



I hereby give notice that a confidential extraordinary meeting of the Planning Committee will be held on:

Date: Thursday, 11 March 2021
Time: 12.30pm or at the conclusion of the Parks Arts
Community and Events Committee whichever is later
Meeting Room: Reception Lounge
Venue: Auckland Town Hall
301-305 Queen Street
Auckland

Kōmiti Whakarite Mahere / Planning Committee

CONFIDENTIAL AGENDA

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.

CONFIDENTIAL: Endorsement of the draft 2021 Regional Land Transport Plan for consultation (Covering report)

File No.: CP2021/02195

Item C2

Matatapuanga Confidentiality

Reason:	The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.
Interests:	s7(2)(c)(ii) - The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to damage the public interest. In particular, the report contains information subject to Regional Transport Committee confidentiality.
Grounds:	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.

Te take mō te pūrongo Purpose of the report

1. To seek Planning Committee's endorsement of the draft Regional Land Transport Plan before it is approved by the Regional Transport Committee for consultation.

Whakarāpopototanga matua Executive summary

2. This is a late covering report for the above item. The comprehensive agenda report was not available when the agenda went to print and will be provided prior to the 11 March 2021 Confidential Extraordinary Meeting of the Planning Committee meeting.

Ngā tūtohunga Recommendation/s

The recommendations will be provided in the comprehensive agenda report.



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CONFIDENTIAL ADDENDUM AGENDA

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CONFIDENTIAL: Endorsement of the draft 2021 Regional Land Transport Plan for consultation

File No.: CP2021/01164

Item C2

Matatapuanga Confidentiality

Reason:	The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.
Interests:	s7(2)(c)(ii) - The withholding of the information is necessary to protect information which is subject to an obligation of confidence or which any person has been or could be compelled to provide under the authority of any enactment, where the making available of the information would be likely to damage the public interest. In particular, the report contains information subject to Regional Transport Committee confidentiality.
Grounds:	s48(1)(a) The public conduct of the part of the meeting would be likely to result in the disclosure of information for which good reason for withholding exists under section 7.

Te take mō te pūrongo Purpose of the report

1. To seek Planning Committee's endorsement of the general direction and intent of the attached draft 2021-31 Regional Land Transport Plan in how it aligns to Council's objectives and the Auckland Transport Alignment Project, before it is approved by the Regional Transport Committee as a draft Regional Land Transport Plan for consultation.

Whakarāpopototanga matua Executive summary

2. The draft 2021-31 Regional Land Transport Plan (RLTP), provided at Attachment A, sets out the Auckland region's 10-year investment programme, in particular land transport objectives, priorities and monitoring measures. It includes the land transport activities of Auckland Transport (AT), Waka Kotahi NZ Transport Agency (Waka Kotahi), KiwiRail and other agencies.
3. The draft RLTP has been developed through the Auckland Transport Alignment Project (ATAP) process and aligns with ATAP's key objectives as agreed by Auckland Council:
 - Enabling Auckland's growth through a focus on intensification in brownfields areas and with some managed expansion into emerging greenfield areas
 - Accelerating better travel choices for Auckland
 - Better connecting people places goods and services
 - Improving the resilience and sustainability of the transport system, and significantly reducing the greenhouse gas emissions it generates
 - Making Auckland's transport system safe by eliminating harm to people
 - Ensuring value for money across Auckland's transport system through well targeted investment choices.
4. The draft RLTP outlines a package of transport related capex and opex initiatives over a 10 year period, and a series of policy change initiatives that need to be pursued, that will enable us to make significant progress on the above objectives with the resources and funding available.

5. It represents \$31 billion in investment, and is aligned to the ATAP agreement recently reached with Cabinet, in particular reflecting the higher allocation to the Auckland Housing Programme projects.
6. This package includes major funding, including Waka Kotahi funding, to support mode shift, greenhouse gas and community outcomes – while ensuring an appropriate level of renewals.
7. The significant investment in public transport and active modes outlined in the RLTP is forecast to be successful in increasing their combined AM peak mode share from 23 per cent in 2016, to 29 per cent in 2031.
8. Projecting transport emissions is challenging and requires integration of a number of information sources. Nevertheless, the initial estimate is that the combination of the RLTP package and government's announced changes should yield a slight decrease in transport emissions between 2016 to 2031 - despite a 22 percent increase in Auckland's population over the same period.
9. For Auckland to successfully meet its challenges and realise its full potential over the longer term, investment in infrastructure and services must run alongside some significant policy and regulatory changes. This draft RLTP proposes that a number of policy responses are required, particularly in the areas of climate change, safety, and congestion charging. Many of these policy changes will require significant advocacy from the Auckland Council family to Central Government to progress
10. The next key step is for the Regional Transport Committee (RTC) to formally consider the draft RLTP and approve it for public consultation at its meeting on 23 March 2021. Consultation is programmed between 29 March and 2 May 2021. Following consultation, the RTC will consider the feedback received and any recommend changes to RLTP at a meeting on 27 May 2021. The draft final RLTP will then be presented back to the Planning Committee for endorsement in a meeting on 3 June 2021. Following endorsement, the AT Board will approve the RLTP and it will become operational on 1 July 2021.

Ngā tūtohunga Recommendation/s

That the Planning Committee:

- a) endorses the general direction of the draft 2021-31 Regional Land Transport Plan in advancing agreed Auckland Council and Auckland Transport Alignment Project 2021-31 objectives within the funding envelope available.
- b) agrees that the draft Regional Land Transport Plan aligns with the Auckland Transport Alignment Project 2021-31 package agreed between Auckland Council and central government, and council's draft Long-term Plan 2021-31.
- c) requests that, within available funding, Auckland Transport:
 - i) works with Auckland Council and central government to investigate complementary levers to reduce transport-related emissions in areas such as:
 - 1) vehicle fleet and fuel decarbonisation
 - 2) land transport pricing reform
 - 3) urban growth
 - 4) behavioural change
 - 5) joint development of a transport emissions reduction plan for Auckland
 - ii) ensures more rapid, and flexible delivery of cycle infrastructure

- iii) pursues representation on the Waka Kotahi governance group overseeing delivery of the New Zealand Upgrade Programme in Auckland and advocate to Waka Kotahi that these projects proceed with a strong focus on addressing transport greenhouse gas emissions
- iv) works with Council and central government to progress the next stage of The Congestion Question
- d) notes that public consultation on the draft Regional Land Transport Plan will follow the Regional Transport Committee's endorsement of the draft Regional Land Transport Plan on 23 March, and is planned to begin on 29 March 2021 for one month and include public hearings on 28 – 29 April 2021.
- e) following consultation and approval by the Regional Transport Committee, the draft final Regional Land Transport Plan will be presented back to the Planning Committee for endorsement in a meeting on 3 June 2021 before going to the Auckland Transport Board for final approval.

Restatement

- f) agree that the decisions, report and attachments remain confidential until reasons for confidentiality no longer exist

Horopaki Context

11. The draft RLTP outlines Auckland region's 10-year programme of activities for investment undertaken by AT, Waka Kotahi, and Kiwi Rail to improve Auckland's transport system. It identifies the key land transport objectives, a range of capex and opex activities, a programme of policy advocacy, and monitoring measures. It is prepared every six years in accordance with the Land Transport Management Act 2003 (LTMA)
12. The LTMA bestows responsibility for preparing and consulting on and finalising this programme to the Auckland RTC, which has members from AT, Waka Kotahi and Kiwirail. Legislation requires the RTC to consult with Council in the preparation of the RLTP.
13. However, a recent recommendation from the CCO review added a *new* expectation this time around, requiring that the RLTP is prepared jointly between Council and AT. Auckland Council and AT staff have collaborated to jointly develop the ATAP package over the last 12 months, and to align the draft RLTP both to ATAP and Council's draft Long Term Plan (LTP). The collaboration will continue as we consult publicly and consider how our community's feedback can be incorporated into the RLTP. Our staff have also worked closely with Waka Kotahi and KiwiRail to bring together an integrated draft RLTP.
14. The ATAP agreement between Council and Government is the basis for development of the 2021 RLTP, and the draft RLTP is aligned to its objectives, funding assumptions and investment programme
15. The draft RLTP also needs to be consistent with the funding made available in Council's LTP, and with the Regional Fuel Tax Scheme.
16. Unlike previous RLTPs, and in recognition that our policy objectives cannot be achieved solely through investment in infrastructure and services, and that agencies other than council have levers to effect change, this draft RLTP also emphasises the additional policy changes needed to achieve objectives around climate change, safety and addressing congestion.

Tātaritanga me ngā tohutohu Analysis and advice

17. The working draft RLTP document is attached at Attachment A. It will continue to be updated following this Planning Committee meeting as AT incorporates feedback and finalises the document ready for public consultation.

18. At Attachment B is an accompanying *"Tāmaki Makaurau, Projects planned for delivery 2021-2031"* graphic. This will form part of the published RLTP document. The version included is a working draft that is still being refined and updated but provides an early view of how the programme components will be represented spatially.

Objectives driving the RLTP

19. The draft RLTP shares ATAP's key objectives of:
- Enabling Auckland's growth through a focus on intensification in brownfields areas and with some managed expansion into emerging greenfield areas
 - Accelerating better travel choices for Auckland
 - Better connecting people places goods and services
 - Improving the resilience and sustainability of the transport system, and significantly reducing the greenhouse gas emissions it generates
 - Making Auckland's transport system safe by eliminating harm to people
 - Ensuring value for money across Auckland's transport system through well targeted investment choices.
20. The AT Board also added a further objective of sound asset management to guide RLTP development. This focused on ensuring assets are managed in a way that maintains or improves current levels of service and addresses impacts of growth, heavy commercial vehicles, and climate change.

