	0	7,000	0	7,000	0	0	0	0	0	0	0	0	0	0	0	Probable	HHM
Papakura Station - Upgrade	0	0	6,550	0	6,550	0	0	0	0	0	0	0	0	0	0	0	Probable	HHM
Puhinui Station - Upgrade	0	0	800	0	800	0	0	0	0	0	0	0	0	0	0	0	Probable	HHM
Te Mahia Station - Upgrade	0	0	1,550	0	1,550	0	0	0	0	0	0	0	0	0	0	0	Probable	HHM
Takanini Station - Upgrade	0	0	1,600	0	1,600	0	0	0	0	0	0	0	0	0	0	0	Probable	HHM
Downtown Ferry Terminal Pier 2	0	0	0	0	0	0	150	850	0	1,000	0	0	0	0	0	0	Probable	HHM
Downtown Ferry Terminal Pier 3 and 4	0	250	750	0	1,000	0	0	750	0	750	0	0	0	0	0	0	Probable	HHM
Downtown Ferry Terminal Queens Wharf Extension	0	0	0	0	0	200	458	0	0	658	0	325	6,500	0	6,825	0	Probable	HHM
Glen Innes Station	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	580	unlikely	HHM
Otahuhu Bus Interchange	0	0	0	0	0	50	150	1,500	200	1,900	0	0	0	0	0	0	Probable	HHM
EMU's & Depot (Principle repayments)	0	0	1,515	0	1,515	0	0	1,712	0	1,712	0	0	2,991	0	2,991	36,670	Probable	HHM

	2012/13 Phase Costs ($000)					2013/14 Phase Costs ($000)					2014/15 Phase Costs ($000)							
Project name	**Feas**	**I & D**	**Const**	**Land Purch**	**2012/13 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2013/14 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2014/15 Total Cost**	**Year 4-10 Cost ($000)**	**Potential NZTA Funding**	**Profile**
Westfield Loop Infrastructure Track	80	0	0	0	80	0	500	0	0	500	0	500	4,000	2,000	6,500	0	unlikely	HMH
City Rail Link (not included in AT CAPEX)	0	0	11,325	0	11,325	0	0	158,777	0	158,777	0	0	290,599	0	290,599	2,074,707	Probable	HHL
Botany to Manukau RTN	0	0	0	0	0	0	0	0	0	0	1,000	0	0	0	1,000	0	Probable	HHL
Dominion Road Corridor Upgrade	0	3,000	2,000	3,400	8,400	0	0	9,000	1,790	10,790	0	0	11,000	1,620	12,620	30,490	Probable	HHL
Electronic sign renewals	0	0	50	0	50	0	0	53	0	53	0	0	54	0	54	471	unlikely	HHL
Station Amenity Improvements	0	0	0	0	0	0	200	1,800	0	2,000	0	200	1,800	0	2,000	14,400	unlikely	HHL
Westfield Station - Upgrade	0	0	700	0	700	0	0	0	0	0	0	0	0	0	0	0	Probable	HMM
Northern Busway Extension - Stations	750	0	0	0	750	400	0	0	0	400	0	1,500	0	0	1,500	0	Probable	HMM
Busway - Westlake Station Land	0	0	0	6,994	6,994	0	0	0	0	0	0	0	0	0	0	0	Probable	HMM
Mt Albert Station - Upgrade	0	0	4,550	0	4,550	0	0	0	0	0	0	0	0	0	0	0	Probable	HMM
Pukekohe Station - Upgrade	0	300	0	0	300	0	0	10,000	0	10,000	0	0	0	0	0	0	unlikely	HMM
Newmarket Station	0	0	0	0	0	0	0	0	0	0	0	700	3,000	0	3,700	1,300	Probable	HMM
Pakuranga Highway QTN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42,000	Probable	HMM
PT Customer Info - Minor Infrastructure	0	0	750	0	750	0	0	750	0	750	0	0	750	0	750	3,750	unlikely	HMM
Te Atatu Ferry Terminal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,200	unlikely	HMM
Glen Eden Park n Ride	0	0	2,000	0	2,000	0	0	0	0	0	0	0	0	0	0	0	Possible	HMM
Flatbush to Manukau City Centre (Bus Priority Improvement)	0	150	0	0	150	0	0	0	0	0	0	0	0	0	0	25,730	Possible	HMM
Rosedale / Greville Busway Station	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,700	Probable	HMM
Sunnyvale Station	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	580	unlikely	HMM
Swanson Station	0	0	1,400	0	1,400	0	0	0	0	0	0	0	0	0	0	0	Possible	HMM
PT Minor Capex	0	0	500	0	500	0	0	500	0	500	0	0	500	0	500	3,500	unlikely	HMM
Devonport Ferry Terminal	0	0	0	0	0	0	0	0	0	0	0	900	5,100	0	6,000	0	Probable	HMM

	2012/13 Phase Costs ($000)					2013/14 Phase Costs ($000)					2014/15 Phase Costs ($000)							
Project name	**Feas**	**I & D**	**Const**	**Land Purch**	**2012/13 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2013/14 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2014/15 Total Cost**	**Year 4-10 Cost ($000)**	**Potential NZTA Funding**	**Profile**
Stanley Bay Ferry Terminal	0	60	0	0	60	0	0	0	0	0	0	0	0	0	0	0	Possible	HMM
PT Bus Stop Construction and Improvement	0	0	2,200	0	2,200	0	0	2,200	0	2,200	0	0	2,200	0	2,200	15,400	unlikely	HMM
East Coast Rd Bus Priority	110	0	0	0	110	0	231	0	0	231	0	0	602	0	602	4,106	Possible	HMM
Bayswater Ferry Terminal	0	1,500	1,761	0	3,261	0	0	6,159	0	6,159	0	0	580	0	580	0	unlikely	HMM
Northcote Point Ferry Terminal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000	unlikely	HMM
Beachaven Ferry Terminal	0	0	0	0	0	0	0	0	0	0	0	50	0	0	50	2,250	unlikely	HMM
Southdown to Avondale Loop	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,850	unlikely	HML
Sylvia Park Station	0	0	0	0	0	0	0	0	0	0	0	60	300	0	360	2,980	unlikely	HML
Regionwide RTN and Corridor Land Purchase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37,000	unlikely	HML
Puhinui Park and Ride	0	0	0	0	0	0	80	500	500	1,080	0	0	0	0	0	0	Possible	HLM
Takanini Park and Ride	0	0	0	0	0	0	140	600	1,000	1,740	0	0	0	0	0	0	Possible	HLM
Sylvia Park Station Park and Ride	0	150	850	500	1,500	0	0	0	0	0	0	0	0	0	0	0	Possible	HLM
Avondale Station Park and Ride	0	100	700	0	800	0	0	0	0	0	0	0	0	0	0	0	Possible	HLM
Huapai Station - Upgrade	0	0	0	0	0	0	0	0	0	0	0	230	0	0	230	1,370	unlikely	MMM
Strand Permanent Station	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,680	unlikely	MML
North Area Bus Improvements Programme	72	72	0	0	144	0	0	740	0	740	72	72	0	0	144	3,061	unlikely	MLM
HGI Wharves-Kennedy Point development	100	200	0	0	300	0	0	0	0	0	0	0	0	0	0	7,650	unlikely	MLM
Manukau City Centre Car park #2 - Hayman Park	350	1,700	12,000	0	14,050	0	0	6,000	0	6,000	0	0	0	0	0	0	unlikely	MLM
Half Moon Bay Ferry Terminal & Vehicular Ferries	0	1,200	0	0	1,200	0	0	4,333	0	4,333	0	0	4,403	0	4,403	1,800	unlikely	MLL
Shoal Bay Wharf Development (Tryphena)	0	0	2,000	0	2,000	0	0	1,000	0	1,000	0	0	0	0	0	0	unlikely	MLL
Drury Station - Upgrade	0	0	0	0	0	0	0	0	0	0	0	0	6,000	0	6,000	0	Probable	LLM

	2012/13 Phase Costs ($000)					2013/14 Phase Costs ($000)					2014/15 Phase Costs ($000)							
Project name	**Feas**	**I & D**	**Const**	**Land Purch**	**2012/13 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2013/14 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2014/15 Total Cost**	**Year 4-10 Cost ($000)**	**Potential NZTA Funding**	**Profile**
Waitakere Station - Upgrade	0	0	0	0	0	0	450	0	0	450	0	0	0	0	0	1,530	Possible	LLM
Paerata Station	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,650	unlikely	LLL
Totals					**105,409**					**220,376**					**352,808**	**2,364,230**		

Walking and cycling

(AT)

	2012/13 Phase Costs ($000)					2013/14 Phase Costs ($000)					2014/15 Phase Costs ($000)							
Project name	**Feas**	**I & D**	**Const**	**Land Purch**	**2012/13 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2013/14 Total Cost**	**Feas**	**I & D**	**Const**	**Land Purch**	**2014/15 Total Cost**	**Year 4-10 Cost ($000)**	**Potential NZTA Funding**	**Profile**
Footpath and Cycleway development and construction	0	0	10,000	0	10,000	0	0	10,000	0	10,000	0	0	10,500	0	10,500	45,000	Probable	HMM
Auckland Harbour Bridge Pathway (not part of AT CAPEX)	0	750	0	0	750	0	1,250	0	0	1,250	0	2,000	0	0	2,000	27,500	unlikely	
Totals					**10,750**					**11,250**					**12,500**	**72,500**		