Draft RLTP Package

21. The draft RLTP is consistent with the ATAP programme outlined in the accompanying paper "Auckland Transport Alignment Project 2021 - 31" with one major exception. Funding for Public Transport services and maintenance is lower in the RLTP than ATAP. This is a result of the Auckland Council allocation to transport operational expenditure being lower in the draft 2021 LTP than assumed in ATAP. 2021 LTP funding for public transport services and maintenance has, however, been increased in comparison to the 2018 LTP.
22. As it reflects the ATAP, this RLTP represents the best possible transport package to meet ATAP/RLTP objectives within the funding available. This package reflects a significant reallocation of funding, including Waka Kotahi funding, to support mode shift, greenhouse gas and community outcomes – while ensuring an appropriate level of renewals. Key highlights of the package include:
- A step-change in the coverage and performance of the rapid transit network over the next 10 years. Projects such as Airport to Botany, City Centre to Māngere (CC2M), Eastern Busway, Northwest Busway and Northern Busway extension which are all progressed by this RLTP extension will significantly extend the coverage of the RTN. At the same time, City Rail Link (CRL), rail network improvements and the Northern Busway capacity enhancements will address capacity constraints into the future.
 - Up to two hundred kilometres of cycleways and shared path delivery, with 100 to 125 coming from AT's programme (including conversion of existing cycle lanes through 'pop-up protection')
 - An increased investment in renewals to keep up with cost increases and ensure Auckland's transport levels are maintained to an appropriate level.
 - Continued support for a major reduction in deaths and serious injuries in line with the Vision Zero approach.
23. AT will work to continue to develop other projects and initiatives through programmes like Connected Communities and the Minor Cycling and Micromobility programme which will further accelerate mode choice.

Prioritisation of projects in the RLTP

24. Projects within the RLTP have been grouped into three categories reflecting the ATAP funding scenarios. The categories are:
- Category One – which is the committed and essential projects that are expected to be fundable under a business as usual scenario
 - Category Two – includes the highest priority discretionary projects, which are generally a combination of active modes, public transport and corridor projects or programmes. Funding for these projects depends on all of AT's eligible projects receiving the full 51% financial assistance rate from Waka Kotahi.
 - Category Three – includes the lower priority, but still important, discretionary projects. This category includes new allocations for supporting growth in the brownfields, northwest and Drury/Paerata spatial priority areas. This depends on Waka Kotahi using its discretion to provide additional financial assistance across a number of key projects within the AT's programme, for example through a higher financial assistance rate for rapid transit projects such as the Eastern Busway.

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Sequencing of projects in the RLTP

25. The RLTP determines the timing of the projects included in the ATAP package. Projects prioritised within the first three years generally reflect committed construction currently underway or in contract, completion of existing programmes, and projects that get best value out of current/planned infrastructure. Examples of these are the Eastern Busway, new electric trains and the Urban Cycleway programme.
26. Nevertheless, AT has also been able to bring forward some small new elements in the programme, including:
- the minor cycling and micro mobility programme – which will allow early progress on the previously unfunded 'pop-up protection' proposal
 - funding to support EV take-up
 - small scale early components of the Access for Everyone project
27. Category Three projects that are dependent on Waka Kotahi reaching the full allocation of funding as assumed in ATAP generally have the bulk of their funding sequenced into the last three years of the programme. This reflects uncertainty over the funding for these projects and their lower priority within the programme. This means that the bulk of new funding to support spatial priority areas occurs after 2028.
28. A key factor influencing the timing of the programme is the need to progress the Eastern Busway and purchase of electric trains to support CRL, while maintaining other key programmes such as safety and renewals. This is manageable within the first three years. However, there are significant challenges accommodating the programme within allocated funding during years four and five of the programme. This is an area that will need further attention and ideally some resequencing of Council funding.

New Zealand Upgrade Programme

29. Additional Crown funding for the region has been provided through the New Zealand Upgrade Programme. This has resulted in some projects such as Mill Road being delivered by Waka Kotahi. Given the importance of these projects to the region and their connection to the local transport network, land-use growth and greenhouse gas emissions it is appropriate that there is council group representation in the governance of these projects. This representation will ensure close co-ordination of activities and outcomes.
30. AT and council will work together to seek representation on the Waka Kotahi governance group overseeing delivery of the New Zealand Upgrade Programme in Auckland and advocate to Waka Kotahi that these projects proceed with a strong focus on addressing transport greenhouse gas emissions.

RLTP Outcomes

31. Outcomes of the RLTP investment Package are summarised below using regional model outputs and comparing the 2031 forecasts to the 2016 base year. A key-influencing factor is the scale of population and employment growth forecast (increase of 21.5 per cent and an employment increase of 17.4 per cent between 2016 and 2031).

Travel Choices

32. Based on modelling outputs, the significant investment in public transport and active modes outlined in the RLTP is forecast to be successful in increasing their combined AM peak mode share from 23 per cent in 2016, to 29 per cent in 2031. This change means that active and public transport will effectively absorb around 70 per cent of the growth in morning peak trips between 2016 and 2031.
33. By 2031, public transport boardings are expected to reach 142 million per annum, which represents an almost 40 per cent increase on the 103.6 million figure achieved in February 2020 (the boardings peak before the effects of Covid-19 on public transport boardings). Public transport boardings could increase to 173 million per annum if the revised opex funding proposal set out in paragraph 0 and 66 is approved by council enabling the additional public transport service level improvements to be implemented.
34. The take-up of cycling is expected to continue increasing as a result of the rollout of new and improved cycling infrastructure under this RLTP. By 2031, it is expected that 8.17 million cyclists will be passing AT's count sites each year. This represents growth of 120 per cent over the 3.7 million figure recorded during 2020.

Environment

35. Overall, we expect that combination of the RLTP and changes to wider policy settings from Central Government would see a slight reduction in Auckland's total emissions between 2016 and 2031 despite a 22% increase in population. Beyond 2031, this reduction is expected to accelerate significantly as more of the vehicle fleet transitions to electric vehicles. Further details are discussed below in the Climate Impact section.

Safety

36. The Safety Programme delivered under this RLTP is expected to prevent over 1,760 DSI during the next 10 years and deliver a 67 per cent reduction in annual DSI by 2031. This result is in line with the Vision Zero for Tāmaki Makaurau transport safety strategy.

Connectivity

37. In 2016, the average Aucklanders had access to 234,000 jobs within a 30 minute car trip. This is forecast to increase by 14 per cent to 266,000 by 2031.
38. In 2016, the average Aucklanders has access to 68,000 jobs within a 45 minute public transport trip. This is forecast to increase by 60 per cent to 108,000 by 2031 which is a significant improvement.
39. The road network is considered severely congested at Level of Service E or F. The RLTP provides targets which require growth in motorway and arterial congestion to be managed so that no more than 35 per cent of morning peak travel and 8 per cent of interpeak travel be subject to severe congestion in 2031. The 2031 arterial network is expected to operate well within the target levels of congestion. The motorway network is more congested, and by 2031 is expected to be operating right at the target level in the morning peak, and above the target during the interpeak.

Growth

40. The RLTP investment programme will see a number of significant extensions to the RTN delivered by 2031. These extensions, alongside the upgrade of some existing local buses to frequent status, will drive an increase in the proportion of Aucklanders living within 500m of a rapid or frequent network stop. Following the rollout of the Bus New Network, 39 per cent of Aucklanders are estimated to live within 500m of a rapid or frequent public transport stop.

While a substantial increase in rapid and frequent network coverage is anticipated by 2031, achieving the full 52 per cent target outlined above is contingent on the completion of the CC2M light rail line.

41. Transport also has a critical role in supporting and enabling regional growth. In particular, Council and government are progressing a number of spatial priority areas, which will generally see large increases in housing concentrated within relatively small areas. The RLTP includes major investment to support growth in these spatial priority areas and help ensure sustainable transport outcomes and reduced congestion. The priorities are the Auckland Housing Programme areas of Mt Roskill, Māngere, Oranga and Tamaki followed by the greenfields areas in the northwest then Drury and Paeraeta.

Asset Management

42. The recommended programme ensures that network condition remains stable over the next 10 years, with the vast majority of assets remaining in very good, good and moderate condition. A minimal amount of assets will be allowed to fall into poor or very poor condition before being renewed or replaced.
43. Overall, the outcomes significantly contribute towards the transport objectives of Council. In particular there are improvements against all key measures other than congestion, despite large forecast growth.

Further Policy Initiatives

44. For Auckland to successfully meet its challenges and realise its full potential over the longer term investment in infrastructure and services must run alongside some significant policy and regulatory changes. This draft RLTP proposes that a number of policy responses are required, many of which would require significant advocacy from Auckland to central government to progress including the following areas.
- Climate Change (refer to the Climate Impact Statement section below)
 - Access equity (implementing a pilot of a 50% discount on public transport fares for Community Services Card holders)
 - Safety (penalties, enforcement, speed limit reviews)
 - Congestion pricing (through the TCQ)

The Congestion Question

45. The TCQ is an investigation by the government and Auckland Council to consider whether there is a case for introducing a congestion pricing scheme for Auckland. The introduction of an Auckland congestion pricing scheme also has the potential to improve network performance and support an improvement in local air quality and reduce greenhouse gas emissions alongside other supporting interventions.
46. The TCQ investigation has recommended that a potential congestion pricing scheme in Auckland should be introduced in stages, with the first phase, based around the city centre area, introduced to coincide with the opening of the CRL. Then, over time, congestion pricing should be introduced along congested corridors.
47. While the TCQ is not funded within this RLTP, AT is committed to working with council and central government to progress the next stage of TCQ while promoting outcomes that support an improvement in local air quality and reduce greenhouse gas emissions.

Tauākī whakaaweawe āhuarangi Climate impact statement

48. Without action, Auckland's transport emissions are expected to increase significantly as a result of additional vehicle travel associated with population growth. The RLTP's key contribution to climate change is the extensive investment in network infrastructure and services designed to encourage mode shift away from private vehicles and towards lower emission public and active transport options – lowering transport GHGs emissions.

Additionally, the RLTP makes significant progress towards reducing emissions from public transport by electrifying Auckland's public bus fleet, running electric trains on more of the rail network, and trialling an electric public ferry.

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49. Information on RLTP climate change outcomes previously reported to Council was based on these transport interventions alone.
50. Mode shift and public transport electrification (i.e. RLTP investment) are, however, only two components of a set of measures needed to reduce transport GHG emissions and have a modest effect on their own. Other measures - which are the Central Government's responsibility - include reducing GHG emissions from the vehicle fleet by incentivising electric vehicle purchases, setting vehicle fuel efficiency standards, and setting a biofuel requirement in fuels.
51. The Ministry of Transport estimates that implementing a vehicle fuel efficiency standard, a biofuels requirement, and decarbonising the public transport bus fleet could reduce Auckland's transport GHG emissions by 1-2 megatonnes cumulatively between 2022 and 2031. The Climate Change Commission, meanwhile, has estimated a significant increase in EV takeup as a result of its proposed initiatives.
52. Projecting transport emissions is challenging and requires integration of a number of information sources. Nevertheless, the initial estimate is that the combination of the RLTP package and government's announced changes should yield a slight decrease in transport emissions between 2016 to 2031 - despite a 22 percent increase in Auckland's population over the same period. Beyond this, rapid reductions in emissions are predicted after 2031 as more and more of the vehicle fleet becomes electrified. If the Climate Change Commission's proposals for improved vehicle fleet are realised, the Commission's figures indicate a further emissions reduction in the order of 12 percent is possible in 2031.
53. AT will continue to work with Council and Central Government under the umbrella of ATAP to progress policy changes to reduce greenhouse gas emissions of the whole transport system in Auckland including improvements to the vehicle fleet by incentivising electric vehicle purchases, setting vehicle fuel efficiency standards, and setting a biofuel requirement in fuels.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera Council group impacts and views

54. As the CCO Review Recommendations were announced while RLTP development was underway there has not been the opportunity for full joint development of the RLTP with council. However, as noted, council staff were heavily involved in ATAP which provided key guidance. Members of the council's Transport Strategy Team (TST) team have been involved in the review of the draft RLTP – although this was not as extensive as desirable given constrained timeframes. There will be an opportunity to improve this process during development of the 2024 RLTP.
55. Investment in transport infrastructure and activities is only one component of a transport system. Other factors such as land use intensification also have an important role to play in delivering on the council's objectives (including climate change).
56. In this context, AT will continue to work with council to develop land use strategies to promote an urban form that contributes to Councils transport objectives.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe Local impacts and local board views

57. As a regional programme it is appropriate that the primary engagement focus sits with the Governing Body through the Planning Committee. However, as the RLTP has important local impacts AT recognises the importance of seeking local board views to ensure these are included in the information given to the RTC and Governing Body to inform their decision making. To this end, AT has the following key engagement planned:

Date	LB Engagement
15 Feb	AT attended the Chairs Forum to give an overview on the RLTP process, to outline how the RLTP is put together and finally what the process is for LB input.
29 March – 2 May	AT will run workshops with all local boards to discuss the RLTP.
4 – 18 May	AT will seek local boards to pass resolutions to officially record their feedback on the RLTP.
3 June	Local boards could use their statutory input slot at a Governing Body Meeting (Planning Committee) to give their views on the RLTP.

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58. This local board feedback will inform any changes to the draft RLTP post consultation.

Tauākī whakaaweawe Māori Māori impact statement

59. Māori outcomes are discussed in the accompanying ATAP paper.
60. The added emphasis of the RLTP investment package on climate change, mode shift and transport integration with emerging spatial priorities will benefit Māori in several ways. However, the uneven distribution of transport investment benefits across the region means southern and western parts of the region may not experience these benefits to the same extent. These areas coincide with higher concentrations of Māori.
61. As part of the RLTP process we are engaging with Mana Whenua as partners and consulting with Mataawaka on this draft RLTP document.
62. It is envisaged that more work will be undertaken by ATAP partner agencies in collaboration with appropriate Mana Whenua and Mataawaka forums to refine the assessment framework as part of the upcoming development of the ATAP 2031-51 investment package.

Ngā ritenga ā-pūtea Financial implications

63. The Auckland Council draft LTP budget being consulted on provides for \$7.4 billion of opex funding (including Waka Kotahi financial assistance, but net of direct revenue) from AC and an \$11.0 billion capex programme.
64. The AT programme in the draft RLTP is generally aligned to the LTP funding. However, it does include a higher capital programme of \$11.4 billion which reflects inclusion of an additional \$418 million worth of projects within AT's programme that are assumed to be fully funded by Waka Kotahi. AT is proposing to submit an adjusted capital bid to Auckland Council to reflect this change.
65. Importantly, the operational funding of \$7.4 billion already included in the draft RLTP does not provide for the \$7.7 billion recommended for public transport services and maintenance included in ATAP. ATAP's figure assumed that a higher subsidy from Waka Kotahi would enable the higher operational funding within the overall \$31bn. However, while further work on funding assumptions is needed, realising this additional funding subsidy from Waka Kotahi is likely to be difficult to achieve in practice.
66. Ultimately, to achieve the outcomes in ATAP, AT would require \$239 million of additional Council funding along with matched funding from Waka Kotahi (and has submitted a bid to the final LTP). Without additional funding, AT will find it difficult to materially increase public transport services above current levels before 2031.

Ngā raru tūpono me ngā whakamaurutanga Risks and mitigations

67. Key risks and mitigations include:

Funding availability

68. As set out in the funding and expenditure section of the draft RLTP, the delivery of the transport programme in this RLTP is predicated on the availability of the funding in ATAP and, critically, its allocation as set out in the agreed ATAP programme.
69. In the short-term Covid-19 may change the available funding. A faster recovery may increase funding, whilst a slower than expected recovery or a new longer lockdown could significantly adversely reduce funding from all sources.
70. Most importantly, the delivery of the investment package agreed in ATAP and included in the RLTP depends on AT's ability to access National Land Transport Fund subsidy funding. This is because AT, like other local road controlling authorities, is dependent upon a combination of council funding (generally rates and debt) and NLTF subsidy (mostly from fuel taxes and road user charges) to fund its programme.
71. As part of the ATAP agreement, the Minister of Transport has directed officials at the MoT and Waka Kotahi to progress work to enable the full funding allocated to Auckland in the GPS to be accessed for the best Auckland projects.
72. The RLTP manages this uncertainty by grouping projects into three categories depending on priority and funding risk. The RLTP will be clear that Category 3 projects will not proceed if assumed funding does not materialise.

Climate change improvements rely on changes to Central Government policy

73. As noted in paragraph 0 above, significant improvements in the greenhouse gas emissions are reliant on policy changed from Central Government related to things like vehicle fleet regulation and incentivising take-up of electric vehicles.
74. The Minister of Transport has proposed further joint work on policy initiatives to address climate change and this further work is also included in the recommendations.

Delays to endorsement of ATAP by Cabinet or Council

75. Central Government and Council have been negotiating the ATAP agreements for some time. The RLTP relies on these agreements being endorsed by Cabinet and Council in a timely manner. If significant changes were proposed to ATAP, then the draft RLTP would need to be amended to reflect those changes. Given statutory timeframes for consultation there is limited opportunity to make changes and reach agreement on the RLTP prior to it becoming live on 1 July 2020.

Delays to cycling infrastructure delivery in Auckland

76. The RLTP recognises the important role that increased walking and cycling has in delivering on the outcomes sort. As noted in paragraph 0 above, the RLTP programme includes the delivery of a significant quantum of cycle infrastructure to dramatically improve the availability of safe and attractive cycling. Cycle projects can be difficult to deliver without local community support and there is the potential for cycle delivery to take longer than anticipated.
77. AT is therefore developing a comprehensive approach to increase the paces of cycle infrastructure delivery.

Ngā koringa ā-muri Next steps

78. The RTC is expected to formally consider the draft RLTP and approve it for public consultation at its meeting on 23 March 2021.

79. Legislation requires the RTC to consult with the public on the draft RLTP and AT will be using the Special Consultative Procedure and the principles of consultation outlined in section 83 of the Local Government Act 2002.
80. Public consultation will take place from 29 March to 2 May 2021. AT will be seeking feedback on the following questions:
 - Have we accurately identified the issues and challenges facing Auckland?
 - Have we allocated available funding to the highest priorities?
 - Have we excluded any projects or activities from the proposed transport programme that should be included?
81. Feedback will be gathered through completing an online feedback form, attending a public drop-in session or in person at public hearings.
82. To promote the consultation AT will:
 - Send flyers to more than 500,000 properties around the region
 - Advertise in the NZ Herald and community newspapers
 - Run a social media advertising campaign
 - Post on AT's social media platforms
 - Issue a media release
 - Engage with Mana Whenua and Mataawaka, partners and stakeholders
 - Have a dedicated project/consultation page on our website
 - Contact everyone on our databases – AT HOP, People's Panel etc.
 - Put up posters in libraries and service centres. Flyers and copies of the RLTP will also be available.
 - Hold 11 public drop-in sessions and two webinars
83. Auckland Council will also be seeking feedback on the draft Regional Fuel Tax scheme proposal at the same time as the RLTP consultation and we will be using a combined online feedback form to seek feedback on both the RLTP and the Regional Fuel Tax Scheme.
84. Following consultation, the RTC will consider the feedback received and any recommend changes to RLTP at a meeting on 27 May 2021. The draft final RLTP will then be presented back to the Planning Committee for endorsement in a meeting on 3 June 2021. Following endorsement, the AT Board will approve the RLTP and it will become operational on 1 July 2021.

Ngā tāpirihanga Attachments

No.	Title	Page
A	Draft 2021-31 Regional Land Transport Plan	43
B	Tāmaki Makaurau, Projects planned for delivery 2021-2031	169

Ngā kaihaina Signatories

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Change History and Approval

Approval indicates an understanding of the purpose and content described in this document. By signing this document, each individual agrees work should be initiative on this project, and necessary resources should be committed as described herein.

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1.0 From the Chair

[To come]

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2.0 Introduction

Auckland is home to 1.7 million people - one third of all New Zealanders - and is forecast to grow by another 260,000 over the next decade, reaching around 2.3 million by 2050. This rapid population growth presents a number of challenges in our quest to be a liveable, climate friendly and productive city.