Walking and cycling
(HNO)

Project name	**2012/13 Cost ($000)**	**2013/14 Cost ($000)**	**2014/15 Cost ($000)**	**Year 4-10 Cost ($000)**	**Potential NZTA Funding**	**AT Profile**
SH1 Southern Motorway Cycleway	0	849	0		Probable	HMH
SH1 Southern Motorway Cycleway	0	0	2,409		Probable	HMH
SH1 Southern Motorway Cycleway	258	0	0		Probable	HMH
SH20B Puhinui Road	0	477	0		Unlikely	HMH
SH16 Central Auckland Connection (CMI)	273	0	0		Probable	HMH
SH16 Central Auckland Connection (CMI)	0	2,358	2,429		Probable	HMH
SH1 Northern Motorway Cycleway	0	716	0		Probable	HMM
SH1 Northern Motorway Cycleway	0	0	2,217		Probable	HMM
SH1 Northern Motorway Cycleway	393	0	0		Probable	HMM
Grafton Gully Pedestrian and Cycleway Connection	361	0	0		Unlikely	HMM
Grafton Gully Pedestrian and Cycleway Connection	0	371	0		Unlikely	HMM
Grafton Gully Pedestrian and Cycleway Connection	0	0	1,069		Unlikely	HMM
Auckland Eastern Corridor Cycleway -Meadowbank to Glen Innes	309	0	0		Unlikely	HML
Auckland Eastern Corridor Cycleway -Meadowbank to Glen Innes	0	656	0		Unlikely	HML

Project name	2012/13 Cost ($000)	2013/14 Cost ($000)	2014/15 Cost ($000)	Year 4-10 Cost ($000)	Potential NZTA Funding	AT Profile
Auckland Eastern Corridor Cycleway -Meadowbank to Glen Innes	0	0	1,478		Unlikely	HML
SH16 Huapai to Kumeu Walking & Cycling Improvements	206	0	0		Unlikely	HML
SH16 Huapai to Kumeu Walking & Cycling Improvements	0	268	0		Unlikely	HML
SH16 Huapai to Kumeu Walking & Cycling Improvements	0	0	1,126		Unlikely	HML
SH16 Wellsford to Te Hana WC	0	169	0		Unlikely	MML
SH16 Wellsford to Te Hana WC	0	0	1,313		Unlikely	MML
SH1 Warkworth WC	258	0	0		Unlikely	MML
Totals	**2,058**	**5,864**	**12,041**	**28,000**		

New and improved infrastructure state highways (HNO)

Project name	2012/13 Cost ($000)	2013/14 Cost ($000)	2014/15 Cost ($000)	Year 4-10 Cost ($000)	Potential NZTA Funding	AT Profile
AHB Extensions Structural Upgrade	798	0	0		Funding Committed	
ATMS Stage IV	8,413	0	0		Funding Committed	
ATMS Stage IV	275	0	0		Funding Committed	
Manukau Extension	600	0	0		Funding Committed	
Newmarket Viaduct	6,600	0	0		Funding Committed	
Papakura I/C Upgrade	21,516	0	0		Funding Committed	
Puhoi to Wellsford RoNS Development	22,388	18,473	0		Funding Committed	
SH 1 Waitemata Harbour Crossing	2,174	0	0		Funding Committed	
SH1 Puhoi to Warkworth RoNS Detailed Design and Construction	13,000	13,000	0		Funding Committed	
SH1 Warkworth to Wellsford RoNS - Detailed Design and Const	0	0	2,000		Funding Committed	
Warkworth Stage 1	6,740	0	0		Funding Committed	
Western Ring Route - RONS	255,844	389,612	330,949		Funding Committed	
Western Ring Route - RONS	41,848	14,334	0		Funding Committed	
Western Ring Route - RONS	624	30	0		Funding Committed	
WRR Ramp Signalling	0	0	0		Funding Committed	
Advanced Traffic Management Systems (ATMS) Stage V	0	1,100	0		Probable	HHH
Advanced Traffic Management Systems (ATMS) Stage V	0	0	1,150		Probable	HHH
SH1 Constellation to Greville NBD 3-laning	0	530	0		Probable	HHM
SH1 Constellation to Greville NBD 3-laning	0	1,093	0		Probable	HHM
HPMV - SH1 South Auckland to Tauranga - Auckland	0	850	0		Probable	HHM
HPMV - SH1 South Auckland to Tauranga - Auckland	0	0	3,832		Probable	HHM
Improved Driver Information - Auckland	923	823	523		Probable	HMH
Minor improvements 2012/15	3,842	3,842	3,842		Probable	HMH
SH1 Silverdale Interchange Upgrade	206	0	0		Possible	HMH
SH1 Silverdale Interchange Upgrade	0	212	0		Possible	HMH

Project name	2012/13 Cost ($000)	2013/14 Cost ($000)	2014/15 Cost ($000)	Year 4-10 Cost ($000)	Potential NZTA Funding	AT Profile
SH1 Silverdale Interchange Upgrade	0	0	728		Possible	HMH
SH16 St Lukes Road Interchange Upgrade	0	0	820		Probable	HMH
SH1 McKinney Road / Wech Drive Intersection improvements	0	11,173	0		Probable	HMH
SH18 Paul Matthews Drive/ Caribbean Drive	155	0	0		Possible	HMH
SH18 Paul Matthews Drive/ Caribbean Drive	0	68	149		Possible	HMH
Average Speed Enforcement	0	0	754		Probable	HMH
SH1 Main Highway - Ellerslie Highway Northbound Aux Lane	242	0	0		Probable	HMH
SH1 Main Highway - Ellerslie Highway Northbound Aux Lane	1,116	1,225	0		Probable	HMH
SH1 Main Highway - Ellerslie Highway Northbound Aux Lane	0	0	20,194		Probable	HMH
SH1 Main Highway - Ellerslie Highway Northbound Aux Lane	250	0	0		Probable	HMH
Seismic Retrofit - Auckland	1,327	680	760		Probable	HMH
SH1 Wayby Valley Rd I/I	1,031	1,059	0		Possible	HMH
SH 1 Waitemata Harbour Crossing	0	2,102	2,190		Probable	HHL
Constellation to Orewa Busway Extension (Designation Only)	0	5,000	5,000		Unlikely	HHL
SH1 Takanini to Papakura 6L	0	1,591	0		Probable	HMM
SH1 Takanini to Papakura 6L	0	0	2,185		Probable	HMM
SH1 Takanini to Papakura 6L	0	0	1,000		Probable	HMM
SH22 Gellert Road Passing Lane Switch	0	53	0		Unlikely	HMM
SH1 Sheepworld Southbound Passing Lane / Dome Valley	412	0	0		Unlikely	HMM
SH22 Gellert Road Passing Lane Switch	0	0	87		Unlikely	HMM
SH1 Hill Rd to Takanini Sthbd 3L	0	32,139	17,031		Probable	HMM
SH16 Brigham Creek - Railway Rd Median Barrier	0	0	110		Probable	HMM
SH16 Brigham Creek - Railway Rd Median Barrier	0	0	0		Probable	HMM
SH16 Trigg Rd - Factory Rd Median Barrier	0	110	0		Probable	HMM
SH16 Trigg Rd - Factory Rd Median Barrier	0	0	230		Probable	HMM
Safety Retrofit - Auckland	1,921	1,921	1,921		Probable	HMM
Property Acquisition Block and Fees - Auckland	938	938	938		Unlikely	HMM

Project name	2012/13 Cost ($000)	2013/14 Cost ($000)	2014/15 Cost ($000)	Year 4-10 Cost ($000)	Potential NZTA Funding	AT Profile
Bombay Hills (Mercer) Stock Effluent Disposal Facility	0	0	250		Possible	MMH
Old Mangere Bridge Replacement	0	0	450		Unlikely	MMH
SubTotals	**393,183**	**501,958**	**397,093**	**2,215,782**		
Cashflow adjustments to committed funding As per 10 year forecast)	**106,817**	**-61,958**	**72,907**			
Totals	**500,000**	**440,000**	**470,000**	**2,215,782**		

Note: NZTA have included different figures in their 10-year forecast from the individual applications listed above. This can account for discrepancies in the State Highway programme.

Transport Planning

(Auckland Transport)

Project name	2012/13 Cost ($000)	2013/14 Cost ($000)	2014/15 Cost ($000)	Year 4-10 Cost ($000)	Potential NZTA Funding	AT Profile
2012 Integrated Transport Plan	210	500	180	1,920	Probable	HHM
2012 Plans and Policies	735	985	235	1,670	Probable	HHM
2012 Transport Modelling	570	570	570	3,420	Probable	HHM
2012 Land Use Integration Planning	1,785	1,505	1,305	4,835	Probable	HHM
2012 Corridor Management Plans	1,500	1,550	1,500	10,600	Probable	HHM
2012 Area and Route Studies	1,450	2,050	3,200	2,200	Probable	HHM
2012 Activity Management Planning	400	400	400	2,800	Probable	HHM
2012 Asset Management Improvement	200	200	200	1,400	Probable	HHM
2012 RLTP Management	1,045	1,045	1,045	7,315	Probable	HHM
2012 Local Board Plans	300	300	300	1,800	Unlikely	MML
Totals	**8,195**	**9,105**	**8,935**	**37,960**		

(HNO)

Project name	2012/13 Cost ($000)	2013/14 Cost ($000)	2014/15 Cost ($000)	Year 4-10 Cost ($000)	Potential NZTA Funding	AT Profile
Activity management Plan Auckland 12/15	219	219	219		Probable	HHM
HNO- SH22 State Highway Corridor Study	100	0	0		Probable	HHM
HNO- Auckland State Highway Optimisation Study	0	200	400		Probable	HHM
HNO - Integrated Transport Planning for Sub-regional Areas	700	1,500	1,500		Probable	HHM
Corridor Optimisation 12/15 Auckland	200	150	150		Probable	HHM
Totals	**1,219**	**2,069**	**2,269**	**0**		

Transport Planning (cont.)