A legacy of under-investment, or disappointing historical investment choices, across Auckland's challenging natural setting and urban form has led to increased congestion, limited connectivity, increased road trauma and a city experiencing severe housing affordability and social inequity. Add a global climate emergency and the Covid-19 health pandemic, and Auckland has a lot to contend with.

Over the past 20 years, significant investment and effort has gone into providing Aucklanders with more choices about how they travel around the region. Reversing the approach taken between the 1950s and 1990s, a committed effort has been made to improve bus, train and ferry services and develop better infrastructure for those who walk and want to use a bike.

Evidence tells us that Aucklanders like the improved experience, particularly on rapid and frequent bus and train services where the number of trips has almost doubled in 10 years. In 2019, Tāmaki Makaurau achieved a milestone with more than 100 million public transport boardings made - the first time that number had been achieved since the early 1950s.

The experience of the last 20 years tells us this investment is working, but we need many more Aucklanders to access better transport choices. More than a third of Aucklanders live within 500 metres of a frequent bus service, yet the majority of us still choose to use a cars for most of our trips.

Ultimately Auckland needs a well-coordinated and integrated approach to help people and freight get around quickly and safely: One that significantly reduces harm to the environment and where there are multiple transport choices that don't bring nature to its knees. This draft Regional Land Transport Plan 2021-2031 (2021 RLTP) outlines our proposed response over the next 10 years.

What has changed since the 2018-2028 RLTP?

The RLTP 2018-2028 (2018 RLTP) represented a step-change in transport investment for Aucklanders, with a transformational programme to address a number of existing and future transport problems. The introduction of a Regional Fuel Tax (RFT) and a \$28 billion package to deliver 14 large-scale infrastructure projects provided the region with certainty and sparked accelerated momentum. There has also been an increased government

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commitment to actions on climate change, in line with the accelerating urgency to take action.

Safety

Consultation on the draft 2018-2028 RLTP attracted 18,091 submissions and showed that Aucklanders were firmly behind greater investment to make the roading network safer. While much more needs to be done, this investment has helped to reduce the number of deaths and serious harm injuries (DSI) across Auckland's transport system.

In 2017, 813 people died or were seriously injured on Auckland roads – local road and state highways. Provisional numbers for 2020 show a continued decline since then with 539 DSI for the year ending 31 December 2020. Overall, a 33.7% reduction which has reduced the burden of road trauma on whānau and saved hundreds of millions of socio-economic costs to ratepayers and taxpayers annually.

Rapid and frequent train and bus services

Aucklanders have voted with their feet since the Britomart Train Station opened in 2003 and the Northern Busway opened in 2007. Use of these rapid transit networks has substantially increased, indicating that rapid and frequent public transport is critical. Annual train patronage increased 755 per cent from 2.5 million in 2003 to 21.4 million in 2019, while annual bus patronage increased from 43.6 million in 2008 to 73.1 million in 2019. As a result of broad scale effort, over \$7.5 billion of new rapid transit services are either in construction or are in detailed design.

Since 2018, more electric trains have been delivered and a more pieces of a Rapid Transit Network (RTN) are progressing with construction of the transformational City Rail Link (CRL), Eastern Busway, Puhinui Interchange to Auckland International Airport rapid bus services and Northern Busway extensions, as well as design of the NorthWest Bus Interim Improvements along State Highway 16 and electrification of the rail network from Papakura to Pukekohe.

A third track – between Wiri in the south and Quay Park, adjacent to the Ports of Auckland – is also in design and will not only enable express train services between the south and the city centre but will unlock more freight capacity from the Ports of Auckland to distribution centres throughout Auckland and other regions.

Changes to rail legislation will also benefit Auckland by aiming to address longstanding rail funding issues and arrest the 'managed decline' of rail infrastructure

The Bus and Ferry Network

Auckland's modern bus fleet does the heavy-lifting in terms of public transport services. Coupled with the rollout of more dedicated bus and transit lanes that have increased productivity of key arterial roads, a regionwide new bus network was rolled out in 2018, providing 30 per cent more in service hours. In short, it doubled the number of Aucklanders who have nearby access to frequent bus services.

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Early steps have also been taken to decarbonise the bus fleet. Battery electric buses have been trialled and new electric fleets commissioned on Waikehe Island, on services between Puhinui and the Airport, and are soon to be introduced on City Link services running between Karangahape Road and the Wynyard Quarter via Queen Street.

A smaller but still important transport task is undertaken by ferries. The new ferry basin being built in downtown Auckland will be the jewel in the crown. In the future we believe further improvements for ferry customers will come once different arrangements can be put in place with ferry operators in respect to ferry fleet ownership.

Fare initiatives and promotions

Investment in new infrastructure and services has been supported by new public transport fare initiatives such as Child Fare Free Weekends, discounted off-peak fares and ferry fare integration.

In late 2018 free public transport initiatives were introduced with the 'Home Free' promotion held on the last Friday evening before Christmas, which promotes public transport and with the support of the New Zealand Police discouraging drink-driving.

Cycleways and shared paths

New cycleways and shared paths have been built and progress is being made on the remaining elements of the Urban Cycleway Programme such as Te Ara Ki Uta Ki Tai (Glen Innes to Tamaki Shared Path). The following projects are currently progressing:

2020/21 Completed	Herne Bay to Westhaven Victoria Street Murphys Road Corridor Improvements
2020/21 To be completed:	New Lynn to Avondale section 4 Northcote Safe Routes Karangahape Road Streetscapes Upgrade Tamaki Drive Shared Path and Flood Resilience Project
2021/22: Planned	Eastern Busway Stage 1 Shared Path New Lynn to Avondale sections 1 to 3 Glen Innes to Tamaki section 2 Links to Glen Innes Package 1
2022/23: Planned	Waitemata Safe Routes Great North Road Links to Glen Innes Package 2 Glen Innes to Tamaki section 4

There has been a 16 per cent increase in trips on bikes since 2016 and we expect this will accelerate once the Urban Cycleways Programme from the inner west to Glen Innes, and the Northern Pathway cycling project (from Westhaven to Akoranga, near Takapuna) is completed.

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Roading

Over the past three years we've seen significant capacity improvements on our state highways to the northwest and south. Roothing optimisation projects including the introduction of transit and dynamic lanes (on Whangaparaoa Road and Redoubt Road) have reduced travel times for locals and boosted productivity, and multi-modal roading projects (such as Murphy's Road, Medallion Link Drive and Matakana Link Road) are helping unlock housing developments.

Congestion in some parts of the region is affecting the productivity of our arterial roading network, which impacts freight movements and private journeys. Intersection improvements have been made at Great South Road/Church Street, Ti Rakau Drive/Gossamer Drive, and Favona Road/Savill Drive to help freight through.

In early 2020, the Government announced the transfer of some RFT-funded projects and other projects to the New Zealand Upgrade Programme (NZUP). The programme brings large-scale investment forward through Waka Kotahi in multi-modal roading projects such as the upsized Mill Road in the south (to provide resilience and enable housing development) and Penlink on the Whangaparaoa Peninsula, as well as the Northern Pathway and new train stations in Franklin.

Value for Money and Financial Sustainability

There has been a significant escalation in programme costs. As well as land costs, which are spiralling, real effort has been made to ensure workers, such as bus drivers, enjoy wages and conditions which make the industry attractive to work in. The demand for more services will mean more front-line staff are required to make our transport system work.

It's also clear that New Zealand needs a construction industry which is financially sustainable and safe. Auckland is just one of a cluster of cities in Australasia investing heavily in transport and hence, the way we procure, share risk and partner with industry is crucial to bringing this plan to life and addressing the increasing number of DSI which are occurring in the construction industry.

Focus on climate

In July 2020 Auckland Council unanimously passed the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, which boldly aims to halve Auckland's greenhouse gas (GHG) emissions by 2030. In late 2020 Auckland Council announced a climate emergency, with strong pledges to introduce improved fuel emissions standards and accelerate the decarbonisation of Auckland's public transport bus fleet.

And recently, the Climate Change Commission issued the 2021 Draft Advice for Consultation. Transport features strongly with advice to decarbonise the light vehicle fleet

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and step up to challenging growth targets for public transport, walking and cycling. The transport system contributes to 40 per cent of Auckland's emissions and the final advice and Central Government's response to it is critical to tackling climate change.

The Impact of Covid-19

Covid-19, and the rise of office meeting software such as 'Zoom' and 'Teams', has significantly impacted transport in Auckland, with major structural shifts in the need to travel for work purposes. People are travelling on buses, trains and ferries less frequently, with some returning to the perceived 'safety' of private motor vehicles.

As a result, Covid-19 has severely impacted key cash revenue streams. AT has had to rely on greater funding support from Auckland Council and Waka Kotahi, and there has been a reduction in planned capital investment in 2020/2021.

In addition, Covid-19 has raised social equity issues associated with transport provision, raising the need for a continued focus on sustainable procurement practices and a heightened response to mana whenua.

In 2020 the Independent Review of Auckland Council Controlled Organisations (CCOs) highlighted opportunities to improve responsiveness as well as the delivery of minor projects. Another key recommendation from the review was, noting the complexity of funding processes, that Auckland Council and AT work with the Ministry of Transport and Waka Kotahi to streamline funding processes. This goes to the heart of delivering the transport system Auckland needs at greater pace. Activity to address these two recommendations and others is progressing well.

What has not changed since the 2018-2028 RLTP?

Although much has changed, some trends continue. Auckland's population has continued to grow, while Aucklanders' reliance on their motor vehicle continues. In 2019, an additional 16,600 cars (330 per week) were registered in Auckland, adding to congestion, contributing to increased carbon emissions, clogging freight movements and costing time and money. Transport emissions continue to be the single largest source of greenhouse gas emissions (GHG's) - 37 per cent.

Auckland continues to have one of the highest rates of pedestrian, cyclist and motorcyclist road deaths in the world. While the three-year trend for road safety is improving following the second lockdown in Tamaki Makaurau, with less traffic on our roads we saw the average speeds at which people travel in their cars increase, along with a significant uplift in DSI. Eleven people died during the last two months of 2020 and a further seven people died on Auckland's road network in February 2021 alone.

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Light rail, being led by Central Government has not progressed as rapidly as expected. Another key element of Auckland's rapid transit network,, light rail, will provide more transport capacity across the isthmus, support emissions reductions, enable better access to jobs in the Auckland Airport precinct, and provide for town and local community centre upgrades as well as further unlocking further potential housing supply.

Covid-19, and the economic response, has led to lower interest rates fueling house prices. While the RLTP is not responsible for building houses, transport through the provision of supporting services can be an enabler of more housing supply and can help shape the type of housing that is built. In 2021 housing affordability and funding to provide roads for light vehicles, freight, buses and people on bikes as well as train and ferry services to support housing growth at the scale required remain challenges to be solved.

Looking to the future

The experience we give customers, whether making a trip in a car, in a truck, on a bike, bus, train, ferry or on foot, are at the heart of a successful transport system. An efficient, safe, connected transport network is critical to shape land use, get everyone where they want to go, deal with freight and encourage more sustainable transport choices, as well as serving as a catalyst for a more compact city.

For the last 15 years transport agencies have worked to maintain a growing stock of existing and new infrastructure. There is still more to come (including a third harbour crossing and rapid transit) but funding is limited and decisions are required in terms of priority projects.

New Zealanders are beginning to see the consequences of existing infrastructure failing and are quickly understanding it needs to be looked after. The 2020 closure of the Auckland Harbour Bridge (which led to significant reductions in lane capacity for close to three weeks), rail track problems, and issues with water infrastructure have all highlighted the impact and disruption that can occur when assets are damaged by weather or inadequate maintenance and renewals.

We must look after transport assets on behalf of the region. Auckland does not have the same economies of scale as other like-minded cities, so a focus on innovation, technology, value for money and integrated planning is key to deliver what our people want.

In 2020 Aucklanders told AT they were supportive of public transport but wanted lots of parking. They were concerned about the environment but private vehicles remained the preferred option unless there was a competitive, frequent and reliable alternative. Changes in the way people travel has been occurring but progress has been hard won as Auckland's population has grown.

This draft RLTP builds on the 2018 plan, but seeks to speed up progress. It has a greater emphasis on looking after the region's transport assets, safety and climate change. The need for sustained investment in transport infrastructure, built as soon as possible, is a top

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priority. As underpinned by Central Government in their Covid-19 response, there is also a real opportunity for infrastructure works to generate jobs and help New Zealand recover from Covid-19. Providing safe travel choices for our residents and visitors, and better accommodating our daily lives and special events, is another.

Looking at transport over the next 10 years might be viewed as a decade of two halves. In the first half we plan to finish what is already underway. There are some very big construction projects - the CRL, Eastern Busway, Northern Busway extension, Puhinui to the airport and Matakana Link Road. KiwiRail is advancing with electrification of rail services between Papakura and Pukekohe. A little further behind is interim bus improvements to the NorthWest. Along with completion of the Urban Cycleway Programme and the Northern Pathway, these programmes will deliver a step-change and will all come on-stream in the first five years of this RLTP period.

In the second half of the decade a range of new programmes will gather momentum – projects and programmes such as Connected Communities, service-led improvements on the Airport to Botany rapid transit route, and investment in renewals will really come into focus.

The nexus between technology and transport is more and more obvious. Covid-19 highlighted the value of previous investments in AT Hop and the AT Mobile app for example, and we are increasingly seeing the role technology can play in making our roads safer (through the likes of red light cameras) and more productive (dynamic laning). E-scooters and e-bikes for hire and car-sharing schemes are further evidence of how technology is enabling changes in the way we travel. Ongoing investment in technology with a focus on transport customers is an important piece of the puzzle in delivering a better transport system.

Now more than ever, we need all those involved in setting the policy and regulatory framework, whether at a Central Government or local government level, to step up to the challenge of delivering an effective and efficient transport system in the public interest. This needs to be done in a way which recognises that the transport system of Tamaki Makaurau serves a diverse range of communities in what is New Zealand's largest and fastest growing region. What works in rural New Zealand may not be fit for purpose in Auckland and vice-versa.

There are numerous examples where transport policy and regulation is out-of step with the needs of Auckland's transport system. Whether it be safety outcomes as evidenced by an inadequate deterrence framework, roading productivity outcomes and the existing ways in which Aucklanders pay for use of their roads, parking or climate change, our future transport regime must look different.

For the first time this draft RLTP includes a programme of activities targeted at either ongoing policy and regulatory interventions, or what the evidence tells us will give Aucklanders better outcomes from their transport system.

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Two areas are first among equals.

In the first instance, the investment being made to reduce emissions from Auckland's transport system. This includes low-emission buses, electric trains, completing scheduled cycle, bus and rail projects, creating low-emission vehicle zones, introducing charging stations for electric vehicles (EVs), and promoting cycling and walking. Population growth and the reliance Aucklanders have on their motor vehicles means it's essential to have conversations with other agencies about potential interventions (financial incentives to purchase EVs, the increased use of biofuels, and improved vehicle fuel-efficiency standard regulations) to contribute to meeting Auckland Council's climate change targets. There have been clear recent signals that Central Government is considering some of these changes.

Road pricing (or congestion pricing) is a second important area of regulatory change. The current way Aucklanders pay for using their roads does not incentivise them to be used in the most productive way, or support climate change outcomes.

A better transport system depends upon regulation and policy, and this draft RLTP outlines a proposed plan for policy advocacy and policy change. In many cases such change requires political assent, and so the plan is clear about where change must be driven from and the outcomes sought. It's crucial that the full range of tools is being used to deliver value for money for ratepayers and taxpayers.

The primary purpose of this draft RLTP is to inform Aucklanders about the intended programme of activities and seek feedback on whether it best meets current needs and future aspirations in the context of the resources available, according to priorities defined in ATAP 2021 by the Government and Auckland Council.

The ATAP 2021 investment programme for Auckland is historically significant and substantial in the Covid-19 impact context: It defines a \$31 billion programme over 10 years. So much, like CRL or the Eastern Busway, is already underway or core to the everyday activities to keeping Auckland moving. Having so much already in construction or well advanced in project development is a good thing – it's a sign of progress. On the downside it leaves limited room for new or additional investments.

After operations, maintenance, renewals, committed and essential capital works, only \$1.8 billion is available for new investments to deliver on the transport outcomes Aucklanders want. Any new investment can only be progressed late in the decade when the funding demands of big transformational projects (such as CRL and the Eastern Busway) ease off, or if additional funding above and beyond that signalled in ATAP becomes available.

The primary purpose of the draft RLTP is to inform Aucklanders about the intended programme of activities and how they meet the challenges for Auckland's transport system. It also seeks feedback on whether it best meets current needs and future aspirations in the context of the resources available. Should the results of consultation suggest the draft RLTP needs to be changed in a substantial way then we would need to discuss this with Government.

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3.0 Scope, purpose and wider context

3.1 The Regional Land Transport Plan

The main purpose of the the Regional Land Transport Plan (RLTP) is to set out the Auckland region's 10-year programme of activities, in particular land transport objectives, policies, priorities and monitoring measures. It includes the land transport activities of Auckland Transport (AT), Waka Kotahi NZ Transport Agency (Waka Kotahi), KiwiRail, City Rail Link and other agencies, and must be prepared every six years in accordance with the Land Transport Management Act 2003 (LTMA).

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

The vast majority of publicly funded-land transport activities in Auckland are contained in the RLTP, including:

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

The RLTP does not cover transport activities carried out by private entities, such as private developers or AIAL or, for example, the important role that New Zealand Police play in keeping our roads safe.

The Regional Transport Committee (RTC), which comprises the AT Board and representatives of Waka Kotahi and KiwiRail, is required to prepare a new RLTP every six years, and to review it during the six months prior to the end of the third year of the plan to ensure it is relevant, aligned with the strategic context, and responds to the GPS.

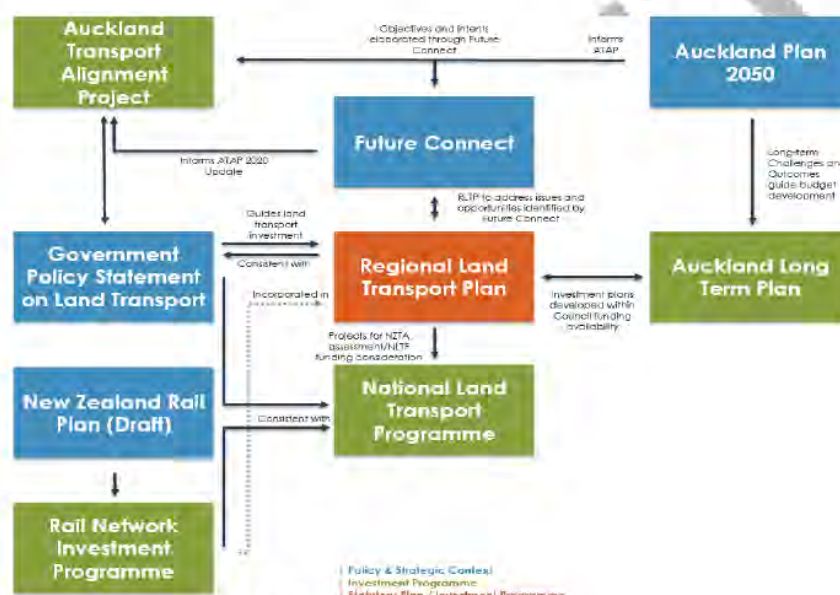
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Additional steps are being taken in the development and approval of this RLTP cycle, reflecting the Review of Auckland Council's Council Controlled Organisations (CCOs) which recommends: "Auckland Transport and the council jointly prepare the regional land transport plan, the draft of which the council endorses before going to the CCO's board for approval."¹

3.2 Policy context

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



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

¹ Report of Independent Panel (2020). "Review of Auckland Council's council-controlled organisations", P4.