(Auckland Council)

Project name	2012/13 Cost ($000)	2013/14 Cost ($000)	2014/15 Cost ($000)	Year 4-10 Cost ($000)	Potential NZTA Funding	AT Profile
Rail network electrification extension study	0	0	150		Possible	HHM
Freight movement efficiency improvement study	0	0	0		Probable	HHM
Heavy vehicle model module	100	0	0		Probable	HHM
Mode share survey - CBD and Isthmus	0	100	100		Probable	HHM
Mode share survey -Regional (3 yrly)	200	0	0		Probable	HHM
Review of Regional Transport Benchmarking	0	0	0		Probable	HHM
ATM model update of Census information	0	100	0		Probable	HHM
Auckland Transport Model update	0	0	300		Probable	HHM
Walk and cycle model module	0	0	100		Probable	HMM
Transport funding investigation (Phase 1)	150	0	0		Possible	MHM
Transport funding investigation (Phase 2)	0	150	0		Possible	MHM
Transport greenhouse gas emissions reduction study	0	0	0		Possible	MMM
Regional Land Transport Strategy/Spatial Plan	0	0	100	700	Probable	HHM
Totals	**450**	**350**	**750**	**2,780**		

Road safety promotions

(Auckland Transport)

Project name	2012/13 Cost ($000)	2013/14 Cost ($000)	2014/15 Cost ($000)	Year 4-10 Cost ($000)	Potential NZTA Funding	AT Profile
Road Coridors Regional Safety	190	193	196	1,244	Probable	HMM
CT AMETI/Flatbush Network safety	200	285	380	1,816	Probable	HMM
CT Alcohol	550	559	568	3,602	Probable	HMM
CT Cycling/Cycle Training	2,600	2,642	2,684	17,029	Probable	HMM
CT Motorcycling	300	305	310	1,965	Probable	HMM
CT Pedestrian safety	1,800	1,829	1,858	11,790	Probable	HMM
CT Restraints	200	203	206	1,310	Probable	HMM
CT Safe Roads & Roadsides	300	305	310	1,965	Probable	HMM
CT Safe School Travel	3,500	3,556	3,613	22,924	Probable	HMM
CT Speed	400	406	413	2,620	Probable	HMM
CT Public Transport Integration	650	660	671	5,007	Possible	MHM
CT Young Drivers	300	305	310	1,965	Probable	HMM
Totals	**10,990**	**11,248**	**11,518**	**73,238**		

(HNO)

Project name	2012/13 Cost ($000)	2013/14 Cost ($000)	2014/15 Cost ($000)	Year 4-10 Cost ($000)	Potential NZTA Funding	AT Profile
Community Advertising 12/15 - Auckland	150	155	166	0	Probable	HMM

PT Services

Project name	Work Category	2012/13 Cost ($000)	2013/14 Cost ($000)	2014/15 Cost ($000)	Year 4-10 Cost ($000)	Potential NZTA Funding
Public Transport Programme 2012/15	Bus services	126,298	128,319	129,550	977,049	Probable
Public Transport Programme 2012/15	Passenger Ferry Services	9,207	9,352	9,423	70,770	Probable
Public Transport Programme 2012/15	Passenger Transport facilities operations and maintenance	35,293	36,495	37,248	309,908	Probable
Public Transport Programme 2012/15	Passenger rail services	96,199	106,741	86,475	262,035	Probable
Public Transport Programme 2012/15	Total mobility operations	4,494	4,606	4,721	33,947	Probable
Public Transport Programme 2012/15	Wheel chair hoists	360	360	360	2,484	Probable
Public Transport Programme 2012/15	Total Mobility Flat rate Payments	450	450	450	3,105	Probable
Public Transport Programme 2012/15	Public Transport information O/M	3,421	3,427	3,433	87,826	Probable
Public Transport (Unsubsidised by NZTA)	Operations	3,127	3,135	3,143	22,234	Unlikely
Totals		**278,849**	**292,885**	**274,803**	**1,769,357**	

Project name	Work Category	2012/13 Cost ($000)	2013/14 Cost ($000)	2014/15 Cost ($000)	Year 4-10 Cost ($000)	Potential NZTA Funding
Super Gold Card	PT Services	9,134	9,134	9,134		

Renewal of local roads

Project name	Work Category	2012/13 Cost ($000)	2013/14 Cost ($000)	2014/15 Cost ($000)	Year 4-10 Cost ($000)	Potential NZTA Funding	AT Profile
Renewal of local roads*	Various renewal activities	107,606	111,373	115,271	1,128,681	Probable	HHH
Preventive Maintenance 2012/15	Preventive maintenance	4,596	4,636	4,675	35,000	Possible	MMH
Totals		**112,203**	**116,008**	**119,946**	**1,163,681**		

Maintenance and operation of local roads

Project name	Work Category	2012/13 Cost ($000)	2013/14 Cost ($000)	2014/15 Cost ($000)	Year 4-10 Cost ($000)	Potential NZTA Funding	AT Profile
Maintenance and operation of local roads*	Pavement maintenance	86,588	88,900	91,287	910,108	Probable	HHH
Roading Maintenance (Unsubsidised by NZTA)	Footpath renewal, Parking and vegetation control	74,065	77,280	76,144	570,617	Unlikely	N/A
Totals		**160,653**	**166,180**	**167,431**	**1,480,725**		

*NB The maintenance and renewal allocation has been moderated to what can be afford as opposed to network need

Renewal of state highways

(HNO)

Project name	2012/13 Cost ($000)	2013/14 Cost ($000)	2014/15 Cost ($000)	Year 4-10 Cost ($000)	Potential NZTA Funding	AT Profile
Renewal of state highways	37,449	41,258	45,612		Probable	HHH
Preventive Maintenance Auckland 12/15	189	189	189		Probable	HMH
Totals	**37,638**	**41,447**	**45,801**	**318,718**		

Maintenance and operation of state highways

(HNO)

Project name	2012/13 Cost ($000)	2013/14 Cost ($000)	2014/15 Cost ($000)	Year 4-10 Cost ($000)	Potential NZTA Funding	AT Profile
Maintenance and Operation of State Highways	44,865	49,661	54,757	383,300	Probable	HHH

Activity Summary Table

RLTP by Activity Class	2012/13 Total ($000)	2013/14 Total ($000)	2014/15 Total ($000)	2012/15 Total ($000)	Years 4 - 10 Cost ($000)	Total 10-year Cost ($000)
Transport planning	9,864	11,524	11,954	33,342	40,740	74,082
Road safety promotion	11,140	11,403	11,685	34,228	73,237	107,465
Walking and cycling	12,808	17,114	24,541	54,463	100,500	154,963
PT Services	275,722	289,750	271,660	837,132	1,747,124	2,584,256
SuperGold Card	9,134	9,134	9,134	27,402	0	27,402
PT Infrastructure	105,408	220,376	352,808	678,592	2,364,230	3,042,822
Maintenance Local Roads	86,588	88,900	91,287	266,775	910,108	1,176,883
Maintenance SH	44,865	49,661	54,757	149,283	383,300	#VALUE!
Renewal of local roads	112,202	116,009	119,946	348,157	1,163,681	1,511,838
Renewal of SH	37,638	41,447	45,801	124,886	318,718	443,604
New Infr for local roads	201,495	237,267	234,181	672,943	2,299,557	2,972,500
New Infra SH	500,000	440,000	470,000	1,410,000	2,215,782	3,625,782
Other (Parking & IT)	9,091	5,164	7,096	21,351	29,028	50,379
Unsubsidised OPEX (PT Services + Maint & Ops)	77,192	80,415	79,287	236,894	592,851	829,745
Totals	**1,493,147**	**1,618,164**	**1,784,137**	**4,895,448**	**11,855,556**	**16,751,004**

Appendix 1: Legislative Requirements

The legislative requirements for Auckland RLTP are contained in the Land Transport Management Act 2003. The key provisions are set out below.

12 Overview of regional land transport programmes

(1) A regional land transport programme allows approved organisations and the Agency to recommend funding for land transport activities or combinations of activities from the national land transport fund that will contribute to—

(a) a region's outcomes that are identified in the relevant regional land transport strategy; and

(b) any outcomes, objectives and impacts identified by the Crown in any national land transport strategy or the relevant GPS.

(2) Regional land transport programmes, which are prepared by regional transport committees (or, in the case of Auckland, Auckland Transport), include—

(a) proposed activities and combinations of activities for 3 financial years; and

(b) an indication of significant activities for the following 3 financial years; and

(c) a 10-year financial forecast.

13 Responsibility for preparing and approving regional land transport programmes

(2) Every 3 financial years, Auckland Transport, in the case of Auckland, must—

(a) prepare an Auckland regional land transport programme; and

(b) approve the Auckland regional land transport programme by a date appointed by the Agency.

15 Core requirements of regional land transport programmes prepared by Auckland Transport

Auckland Transport must, in preparing an Auckland regional land transport programme,—

(a) be satisfied that the Auckland regional land transport programme—

(i) contributes to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system; and

(ii) contributes to each of the following:

(A) assisting economic development:

(B) assisting safety and personal security:

(C) improving access and mobility:

(D) protecting and promoting public health:

(E) ensuring environmental sustainability; and

(iii) is consistent with the relevant GPS and the Auckland regional land transport strategy; and

(c) take into account any—

(i) national land transport strategy; and

(ii) national energy efficiency and conservation strategy; and

(iii) relevant national policy statement and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and

(iv) relevant regional public transport plan; and

(v) likely funding from any source

17 Form and content of Auckland Transport's regional land transport programmes

(1) Auckland Transport's regional land transport programme must contain, for the 3 financial years to which the programme relates,—

(a) the following activities and combinations of activities that Auckland Transport decides to include in the programme:

(i) activities or combinations of activities proposed by Auckland Transport or the governing body of the Auckland Council; and

(ii) activities or combinations of activities relating to State highways in the region that are proposed by the Agency; and

(iii) activities or combinations of activities, other than those relating to State highways, that the Agency may propose for Auckland and that it wishes to see included in the programme; and

(b) any activities or combinations of activities that are proposed by the governing body of the Auckland Council or any other approved organisation to be—

(i) included in the programme; and

(ii) fully funded from sources other than the national land transport fund; and

(c) the order of priority, as determined by Auckland Transport, of the activities or combinations of activities that it decides to include in the programme under paragraph (a); and

(d) an assessment of each activity or combination of activities, prepared in accordance with subsection (5) by the organisation that proposed the activity or combination of activities under paragraph (a), which must include—

(i) the objective or objectives to be achieved; and

(ii) an estimate of the total cost and the cost for each year; and

(iii) the expected duration; and

(iv) any proposed sources of funding (including, but not limited to, the national land transport fund, tolls, funding from approved organisations, and contributions from other parties); and

(v) any other relevant information; and

(e) an assessment of each activity or combination of activities, prepared in accordance with subsection (6) by the approved organisation that proposed the activity or combination of activities under paragraph (b), which must include—

(i) an estimate of the total cost and the cost for each year; and

(ii) the expected duration.

(2) The programme must contain assessments by Auckland Transport of—

(a) how the programme complies with section 15; and

(b) the relationship of Police activities or combinations of Police activities to the programme.

(3) The programme must also include—

(a) a statement of transport priorities for the region for the 6 financial years from the start of the programme; and

(b) a list of each activity or combination of activities that have been started but are not yet completed; and

(c) an identification of those activities or combinations of activities (if any) that have inter-regional significance; and

(d) an explanation of the proposed action if it is proposed that an activity or combination of activities be varied, suspended, or abandoned; and

(e) an indication of any nationally or regionally significant activities that are likely to be recommended for inclusion in the national land transport programme over the 3 financial years following the programme; and

(f) a financial forecast of revenue and expenditure on activities for the 10 financial years from the start of the programme; and

(g) a description of how monitoring will be undertaken to assess implementation of the programme; and

(h) a summary of the consultation carried out in the preparation of the programme; and

(i) a summary of the policy relating to significance adopted by Auckland Transport under section 106(2); and

(j) any other relevant matters.

(4) To include activities or combinations of activities in a national land transport programme, the programme must be in the form and contain the detail that the Agency prescribes in writing to Auckland Transport.

(5) The assessment under subsection (1) (d) must be in a form and contain the detail required by Auckland Transport, taking account of any prescription made by the Agency under subsection (4).

(6) The assessment under subsection (1) (e) must be in a form and contain the detail required by Auckland Transport.

18 Consultation requirements

(1) When preparing a regional land transport programme, a regional transport committee or Auckland Transport (as the case may require) must consult—

(a) every affected regional council; and
(ab) the Auckland Council, if affected; and
(b) every affected territorial authority; and
(c) every affected approved public organisation; and
(d) the Agency; and
(e) the Commissioner; and
(f) affected district health boards; and
(g) the Accident Compensation Corporation; and
(h) the New Zealand Historic Places Trust; and
(i) the New Zealand Railways Corporation; and
(j) representative groups of land transport users and providers (including representative groups of coastal shipping users and providers); and
(k) affected communities; and
(l) Māori of the region; and
(m) the public in the region.

(2) If consulting the Auckland Council, a regional land transport committee or Auckland Transport must consult both the governing body and each affected local board of the Council.

Assessment of compliance with section 15

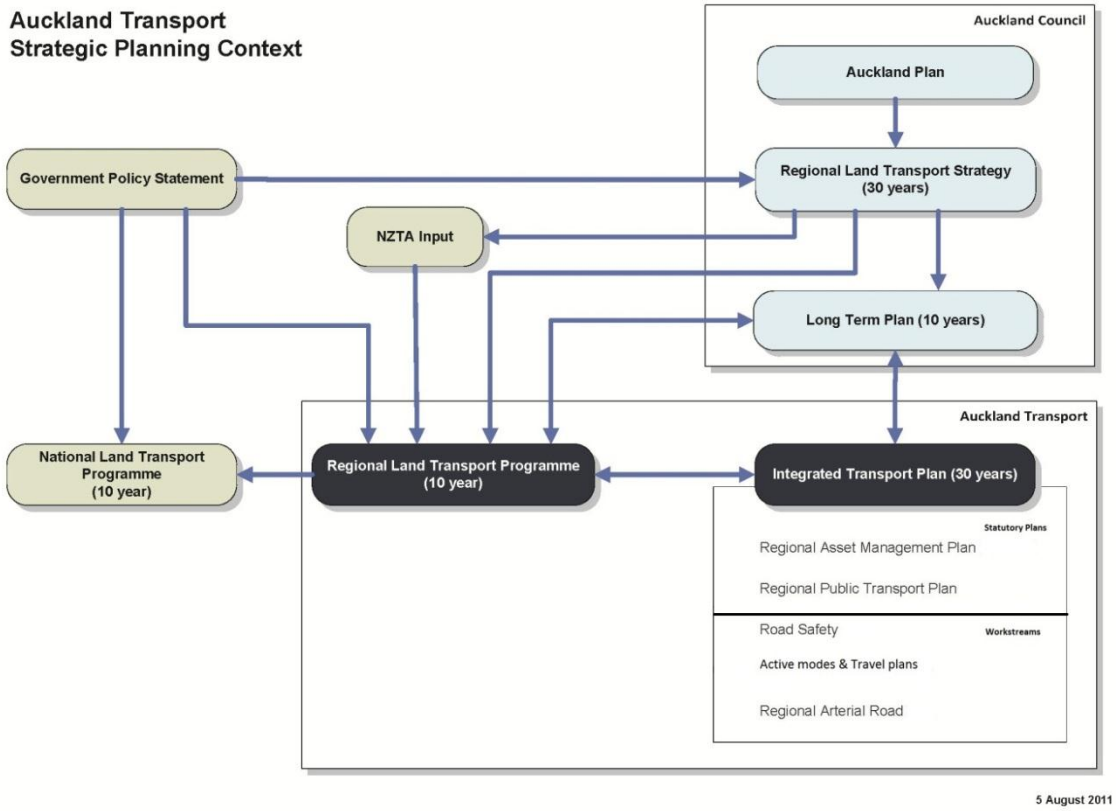
The following table contains an assessment of how this RLTP complies with section 15 of the LTMA, as required by section 17 (2) (a).

LTMA requirement	Assessment
(a) be satisfied that the Auckland regional land transport programme— (i) contributes to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system; and (ii) contributes to each of the following: (A) assisting economic development: (B) assisting safety and personal security: (C) improving access and mobility: (D) protecting and promoting public health: (E) ensuring environmental sustainability; and (iii) is consistent with the relevant GPS and the Auckland regional land transport strategy; and	As noted in Chapter 1, this RLTP and the prioritisation process it contains has been based on the 2010 RLTS, which has taken the overall aim and objectives of the LTMA (section 15 (a) (i) and (ii)) into account in its preparation. For example, the RLTS includes objectives which match those in subsection (ii). By implementing the key strategic direction set in the RLTS, the RLTP therefore contributes to these aims and objectives. The importance of the GPS and RLTS as strategic references for this RLTP is recognised in Chapter 1. The prioritisation process has used both the GPS and the RLTS as key reference points, in addition to the Auckland Plan. This RLTP is consistent with the GPS by indicating which activities are likely to receive government funding under current GPS.
(c) take into account any— (i) national land transport strategy; (ii) national energy efficiency and conservation strategy; (iii) relevant national policy statement and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; (iv) relevant regional public transport plan; (v) likely funding from any source.	There is no national land transport strategy as defined in the LTMA. The national energy efficiency and conservation strategy and the regional policy statement and plans were addressed through the RLTS process, which this RLTP is consistent with. The public transport activities included in this plan are consistent with the public transport policies and service proposals described in the current Auckland Regional Public Transport Plan. The funding plan (Chapter 6) includes an assessment of the likely funding available for transport in the region during the period covered by this RLTP.