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3.2.1 The 2020 Auckland Transport Alignment Project Update

In 2015, the New Zealand Government and Auckland Council joined up to address Auckland's transport challenges and ensure the opportunities of a growing and diverse region are maximised. This strategic approach to transport was agreed through the Auckland Transport Alignment Project (ATAP).

ATAP includes a cross-agency partnership including the Ministry of Transport, Waka Kotahi NZ Transport Agency, KiwiRail, the Treasury, Auckland Council, Auckland Transport and State Services Commission.

Since 2015, ATAP has delivered a series of strategic reports and develops an indicative package of transport investments for Auckland (the 'ATAP package') on a regular basis. This package informs statutory processes including the National Land Transport Programme (NLTP) and this draft RLTP, with decision-making with respect to the ATAP package reserved by the Cabinet of the New Zealand Government and Auckland Council's Planning Committee.

In 2020, Central Government and Auckland Council requested that the ATAP 2018 package be updated to reflect:

- The impacts of Covid-19, including the impacts on Council and Government revenue
- The New Zealand Upgrade Programme (NZUP) of transport investment in Auckland
- Climate change and mode shift as increasingly significant policy considerations
- The need to provide direction to the upcoming round of statutory planning processes including the RLTP, the Auckland Long-Term Plan, the GPS and the NLTP
- Emerging priorities for urban development (such as housing) in Auckland.

Central Government and Auckland Council also agreed a revised set of objectives for the ATAP 2018 Update² as follows:

- Enabling and supporting Auckland's growth, focusing on intensification in brownfield areas, and with some managed expansion into emerging greenfield areas.
- Providing and accelerating better travel choices for Aucklanders
- Better connecting people, places, goods and services
- Improving the resilience and sustainability of the transport system, significantly reducing the GHG emissions the system generates
- Making Auckland's transport system safe by eliminating harm to people
- Ensuring value for money across Auckland's transport system through well-targeted investment choices.

The upshot of ATAP for Aucklanders – since it was initiated and particularly from 2018 – is a dramatic growth in the funding available for transport investment. Because of the lead

² There were derived from the problem statement agreed in a joint Investment Logic Mapping exercise

times for new infrastructure projects the noticeable benefits of this will only start to become more apparent over the next three to four years.

ATAP and the RLTP

The terms of reference for the 2020 ATAP Update was explicitly intended to provide direction for the RLTP, along with other relevant statutory documents. In line with that direction, the ATAP process involved a detailed and extensive technical assessment of potential investment options and has provided a solid foundation for the development of this draft RLTP.

The agreed ATAP objectives, funding assumptions and investment programme have been adopted **virtually unchanged** within this draft RLTP. In that context:

- The ATAP agreed objectives reflect/are developed from GPS and Auckland Plan guidance in terms of the statutory requirements of the RLTP
- This RLTP has been developed on the basis that the ATAP partners will continue to work together to realise the funding required to make ATAP investments, and the policy initiatives set out in the ATAP report, a reality for Aucklanders. Specifically, that will mean making changes to the way current funding rules are applied, and potentially changes to funding rules and greater funding for the NLTF. As discussed in later funding sections, this is critical to realising the full programme.
- The ATAP 2020 package – which has been agreed by Cabinet and Auckland Council in the last few weeks, is seen as delivering the best possible outcomes, so long as it is accompanied by the policy changes identified in this draft RLTP.

ATAP and consultation on the RLTP

Central Government and Auckland Council recognise that the ATAP package will not replace statutory responsibilities when developing the RLTP, and this includes the obligation to consult and engage with Aucklanders on the content of the draft RLTP.

While the draft RLTP has been informed by the ATAP 10-year package as a draft for consultation, it does not mean it is set in stone when it comes to our ability to respond to views expressed through the consultation and engagement process.

The RTC is therefore seeking feedback on the draft Regional Land Transport Strategy 2021-2031. Specifically,

- Have we correctly identified the most important transport challenges facing Auckland?
- Have we allocated available funding to the highest priorities?
- Do the responses look appropriate to tackle these challenges?
- Do you agree with the locations of where the transport programmes focus their efforts?
- Within the constraints in which we operate are their projects or activities we should accelerate or delay?

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- What other projects or activities do you think should be included?

Should Aucklanders tell us through the consultation and engagement process that we seriously need to consider substantial changes away from the key elements of the agreed ATAP package then this a conversation we would need to have with Auckland Council and Central Government.

3.2.2 The Auckland Plan 2050

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

The first Auckland Plan was produced in 2012 and included a highly detailed series of objectives and targets. The Auckland Plan 2050, adopted in June 2018, is a more streamlined spatial plan with a simple structure and clear links between outcomes, directions (how to achieve the outcomes) and focus areas (how this can be done).

The plan aims to achieve the following outcomes:

- Belonging and participation
- Māori Identity and wellbeing
- Homes and places
- Transport and access
- Environment and cultural heritage
- Opportunity and prosperity

Transport contributes to achieving all six outcomes, with the strongest links to 'Transport and access' - *Aucklanders will be able to get where they want to go, more easily, safely and sustainably.*

Outcomes

What the plan aims to achieve



Belonging and Participation



Māori Identity and Wellbeing



Homes and Places



Transport and Access



Environment and Cultural Heritage



Opportunity and Prosperity



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3.2.3 Future Connect 2021-2031

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

It has been developed in partnership with Waka Kotahi and Auckland Council in collaboration with Mana Whenua, Ministry of Transport, KiwRail and Kainga Ora, and in consultation with major stakeholder groups such as the Freight Reference Group, Tamaki-Makaurau Road Safety Governance Group, Bike Auckland, NZ Automobile Association and Living Streets Aotearoa.

It underpins the RLTP by setting out the context and providing the rationale for future transport investment. The Future Connect 2021-2031 Strategic Case summarises the problems facing Auckland's transport system, system objectives and performance measures.



3.2.4 Other documents which are relevant to this draft RLTP

The Land Transport Management Act 2003 sets out the planning and funding framework to channel annual central government funding into roading, public transport, the rail network and traffic safety.

The Government Policy Statement on Land Transport (GPS) sets out the government's National Land Transport Fund expenditure priorities over the next 10 years. The GPS 2021-2031 is guided by four strategic priorities: Better Travel Options, Safety, Improving Freight Connections, and Climate Change.

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

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The Regional Public Transport Plan 2018-28 (RPTP) is a plan of AT's policies, guidelines and activities for the delivery of Auckland public transport focused over a three-year period with a 10-year horizon.

The Auckland Long-Term Plan 2018-28 (LTP) underpins AT's RLTP programme by providing committed funding and enabling AT to secure support from Waka Kotahi.

Te Tāruke-ā-Tāwhiri: The Auckland Climate Plan sets a pathway to rapidly reduce GHG emissions (50 per cent reduction by 2030) and help prepare Auckland for the impacts of climate change. Transport is one of eight priorities, accounting for about 44 per cent of Auckland's total emissions in 2016, of which about 86 per cent relates to travel by road.

The Climate Change Response (Zero Carbon) Amendment Act 2019 provides a framework by which New Zealand can develop and implement clear and stable climate change policies that: Contribute to the global effort under the Paris Agreement to limit the global average temperature increase to 1.5° Celsius above pre-industrial levels; and allow New Zealand to prepare for, and adapt to, the effects of climate change.

The changes do four key things, they:

- set a new domestic GHG reduction target for New Zealand to:
 - reduce net emissions of all GHGs (except biogenic methane) to zero by 2050
 - reduce emissions of biogenic methane to 24–47 per cent below 2017 levels by 2050, including to 10 per cent below 2017 levels by 2030;
- establish a system of emissions budgets to act as stepping stones towards the long-term target;
- require the Government to develop and implement policies for climate change adaptation and mitigation; and
- establish a new, independent Climate Change Commission to provide expert advice and monitoring to help keep successive governments on track to meeting long-term goals. The Climate Change Commission recently released its draft advice for Government on the emissions reduction NZ needs to make and the policy direction Government should take.

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

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

The Draft NZ Rail Plan 2019 (MoT) is a non-statutory planning document that will to guide investment in the rail system over the longer-term. It sets by setting out the Government's strategic vision and investment priorities over a 10-year investment programme. It describes

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the changes made to the Land Transport Management Act to enable KiwiRail to access the NLTP. It also identifies the two investment priorities for a resilient and reliable network, both of which are relevant to Auckland:

- Investing in the national rail network to restore rail freight and provide a platform for future investments for growth
- Investing in metropolitan rail to support growth in our largest cities.

Arataki 2020 is Waka Kotahi's 10-year view of what is needed to deliver the government's current priorities and long-term objectives for the land transport system.

The Auckland Freight Plan 2020 identifies the critical challenges for freight movement, desired outcomes, and includes an action plan to achieve them.

The AT Maori Responsiveness Plan (MRP) establishes key principles and outlines initiatives to lift the capability of our people through education, strategy, practices and processes.

Aiming to address rail funding problems and produce a more coordinated approach to land transport investment, the Land Transport (Rail) Legislation Act 2020 introduced a new legislative requirement - **The Rail Network Investment Programme (RNIP)** is a three-year investment programme and a 10-year forecast for the rail network, developed by KiwiRail. The New Zealand Rail Plan and the GPS Investment signals guide the development of the RNIP, which also needs to be reflected by the RLTP. The RNIP will be funded from the Rail Network activity class and the Public Transport Infrastructure activity class for metropolitan rail activities, supported by Crown funding.

Auckland Council Local Board Plans are developed by the twenty-one local boards across Auckland. Each local board plan details outcomes, including in many cases, outcomes related to transport and specific actions the relevant local board wishes to see progressed over a three year period.

3.3 What Aucklanders have already told us

A representative view of the opinions of Aucklanders has already been gathered in the early stages of development of this draft RLTP. In our view the transport system must serve all members of our community.

In early December 2020, AT, using its research partner Dynata, undertook an online survey of 521 Aucklanders. The survey sample was designed to be representative of Auckland's population based on gender, age and location. The survey has a margin of error of +/- 4.3 per cent.

The online survey sought to identify what Aucklanders regarded as important in the long-term (to inform longer-term investment, advocacy on policy changes and operational programmes) and short-term, which is especially relevant when funding is scarce because of the Covid-19 pandemic.

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Just over half the survey recipients (54 per cent) claimed to be satisfied with the current transport system while 30 per cent were dissatisfied.

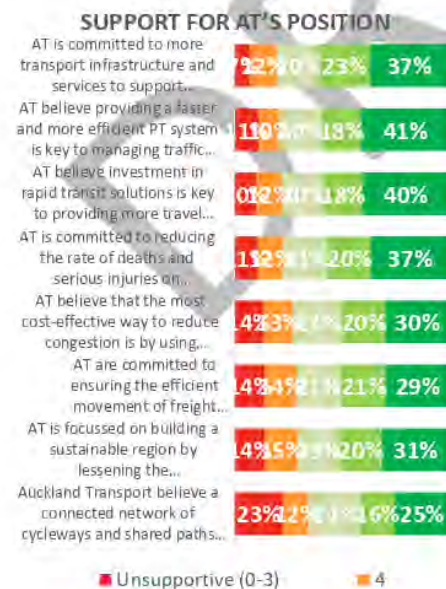
Traffic congestion, an underperforming public transport system and lack of affordable parking options were seen as the biggest issues facing Auckland. A number one priority in the short term was a more reliable, frequent and extended public transport system to ease the city's congestion issues.

Survey recipients wanted AT to support the growth of Auckland with more public transport services and roading infrastructure in areas experiencing population growth and new housing developments. They also supported increasing the capacity of existing roads through initiatives such as dynamic lanes, and ensuring existing roading and infrastructure is well maintained.

While people were generally supportive of initiatives that improve safety on Auckland roads, supported the environment and ensured the efficient movement of freight, these were less important when traded off against other issues.

Aucklanders most supported solutions that would help them get around easier and accommodate the changing transport needs of Auckland as it grows:

- More infrastructure to support increased housing supply and affordable housing (81 per cent)
- A faster, more efficient public transport system to manage congestion (79 per cent)
- Investment in rapid transit for more travel choice and faster travel (78 per cent)
- Reducing deaths and serious injuries on Auckland roads (77 per cent).



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A secondary set of priorities enjoyed majority support:

- Commitment to the efficient movement of freight (71 per cent)
- Building a sustainable region by lessening the environmental impact of transport (70 per cent)
- Connected cycleways and shared paths (65 per cent).

Looking at immediate priorities, the survey results told us that Aucklanders want to see AT focus on long-term solutions that address the key 'pain points' experienced when getting around the region, get traffic flowing, and future-proof the growing city. They want the focus to be on solutions that benefit all Aucklanders, not just small groups of people.

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4.0 Consultation and Feedback

In developing this plan, we have sought the views of a sample of Aucklanders on what they think of the challenges and issues. Now we want to give all Aucklanders the opportunity to have their say on how we propose to progress our region over the next 10 years.

The Auckland Regional Transport Committee (RTC) has prepared this draft Regional Land Transport Plan (RLTP) 2021-2031 for public consultation.

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

- Have we correctly identified the most important transport challenges facing Auckland?
- Have we allocated available funding to the highest priorities?
- What other projects or activities do you think should be included?

How to have your say

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

You can provide feedback in a number of ways:

- Complete an online feedback form. Go to [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay) and click on 'RLTP'
- Attend one of our drop-in sessions (see website for event information)
- If you would like to present your views in person or via an audio/visual link, please email ATengagement@AT.govt.nz or call 09 355 3553 to book a time slot. The hearings will be held on 29/30 April 2021 at 20 Viaduct Harbour Avenue, Auckland.

If you're unable to access our website or need assistance completing the form, please call us on 09 355 3553 and our contact centre staff will fill in the feedback form with you over the phone.

All feedback must be received by 2 May 2021.

How decisions will be made

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

Following consultation, the RTC will consider the feedback received and recommend the final Regional Land Transport Plan to Auckland Transport for approval.

Decisions will be publicly available via the Auckland Transport website in late-June 2021 and the full final document will be made available as soon as possible after adoption.

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5.0 Funding

Auckland faces significant challenges in funding its critical infrastructure, including its transport network. Auckland's population has grown by around 1.8 per cent each year for the past 10 years, with the population expected to continue to increase at around 260,000 (1.5 per cent each year by 2031).

Growth at this level requires additional capacity on the transport network. Where the growth is in greenfields, new roads, new stations, public transport, walking and cycling infrastructure and new services are required. In brownfields, population growth puts pressure on the roading network, adding to congestion, as well as creating capacity constraints on the public transport network. In addition, population growth increases the rate of deterioration of roads and other transport assets, which increases the cost of maintenance and renewals.

5.1 How transport is funded in Auckland

Transport activities in Auckland are funded by Auckland Council (rates, development contributions and debt) and Central Government (through funding from the National Land Transport Fund, other Crown allocations for rail projects including the CRL), and user pays service charges (e.g. parking fees and public transport fares).

The level of future transport investment required for Auckland to meet its strategic transport objectives has meant a need to move beyond these traditional funding arrangements.

One significant new source of funding has been the Regional Fuel Tax (RFT). From 1 July 2018, a 10-cent per litre regional fuel tax on petrol and diesel has applied in Auckland through the Land Transport Management (Regional Fuel Tax Scheme—Auckland) Order 2018. The collection of the RFT allows Auckland Council to fund projects with positive social, environmental and safety impacts.

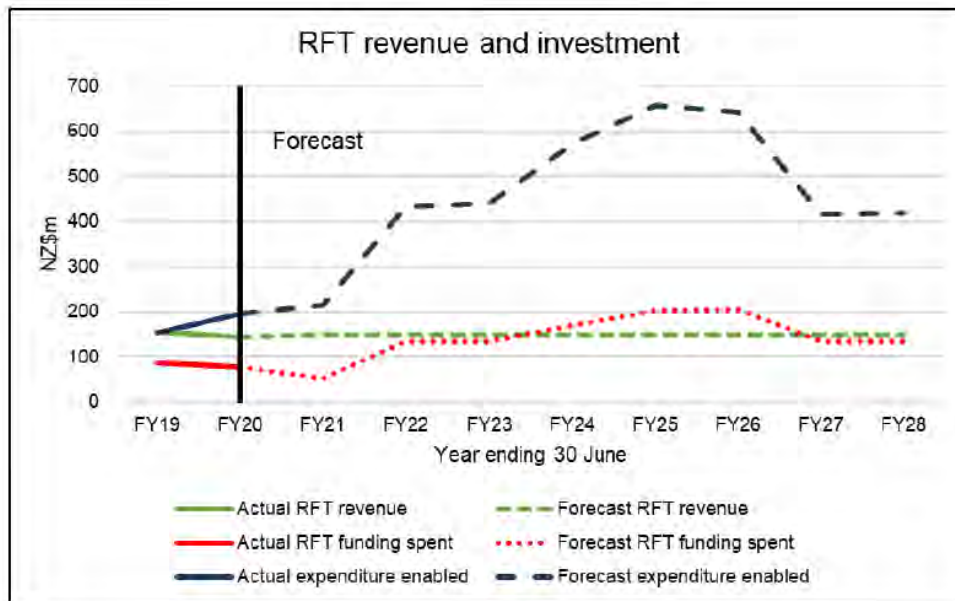
At the end of January 2021, over \$185 million of money collected through RFT has been invested in transport projects. One of the great advantages of the RFT scheme is that when it is combined with other funding from Auckland Council and Central Government (such as Waka Kotahi's National Land Transport Fund), the RFT has enabled over \$550 million in investment that would not otherwise have happened – for example - the Downtown ferry terminal redevelopment, Puhinui Interchange and safety projects.

The timing of collection of RFT does not align with when it is spent. This was not unexpected and reflects the fact that at the time it was created the RFT could only be applied to new projects (as opposed to projects already progressing), the availability of matching funds (Auckland Council contribution and National Land Transport Funds) and the need to build up

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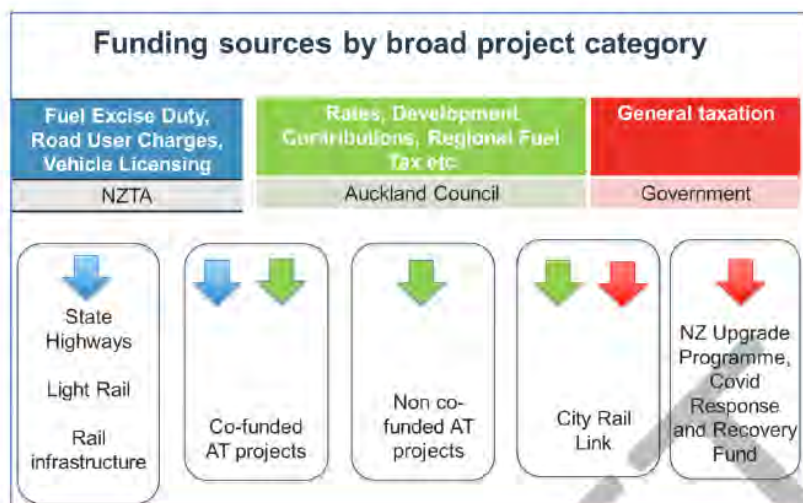
sufficient funds to support the scale and pace of expenditure of many of the projects once they moved into construction. The following graph sets out the expected timing of collection and expenditure and the total transport investment enabled by RFT.



In January 2020, the Government announced the \$3.48 billion NZUP, with investments across road, rail, public transport and walking and cycling infrastructure. In July 2020 as part of its Covid response, the Government announced its 'Shovel Ready' initiatives, providing funding for a number of transport projects that might otherwise struggle to be completed (such as Puhinui Interchange and the Downtown Ferry Terminal) or could be started quickly, created jobs and benefitted the region. The Northwest Bus Interim Improvements will see faster and more reliable bus services along SH16 and there will be improved station and stop facilities at Westgate, Lincoln Road and Te Atatu as a result of this funding. The Government has also provided special purpose vehicles (SPVs) to allow funding of specific new growth-related projects, such as infrastructure for the Milldale development at Wainui in Northeast Auckland.