Appendix 2: Strategic Context

The policy framework for the RLTP is provided by a series of national, regional and local strategies and plans. The purpose of this framework is to develop an integrated, safe, responsive and sustainable land transport system. This framework is shown diagrammatically in **Figure x.1.**

Figure x.1 – Relationship of plans and strategies to RLTP



Regional Land Transport Strategy 2010 (RLTS)

The Regional Land Transport Strategy 2010 (RLTS) was adopted in March 2010. It provides the regional strategic context for the development and operation of the land transport system in Auckland over the next 30 years. The Land Transport Management Act requires that the Auckland RLTP is consistent with the RLTS.

The RLTS 2010 sets out the objectives and outcomes for Auckland's transport system over the next 30 years, as summarised in the following table.

Objective	Main outcomes
Assisting economic development	➢ improved regional and interregional freight efficiency
Assisting safety and personal security	➢ improved transport system safety
Improving access and mobility	➢ improved public transport (PT) accessibility for all
Protecting and promoting public health	➢ reduced exposure to the negative impacts of transport pollution on human health ➢ increased walking and cycling
Ensuring environmental sustainability	➢ reduced greenhouse gas emissions from the transport network
Integrate transport and land use supportive of the RGS and ARPS	➢ improved public transport links to and between identified higher density growth centres
Achieving economic efficiency	➢ improved value for money from transport investment

Development of strategic priorities

To contribute to these objectives and outcomes, the RLTS developed a policy hierarchy approach to improving transport in Auckland. This consists of first evaluating region-wide activities which can affect the demand for transport before considering increases to the capacity of the transport system. This approach led to the development of the following six strategic priorities:

- Support and contribute to a compact and contained urban system consisting of centres, corridors and rural settlements
- Implement behaviour change programmes
- Continue major investment in rail, bus and ferry infrastructure and service improvements
- Improve the operation of existing roads, especially regional arterials
- Construct limited additional road capacity
- Reduce the impacts of transport on the natural environment and communities

Government Policy Statement on Land Transport Funding (GPS)

The GPS sets out the Government's outcomes and investment priorities for the land transport sector. It also describes the future level of transport funding that will be provided by the Government via the NLTF. The current GPS was issued in 2011. It covers the financial period 2012/13 to 2017/18, and provides indicative figures from 2018/19 to 2021/22.

The GPS acknowledges the need for an efficient and effective transport system in Auckland as a key link to national economic growth, and identifies three focus areas for the land transport sector:

- **Increasing economic growth and productivity** as the primary objective of land transport expenditure. This will include a focus on:
    - progressing the Roads of National Significance
    - investing in the state highway network
    - getting Auckland's transport to work more effectively
    - making quality investment in public transport
    - improving local roading
    - investing in walking and cycling
    - viewing networks from a national perspective
    - promoting integrated planning.
- **Value for money** – this is critical as it determines the level of benefits realised from transport investment.
- **Road safety** – the majority of road deaths and serious injuries are avoidable and can be reduced or prevented by implementing the Safer Journeys Strategy[1] and action plans.

1. Launched in March 2010, the strategy outlines its vision for achieving the long-term goal for road safety in New Zealand

Auckland Plan

The Auckland Plan is prepared by the Auckland Council, and sets a long-term (20-30 year) strategy that contributes to Auckland's social, economic, environmental and cultural wellbeing. It is primarily required to determine how Auckland will grow and develop in the future, and to identify the existing and future locations of critical infrastructure facilities, including transport.

The draft Auckland Plan sets out a development strategy which assumes a significant amount of growth within the current Auckland urban area, with a strong emphasis on centre-based growth. It also identifies a number of priority growth areas where public infrastructure development, including transport, is expected to be focused.

The draft Auckland Plan supports a continuation of the transport approach outlined in the RLTS 2010, with the rapid transit and quality transit networks supporting intensification of centres, corridors and future urban areas. The draft also includes developing the City Rail Link.

Long Term Plan (LTP)

The Auckland Council has been preparing its Long Term Plan 2012-2022 concurrently with the RLTP. The Long Term Plan sets out all the proposed activities and expenditures for the council and its subsidiaries over the next 10 years, including proposed expenditure on Auckland Transport's activities.

This RLTP provides detail for the higher-level budget figures provided in the Long Term Plan (with the exception of state highways activities that are not funded by the Auckland Council).

Integrated Transport Plan

Parallel with developing this RLTP, Auckland Transport is preparing an Integrated Transport Plan (ITP). The ITP integrates key strategies, tactical plans, programmes and project packages developed by Auckland Transport, NZTA, Auckland Council and KiwiRail to deliver an integrated one system approach to developing and operating Auckland's transport system. At the strategic level, the ITP 2012-42 has a 30-year horizon to reflect the Auckland Plan and RLTS. While not a statutory document, it is an essential delivery mechanism for transport in the Auckland region.

Its key purpose is to:

- Provide the strategic context and framework for prioritising and integrating transport activities from different agencies
- Bridge the gap between long-term outcomes sought by the Auckland Plan and RLTS and the shorter term focus of the RLTP
- Indicate how the key actions and activities can be implemented together, their affordability and how risks can be managed
- Provide Auckland Council, NZTA and other key stakeholders with a clear picture of the preferred approach for implementing the Auckland Plan (and RLTS)
- Create confidence for funding the RLTP based on the above stakeholders support for the ITP

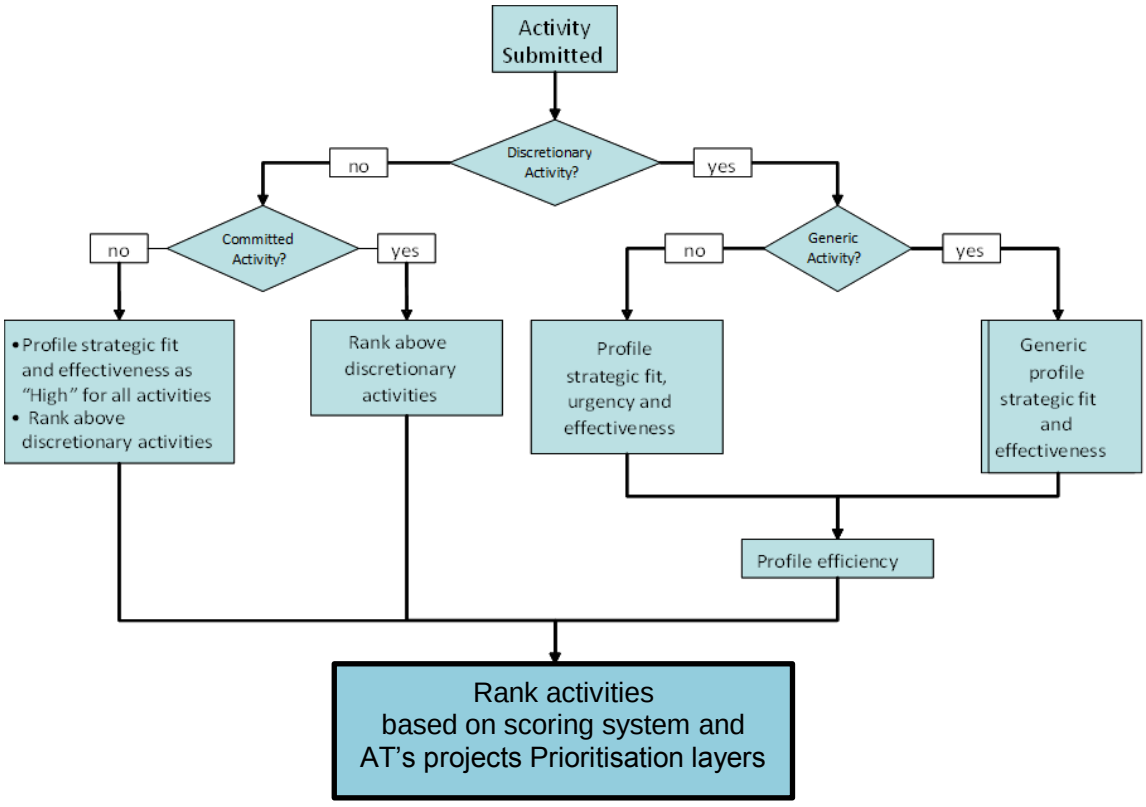
The ITP will reflect the one system approach discussed in Chapter 4, with a focus on developing an indicative 30-year funding plan. It will be completed by 30 June 2012 and will reflect the strategic directions of the Auckland Plan and the new Government Policy Statement on Transport. Work already undertaken on the ITP informs the strategic sections of this draft RLTP.

The Government has indicated that the development of the Auckland Plan will ultimately replace the RLTS as the key strategic document for transport in Auckland. This will further highlight the value of the ITP in bridging the gap between the long-term strategic approach of the Auckland Plan and the short-to-medium term tactical focus of the RLTP.

Appendix 3: Prioritisation Process

A critical part of preparing the RLTP is prioritising all project proposals received from Auckland Transport and NZTA Highway Network Operations. All proposals submitted to Auckland Transport are first ranked to create a list of activities in priority order within each GPS activity class. This allows funding to be allocated to the highest priority activities in times when funding is limited.

The profiling process is carried out by experienced people who have the necessary skills from working on previous land transport programmes. The following diagram summarises the prioritisation process, and the steps are outlined in more detail below.



Non-discretionary activities

The prioritisation process first extracts the following non-discretionary activities:

- Maintaining existing public transport services.
- Previously committed activities.
- Maintenance and renewals of local roads and state highways.

Auckland Transport chooses to treat these activities as essential, funding them before all other projects which are considered discretionary. The non-discretionary activities account for approximately *two thirds* of the total value of the RLTP. Consequently the prioritisation process described below applies to approximately *one third* of the value of the programme.

Discretionary activities

Discretionary activities are then ranked based on the following criteria:

- The strategic fit of the issue being addressed – is this issue identified as a high priority in adopted regional strategies?
- The effectiveness of the proposed solution in addressing the issue identified and in delivering regional/national strategic objectives.
- The economic efficiency (or benefit/cost ratio) of the proposed solution.

Where there are any external factors that influence project timing, any interdependencies with other actions that make implementation urgent, or opportunities to work more efficiently by combining activities, these factors are considered during the programming of specific projects to specific years.

Each project is rated High, Medium or Low (H, M or L) for each of the three factors resulting in a profile (e.g. HHM). Each element of the profiling system is explained in detail below.

Strategic fit

Strategic fit considers how the identified problem, issue or opportunity aligns with Auckland Council's strategic investment direction, primarily contained in the Auckland Plan and the RLTS. The government's investment priorities as detailed in the GPS 2012 have also been taken into account. The following priority focus areas have been identified to respond and contribute to fulfilling the expectations set in these guiding strategic documents, and are discussed in more detail below:

1. Support the integration between land use and transport.
2. Improve the efficiency and effectiveness of the region's transport networks.
3. Make best use of the existing transport system.
4. Improve transport safety and reduce the adverse impacts from transport on the surrounding environment.

These priority focus areas have been used to determine the strategic fit for each of the activities for which funding is sought. Ratings are allocated as follows:

- A High rating can be obtained if the project delivers an activity identified in the priority focus areas.
- If the project is part way towards delivering an activity identified in the priority focus areas then a Medium rating is given.
- All other projects score a Low.

The second step is then to allocate an overall rating for the strategic fit factor.

- An overall High rating for the strategic fit factor only requires a High against one priority.
- A Medium rating requires a Medium against one priority.
- All others are Low.

Effectiveness

Effectiveness is the extent to which the proposed activity addresses the issue identified in the strategic fit criteria and also whether a thorough investigation of potential solutions has been undertaken.

- A High rating can be obtained if the project matches the criteria listed below.
- If the project is part way towards matching the criteria listed below then a Medium rating is given.

Efficiency

The efficiency of an activity is based on the benefit/cost ratio (BCR). It is reported in LTP Online to one decimal place. At the time of writing, the profile relationship for the efficiency is:

- High: BCR ≥ 4.0
- Medium: 2.0 ≤ BCR < 4.0
- Low: 1.0 ≤ BCR < 2.0

Ranking schemes and creation of the programme.

Finally, in order to prioritise projects with the same profile, a points system is used. Points are awarded based on the degree to which projects meet the criteria of the strategic focus areas, effectiveness and efficiency, in effect, giving a finer grain of detail to the High, Medium and Low prioritisation system.

It is important to note that the GPS 2012 targets are explicitly taken account of in the prioritisation process through the development of the Statement of Priorities that informed this prioritisation process.

Auckland Transport's Prioritisation Layers

The above system does not fully take into consideration a number of important other factors and so must be considered as one of several prioritisation layers. The prioritisation layering system is shown below is used to create a programme of A.T's projects;

7. Meet legal commitments, eg existing contracts, AC Agreements
8. Support and enable Auckland Plan, eg building public transport capability in projected growth areas
9. Priority rating index
    - Strategic fit
    - Transport effectiveness
    - Economic efficiency

10. Optimising available NZTA funds- Category allocation, spread of activity by funding class
11. Balancing contract size and location- Few large contracts - limits spread of work and limits regional balance
12. Integrating other work- (eg. KiwiRail electrification, NZTA Waterview)
13. Special interest requirements- Multiple requests

Priority focus areas

The following priority focus areas have been used to determine the strategic fit for each of the activities for which funding is sought:

Priority focus area 1: Support the integration between land use and transport

This priority focus area promotes the development of an integrated multi-modal transport system that supports proposed growth and intensification in identified parts of the region, as set out in the Auckland Plan. An integrated approach will be enhanced by the use of a collaborative development and consenting process that is focussed on place-shaping outcomes as prioritised in the Auckland Plan. This must be led by the use of acceptable design principles and standards. The use of corridor management plans designed to cater for the specific needs of an individual roading corridor will provide solutions that are both sensitive to the adjoining land uses as well as the movement priority of the roads in question. Such plans will enable the ability to prioritise between transport modes that will improve the efficiency and effectiveness of the corridor to move people and freight as well as achieve better design outcomes that enhance liveability along the corridor.

Examples of types of activity which could contribute to this priority focus area include:

- public transport infrastructure projects and service improvements on QTN and RTN routes which support land use as proposed in the Auckland Plan
- road network improvements which support land use developments as proposed in the Auckland Plan
- integrated transport assessment guidelines and studies
- studies and investigations that will enable route protection for RTN and major road extensions and support land use development as proposed in the Auckland Plan
- area and sub-regional strategies that include corridor management plans as identified in the Auckland Plan
- projects that develop shared spaces in support of place shaping and urban form.

Priority focus area 2: Improve the connectivity and integration of the region's transport system

Auckland's transport system fulfils a vital role in the movement of people and goods as well as encouraging and supporting the development of places, such as residential and business growth areas. The connectivity and integration of the transport system can be improved by ensuring that:

- the networks of the different transport modes are connected and integrated to function as a single system, i.e. the State Highway Network and regional arterial roads are integrated to function as one network
- modal services are integrated to provide a seamless transport outcome.

Several key regional transport links still need to be investigated, protected, completed and/or upgraded in order to improve the transport system's performance. For example, completion of the Western Ring Route, key interchange points on the identified RTN and QTN networks, the AMETI project, and completion of the regional cycle network are all activities that will improve the transport system's productivity and efficiency. System benefits will be improved when the benefits derived from improving individual modal networks enhances the connectivity and throughput of the total system. In this way the performance of the system becomes greater than the sum of the parts.

Examples of types of activity which could contribute to this priority focus area include:

- projects that improve journey time reliability and easing of severe congestion on key routes
- projects that improve productivity of key freight routes
- arterial and local road network improvements that support productivity improvements of the RoNS and motorways
- public transport infrastructure projects and service on the QTN and RTN routes which improve efficiency and effectiveness of the network and its connectivity
- activity management plans to manage transport assets such as roads, passenger transport infrastructure and walking and cycling related plans
- planning, protection and construction of missing links in the region's road, public transport and walking and cycling networks.

Priority focus area 3: Make best use of the existing transport system

Both central and regional government have identified the need to improve the efficiency and effectiveness of the existing transport system by making best use of existing assets and resources before considering adding additional capacity. There are a number of ways in which this can be achieved, such as prioritising timely and effective road maintenance, improving and optimising traffic signalling at route and network level, integrating public transport services between modes, undertaking regular service reviews to analyse possible gaps, and implementing behaviour change programmes to change demand patterns.

Making the best use of existing infrastructure requires managing the demand for travel through providing alternatives where appropriate (such as walking, cycling, public transport and ride sharing), giving people information about alternative ways of meeting their travel needs, retrofitting existing infrastructure to accommodate public transport and active modes, educating transport users about the impacts resulting from their choices and encouraging them to use more efficient and sustainable modes.

Examples of types of activity which could contribute to this priority focus area include:

- maintenance programmes, asset management plans and activity management plans
- travel demand management programmes such as travel planning and improvements to cycle and walking facilities
- route optimisation activities, traffic signal coordination
- management of road space to prioritise the movement of people, goods and services
- public transport service reviews and system improvements such as shelters, provision of information and integrated ticketing systems.
- operation of the Traffic Management Unit .

Priority focus area 4: Improve transport safety and reduce the adverse impacts from transport on the surrounding environment

Safety forms part of every endeavour of Auckland Transport. Improving transport safety and security requires that the needs of all transport users are fully considered in the design, development and operation of the transport system and reflect best practice. Improving safety through actions that, for example, focus on identifying arterial roads and urban intersections that have a high crash risks, safety retrofitting and road redesign projects to ensure that people using the transport system are increasingly free of the possibility of being fatally injured or seriously injured are therefore seen as essential.

While the transport system contributes to the economic, cultural and social wellbeing of the community, it also negatively impacts on the environment and the health of residents, such as the impacts from vehicle emissions. Where possible, transport activities should seek to reduce the negative impacts on the environment and health.

Examples of types of activity which could contribute to this priority focus area include:

- road safety initiatives arising from Safer Journeys including investigations using the High-Risk Intersections Guide and the High-Risk Rural Roads Guide
- road safety initiatives arising from the Regional Road Safety Plan
- crash reduction studies and safety audits
- black spot investigations and implementation
- programmes to increase personal security around public transport interchange points
- activities that manage discharge of stormwater contaminants from roads
- activities that increase the resilience and ability of the transport system to respond to climate change, natural disasters and energy price volatility
- activities that encourage improvements in public health such as walking and cycling.

Appendix 4: Integration with Auckland Plan Growth Areas

Supporting the integration between land use and transport is critical to the management of current and future access and mobility needs of Auckland region – for people, places, goods and services – and informing decision makers, stakeholders and transport users on ways to manage the transport system and land use to best address these needs.

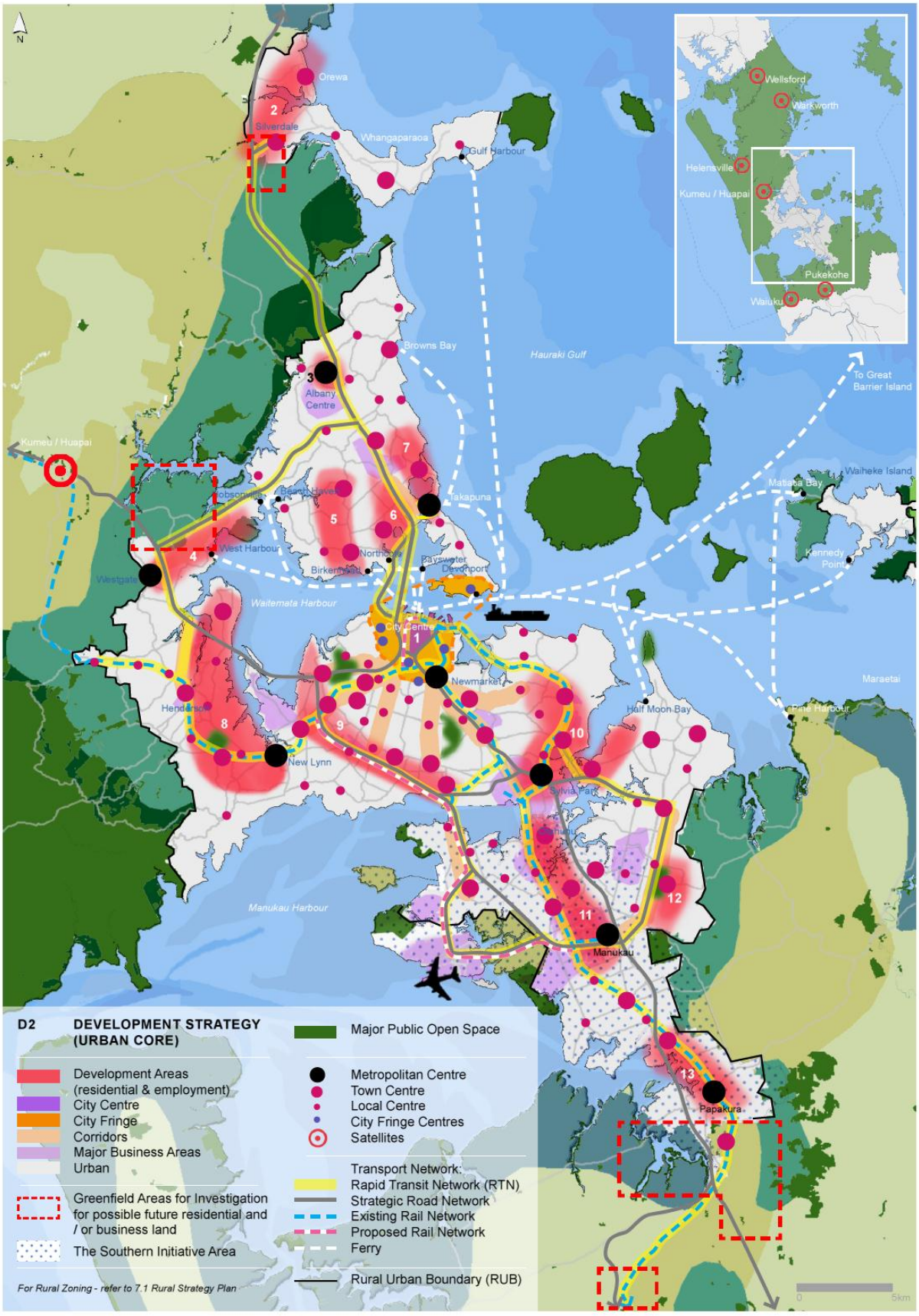
Better integration between land use and transport requires:

- identifying preferred sequences and locations for development to ensure connectivity and efficient provision of transport infrastructure and services
- co-ordinating land use activity, location, densities and urban design with transport networks and services to ensure efficiency, connectivity and amenity
- anticipating and influencing transport needs and impacts of future developments through partnerships between all levels of government and the private sector
- ensuring existing transport infrastructure and facilities can adapt their function and planned capacity with future needs and protect corridors for future transport infrastructure and services.

The framework and guidelines for the development of land use and transport together is set by Auckland Council in the Auckland Plan. The Auckland Plan development strategy identifies two major initiatives – the city centre and the southern initiative, and prioritises eight areas for growth and development over the first three years of the life of the Auckland Plan. The prioritised growth areas are illustrated in Figure A1 below, and include:

1. The city centre including the waterfront
2. Hobsonville
3. New Lynn metropolitan centre
4. Onehunga town centre and suburban area
5. Tamaki – town centre and suburban area
6. Takapuna metropolitan centre
7. Warkworth satellite
8. Pukekohe satellite.

Figure A1; Auckland Plan development strategy (urban core)



There are considerable numbers of committed transport projects that will continue to support existing centres and growth areas, such as New Lynn, Long Bay and Flat Bush, which were agreed by previous legacy councils and transport authorities. These committed projects will continue to dominate transport investment in these areas over the next three years.

The influence of the Auckland Plan development strategy on transport investment will become more apparent in the last seven years of 2012-22. A key focus is integrating land use and transport within intensified centres and along corridors identified in the Auckland Plan development strategy. In the long term, this will reduce the need for car travel by enabling a greater proportion of trips to be made by public transport, walking and cycling.

The transport network will need to become more resilient over time so it can respond better to the travel demands of developing growth areas and existing areas experiencing growth. Freight access to key industry locations will be improved and help build Auckland's productive capacity. Land use planning must consider the existing functions and role of the transport network to enable it to respond effectively to development. This is where considering the type, location and timing of new development is critical.

An integrated approach between Auckland Transport, Auckland Council, key partners and developers is required. This will be achieved through the collaborative development and consenting process that is focussed on place shaping and transport outcomes as prioritised in the Auckland Plan.

The use of corridor management plans designed to cater for the specific needs of an individual roading corridors will provide solutions that are both sensitive to the adjoining land uses as well as the movement priority of the roads in question. Such plans will enable the ability to prioritise between transport modes that will improve the efficiency and effectiveness of the corridor to move people and freight as well as achieve better design outcomes that enhance liveability along the corridor.

A summary of key transport outcomes supporting the Auckland Plan development strategy and prioritised growth areas over 2012-22 is presented below:

Auckland Plan growth areas: City centre, city fringe

Auckland's financial, commercial, professional and cultural heart. Medium to high density employment with supporting residential growth in the city centre fringe.

Transport package	**City centre, Parnell, Newmarket, Newton and Ponsonby**
Outcomes sought	Multi-modal solutions to manage the expected growth and development of Auckland's central city and city fringe including: A significant enhancement of public transport access to and around the city centre and fringe areas, particularly from the development of the City Rail Link and simplified, more frequent bus services and network. A signature light rail system links the Waterfront, Queen Street and Karangahape Road. A more walkable and cycle friendly city centre with enhanced waterfront access. Accessible residential and visitor parking but a more constrained approach to commuter parking.

Auckland Plan growth areas: southern initiative, central south, south

RTN-focussed growth, strong employment opportunities leading regeneration in adjacent suburbs and residential intensification in centres. Southern Auckland is a centre of economic, freight-based activity with a huge potential to contribute to Auckland and NZ. Manukau is a metropolitan centre which will provide for growth in the central south area, well serviced by the transport network.

Transport package	**Auckland International Airport and vicinity, Mangere East/ Favona-Otahuhu/ Middlemore-East Tamaki (SH20-SH1-East Tamaki Connection)**
Outcomes sought	Provision of a new high-standard SH20 to SH1 link just north (or south) of the Manukau Harbour. Certainty about the multi-modal solutions provided to meet future travel demands and freight traffic requirements for Auckland International Airport and adjacent development. Protection of the alignments of the adopted road and public transport facilities from the corridor and area planning processes for the city centre to airport major project and a timeline for the construction of the transport infrastructure improvements. Interim improvements to the access to the airport along the Manukau Road-Pah Road-Queenstown Road route and other routes as appropriate. Manukau centre connected into the passenger rail network providing direct linkage to the CBD and other key centres. Improved bus access between Manukau centre and Auckland International Airport, and potential for a direct RTN link between Manukau centre and Auckland International Airport in longer term. Higher density development at Manukau centre supported by public transport improvements.

Auckland Plan growth areas: Tamaki coastal edge, Sylvia Park metropolitan centre, town centres

Significant intensification possible, making use of the Tamaki transformation project, but enlarging the area of potential redevelopment around the coastal edge based on high amenity, accessibility and infrastructure. Supported by the Sylvia Park metropolitan centre.

Transport package	**AMETI the Auckland-Manukau Eastern Transport Initiative**
Outcomes sought	The AMETI project will deliver increased passenger transport, demand management and economic development opportunities for the south-east metropolitan Auckland region. The current construction programme starts in late 2011 and continues until 2033. The total AMETI project is split into two parts, namely AMETI Panmure and AMETI Pakuranga, with Panmure commencing first.

Auckland Plan growth areas: Whau, New Lynn metropolitan centre, major business centre

A band of employment and residential intensification focussed in the centres but extending along the growth corridor, supported by New Lynn metropolitan centre.

Transport package	Massey North-Lincoln Road-Henderson-New Lynn-Avondale
Outcomes sought	A better balance of residents and employment numbers reducing travel distances to work. Economically successful high-density town centres, walkable and corridors with quality urban design supporting and supported by high-quality public transport services. An arterial network managed and improved to effectively move people and goods. A good cycle network catering both for short distance local trips and longer distance commuter and recreational travel.

Auckland Plan growth areas: Albany innovation hub, upper harbour, Westgate and Albany metropolitan centres

A fast developing band of employment with supporting residential development in the Hobsonville area, with a mixture of development densities, anchored between two metropolitan centres, Westgate and Albany.

Transport package	**Albany-Westgate (includes Northwestern Strategic Growth Area, NorSGA)**
Outcomes sought	A transport system supporting the development of the Westgate and Albany metropolitan centres and the Northern Strategic Growth area, including the development of the planned high density, mixed use town centres.

Auckland Plan growth areas: northern coastal, Wairau valley, Albany innovation hub, Albany metropolitan centre

Northern coastal is predominantly residential intensification, supported by retail and business service employment growth. Albany is a high-end, skilled employment hub, supported by residential growth and town centre development. Wairau valley is predominantly employment-based growth and leading to comprehensive employment.

Transport package	**Smales Farm-Albany-Silverdale-Orewa/ Whangaparaoa**
Outcomes sought	A transport system that supports planning development and encourages greater use of public transport particularly during the weekday peak periods. A bus system that better serves internal travel within the North Shore. Staged upgrading of Whangaparaoa Road followed by construction of PENLINK. Extension of the busway to Silverdale to support Silverdale centre.

Auckland Plan growth area: north shore coastal, Takapuna metropolitan centre

Residential intensification possible along ridgelines and in centres. Takapuna is a metropolitan centre which will provide for growth in the north shore coastal area, well serviced by the transport network.

Transport package	**Takapuna-Taharoto Road-Smales Farm Corridor**
Outcomes sought	Provision of frequent bus services supported by priority measures on the QTN routes. Road network improvements enhance the accessibility of Takapuna and support its development.

Auckland growth area: Flat Bush

Continued residential development at a range of densities supported by retail and associated employment, enhanced by the development of AMETI.

Transport package	**Flat Bush**
Outcomes sought	An attractive and successful new town at Flat Bush with a high use of walking and cycling for internal trips. A well-used and effective bus-based public transport. Good access to the motorway.

Auckland Plan growth area: Onehunga Waterview

Redevelopment opportunities in existing suburbs, and enhanced employment supported by enhanced transport infrastructure.

Transport package	**Waterview-Avondale-Mt Roskill-Onehunga**
Outcomes sought	A motorway network catering efficiently for through traffic and freight traffic with integrated motorway/arterial network operation at the interchanges. Increased development of Stoddard Road as a result of its improved motorway access. Economically successful high density town centres, walkable and corridors with quality urban design supporting and supported by high-quality public transport services. An arterial network managed and improved to effectively move people and goods. A good cycle network catering both for short distance local trips and longer distance commuter and recreational travel. Decisions on additional rail lines which have the potential to greatly improve the role of Onehunga as a major public transport hub.

Appendix 5: Road Policing Activities

This chapter contains an assessment of the relationship of Police activities to the RLTP, as required by section 17 (2) (b) of the LTMA.

Road policing in the Auckland region includes road safety education and enforcement activities funded by the NZTA and delivered by the NZ Police. These activities make up the majority of road safety funding in the Auckland region at $77 million in 2010/11.

Police activities cover both state highways and local roads and include:

- speed enforcement
- drinking and/or drugged driver control
- motorcycle safety*
- young driver safety*
- restraint device (safety belt) control
- general visible road safety enforcement
- commercial vehicle investigation and road user charges enforcement
- crash attendance and investigation, and prosecutions
- community service and school road safety education.

*note that speed enforcement, drink/drugged driver control and restraint activities were reduced to accommodate increases in the new activities of motorcycle safety and young driver safety in 2010/11.

These activities target road safety risk areas identified by local Road Safety Action Plans. These plans are informed by Police District Road Safety Assessments, the Auckland Regional Road Safety Plan and at a higher level the Safer Journeys Road Safety Strategy to 2020 and Road Policing to 2010 Strategy. The activities are delivered by specialist police and general duties staff across the three police districts of Waitemata (Rodney, Albany, North Shore, Waitakere and Whau Wards), Auckland (Waitemata and Gulf, Albert-Eden-Roskill, Orakei, Maungakiekie-Tamaki Wards and Whau), and Counties Manukau (Howick, Manukau, Manurewa-Papakura and Franklin Wards). The Whau ward sits across both Auckland and Waitemata Police district boundaries.

Funding for road policing activities in the region has increased by 8 per cent from 2008/09 to 2010/11 due primarily to an increase in the Road Policing hourly rate. Auckland Transport has sought the advice of road safety professionals via the RoadSafe Auckland steering group. In general, there is strong support in the region for increased drink/drugged driver control, speed enforcement on local urban and rural roads, safety cameras at intersections, and improved delivery of school road safety education.

Police district performance is measured in terms of key indicators including:

- fatal and serious crash reduction
- number of compulsory breath tests
- mean average speeds and restraint use
- visible enforcement and school road safety delivery
- road safety action planning
- attitude change from respondents in the annual Ministry of Transport's (MoT) Public Attitudes to Road Safety surveys.

Auckland was one of only two regions to meet the Road Safety to 2010 target of 'deaths plus hospitalisations of more than three days' in 2010. The Auckland Police District reported a 50 per cent increase in fatal crashes beyond their target for 2010/11. Waitemata Police District reported a 25 per cent decrease in fatal crashes below their target for 20010/11, and Counties Manukau Police District reported a 15 per cent increase in fatal crashes beyond their 2010/11 target. The region as a whole has a long-standing issue of under-delivery by New Zealand Police of road safety education in primary schools.

Auckland Transport, in collaboration with RoadSafe Auckland and the New Zealand Police, recommends via the Regional Land Transport Programme that NZTA resource an increase in drink/drugged driver control, speed enforcement on both urban and rural local roads, safety cameras at intersections and the improved delivery of road safety education in schools by the NZ Police.

The benefits of funding police road safety enforcement have been established as significant, particularly for speed, drink/driving and safety belt enforcement. Internationally, the benefit/cost ratio for fully implemented best practice police enforcement of these areas has been demonstrated as between 5:1 and 10:1. Apart from the emotional and physical cost of crashes, the social cost of crashes in Auckland amounts to approximately $900 million a year.

Road policing staff as a whole for Auckland has increased by 1.3 FTEs (full-time staff equivalents) in the three-year period from 2008/09 to 2010/11 in the area of motorway traffic management. Auckland's population for the next three years, from 2012/13 to 2014/15, is estimated to grow by five per cent to a total of 1,573,365 in 2015.

As a result, Auckland Transport recommends an overall matching increase in road policing resources for the region of five per cent or 23 FTEs between 2012/13 and 2014/15, targeting drink/drugged driver control, local urban intersection and rural speed enforcement, safety camera technology, and road safety education in schools.

Glossary

Auckland RLTP	Auckland Regional Land Transport Programme
GPS	Government Policy Statement
NZTS	New Zealand Transport Strategy
NZTA	New Zealand Transport Agency (formerly Land Transport NZ)
NZTA HNO	New Zealand Transport Agency Highways Network and Operations (formerly Transit NZ) responsible for state highways
LTMA	Land Transport Management Act 2003
RLTP	Land Transport Programme
NLTP	National Land Transport Programme
PTNP	Passenger Transport Network Plan
RLTS	Regional Land Transport Strategy
RTPIS	Real Time Passenger Information System
SHF	State Highway Forecast

Useful websites:

NZ Transport Agency	www.nzta.govt.nz
North Busway	www.busway.co.nz
Roadsafe Auckland	www.roadsafeauckland.org.nz

Submission form Draft 20012/15 Auckland Regional Land Transport Programme

AT LOGO

[Set up so can fold into DLE size envelope with window, and indicate fold marks please]

Auckland 2012/15 RLTP Consultation
Auckland Transport
Private Bag 92250, Auckland 1142

SUBMISSION: Draft 2012/15 Auckland Regional Land Transport Programme

Please fill in and return this form to AT by 4pm on 23 March 2012 (you can also complete the form online at www.aucklandtransport.govt.nz).

Date:

Comments:

Please tick box if you have attached further information to this form [ ]

Auckland Transport will convene a Hearings Panel to consider the points raised in submissions. The Panel is tasked with deliberating on the submissions received and making recommendations to Auckland Transport's Directors on how the submission should be addressed. You will be informed by mail of the outcome of the process.

You have an opportunity to speak to Auckland Transport at a hearing. The hearings will take place at Henderson during the week beginning 16 April 2012

Please tick the box if you would like to speak at a hearing [ ]

Your name:

Your organisation:

Your postal address:

Your daytime phone number: Your email address:

Signed: Date:

Please post your completed feedback form to reach Auckland Transport by 4pm on 23 March 2012 to:

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Auckland Transport
Private Bag 92250, Auckland 1142

Notes:
If you have any questions relating to the Draft Regional Land Transport Programme please phone Auckland Transport on (09) 355 3553 or email your query to rltp@aucklandtransport.govt.nz
Auckland Transport must receive written submissions by 4pm on 23 March 2012.