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5.2 Planned transport funding for Auckland

The ATAP 2020 Agreement between Auckland Council and the Government signals around \$31.3 billion of funding for a programme of specified transport investments in Auckland over the next 10 years, endorsed by Cabinet and Auckland Council. *This is an increase of \$3.3 billion when compared with that signalled in the 2018 RLTP.* A further \$4.5 billion of direct user pays fees, such as parking revenue and public transport fares, further supports the investment being made in the day-to-day transport services delivered by AT for the benefit of Aucklanders.

Transport Funding 2021-2031 (including direct user charges)	ATAP Funding
Auckland Council for AT Operations	\$ 3.4 billion
Auckland Council for AT Capital	\$ 5.5 billion
Auckland Council for CRL	\$ 1.3 billion
National Land Transport Fund	\$ 16.3 billion
Crown funding for CRL	\$ 1.3 billion
Crown funded NZ Upgrade Programme	\$ 3.5 billion
Crown funded Response and Recovery Fund	\$ 0.1 billion
Subtotal: ATAP Agreed Funding	\$31.3 billion
AT User Pays Fees (PT fares, parking fees)	\$ 4.5 billion
Total Transport Funding 2021-2031	\$35.8 billion

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The expected funding levels available for transport are those set out in plans such as the 2021 Government Policy Statement on Land Transport (GPS), the draft Auckland Council Long-Term Plan (LTP) and agreed Crown funding. Central Government sets out an expectation in the 2021 GPS that it will fund the 2018 ATAP investment package, with \$16.3 billion set aside in the National Land Transport Fund (NLTF) to cover the share of the 2018 ATAP package *and* funding for the remaining three years of ATAP 2020 (from 2028) to be factored into the future GPS update.

The delivery of the programme in this RLTP depends on the availability of the funding set out in ATAP 2020 and, critically, ensuring that it is allocated according to the agreed ATAP programme. This is most important for AT's elements of the ATAP / RLTP programme, which depend on financial assistance from Waka Kotahi.

ATAP has identified around \$11.4 billion of capital projects that would be delivered by AT. Of these, AT considers that around \$400 million – relating to level crossings, school speed management, and Hill Street Intersection Improvements – should be fully funded from the NLTF, although the funding arrangements for these are not finalised. Implementation of the PT Concession Card for Community Service Card holders (Greencard) is expected to be fully funded by the Crown.

This leaves a capital programme of around \$11 billion to be co-funded by Auckland Council and NLTF, which is consistent with the \$11 billion funding envelope set by Auckland Council in its draft LTP. However, that funding envelope is based on a 50:50 co-funding scenario. Subsidy levels are set by Waka Kotahi and can vary, as individual projects are assessed for subsidy through a business case process. The share of AT's capital funding from the NLTF over the past three years has been less than 50 per cent.

The implications of different co-funding scenarios are shown in the following table, which shows a range of funding scenarios from \$11 billion to \$9.3 billion.

Council and CRRF funding	Indicative Co-funding rate (AC:NLTF)	Capital Envelope
\$5.5 billion	50:50	\$11 billion
\$5.5 billion	53:47	\$10.4 billion
\$5.5 billion	59:41	\$9.3 billion

The ATAP Parties have agreed to re-examine the funding arrangements for AT, as without a change to these arrangements, AT will simply not be able to deliver the programme set out by ATAP and presented in this RLTP. However, changes may take time to implement, and still may not achieve the level of funding assumed in this RLTP. We have decided therefore to present the implications of these different co-funding assumptions in the draft 2021 RLTP.

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The projects that can be funded in the final RLTP will depend which one of these scenarios are realised in practice.

Category One (Committed and Essential) projects are funded under the first 'business as usual' subsidy scenario

- This scenario is based on the assumption that AT continues to receive the NLTP subsidy at past rates across its capital programme, which equates to an overall 59:41 funding split between Auckland Council and the NLTF. This would provide a capital funding envelope for AT projects of \$9.3 billion, which is \$1.7 billion less than the allocation in the agreed ATAP programme.
- Category One projects reflect the highest priorities and are included in the ATAP Recommended Programme's Committed and Essential category, or are enabled by the RFT.

Category Two (Discretionary and Essential) projects are funded under the '51 per cent for all eligible projects' scenario

- This scenario is based on the assumption that all of AT's eligible projects and programmes receive the full 51 per cent NLTF financial assistance rate (at the cost levels included in this RLTP). Historically, this has not always occurred. Under this scenario, the expected level of funding for AT's capital programme increases to \$10.4 billion.
- Category Two projects reflect the second highest priority within the programme.

Category Three (Additional funding required) projects are funded under the 'full ATAP programme' scenario

- This scenario assumes that the Waka Kotahi is able to use discretion within its funding rules to enable the full funding of the AT programme, included in ATAP, for example, by applying a higher financial assistance rate for nationally significant rapid transit projects being delivered by AT (such as the Eastern Busway). Under this scenario, the expected level of funding for AT's programme would be \$11 billion. This equates to an average funding split of 50:50 between Auckland Council and the NLTF, which is the same funding split that Auckland Council has assumed in its draft LTP³.
- Category Three projects, although still very important, are the lowest priority in the programme, and will be the first to be cancelled or deferred if assumed funding levels are not achieved.

³ Although it is important to note that the funding level would be reached by some AT projects receiving a higher than normal financial assistance rate to compensate for projects that do not receive any subsidy. There is no expectation of a 50/50 funding subsidy on every project.

In addition to the projects grouped in these categories, a further \$400 million of projects are assumed to be delivered by AT by itself, or in partnership with KiwiRail, but are assumed to be fully subsidised from the NLTF.

Although changes to Waka Kotahi funding approaches are needed to deliver the total ATAP programme, including AT projects, the overall Waka Kotahi funding allocation remains within the \$16.3 billion signalled for Auckland within the GPS.

As part of the ATAP agreement, it is expected that the allocation to the Local Road Maintenance Activity Class in the 2024 GPS will need to be increased in the context of broader trade-offs and affordability. This is to ensure sufficient funding is available to cover the increase in renewals included within this programme.

Funding for operations

In addition to the above, there are also challenges around the availability of operational funding. The Council has set funding of \$3.58 billion operating funding for AT which, when the NLTF co-subsidy is added, gives a budget of \$7.4 billion for operating funding, not including user pays fees such as public transport fares.

AT estimates that around \$240 million of additional Auckland Council funding with corresponding NLTF co-funding (given a total of \$7.9 billion) is needed to implement its planned bus and ferry services over the next 10 years. The Council will make its final decisions on funding when it has completed its consultation on the 2021 LTP.

Relationship with Auckland Council's Long Term Plan

This plan has been developed while Auckland Council's draft Long Term Plan is being consulted upon. The funding amounts detailed have been based upon assumptions provided to us which are subject to change up until the Long Term Plan itself has been approved – likely to be in May or June 2021.

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6.0 Auckland's Transport Challenges

Auckland faces significant transport challenges now and into the future. These reflect the region's substantial ongoing population growth, a challenging natural setting and historical approach to land use, along with a legacy of under-investment (particularly in public transport and cycling), ageing roads and transport facilities, and global threats like Covid-19 and climate change.

A key part of developing this draft RLTP has been the upfront effort that has gone into defining the problems that need to be solved. To do this, a process called 'Investment Logic Mapping' (IML) has been used. IML is an approach where robust thinking is done upfront, leading to sound definition of the problems to be solved before solutions are identified and decisions about what projects or programmes to invest in are made.

In short the IML process asks '*does the reason why we are investing in specific transport activities make sense?*'.

Four key problem statements have been identified:

- **Access** - Existing deficiency in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities.
- **Travel options** - A lack of competitive travel options and high car dependency as the city grows is limiting the ability to achieve the quality compact urban approach for Auckland.
- **Climate Change** - Emissions and other consequences of transport are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change.
- **Safety** - The transport system has become increasingly harmful and does not support better health outcomes.



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A second part of the process to develop this draft RLTP has been ensuring we are clear on what benefits need to be delivered, as a result of what transport activities are proposed to be delivered, over the period of this draft RLTP.

The identified benefits are:

Connecting: Better connecting people, places, goods and services - Building a transport system that ensures Auckland gains the benefits of scale as it grows. This means that the number of connections to people, jobs, goods and services should increase in line with population growth for private vehicle trips, freight and public transport.

Travel Choice: Accelerating better travel choices for Aucklanders - Dramatically improving the availability of safe and attractive public transport, walking and cycling to provide Aucklanders with real travel choices.

Growth: Enabling growth through a focus on intensification in brownfield areas, with some managed expansion into emerging greenfield areas - Enabling growth and driving more intense urban development in Auckland, more sustainable land use and transport in greenfield areas, and supporting place-making initiatives.

Sustainability: Improving environmental resilience and sustainability of the transport system, and significantly reducing the GHG emissions it generates – Developing Auckland's transport system to eliminate harm to the environment.

Safety: Making the transport system safe by eliminating harm for people - Developing Auckland's transport system to eliminate harm to people.

Assets: Sound asset management – Managing transport system assets in a way that maintains or improves current levels of service and addresses the impacts of growth, heavy commercial vehicles, and climate change.

The following pages discuss Auckland's transport challenges, while section 7.0 identifies the proposed responses. The challenges are structured using the problem statements outlined above, while the proposed responses in section 7.0 and the expected outcomes discussed in section 9.0 are structured using the benefits of investment.

6.1 Climate Change

There is a growing global, national and local need to urgently address the threats posed by climate change through reducing GHG emissions. The scientific evidence is compelling. In New Zealand the Climate Change Response (Zero-Carbon) Act was enacted in 2019, which

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requires national GHG emissions to be net-zero⁴ by 2050. In June 2019 Auckland Council declared a climate emergency, followed by the endorsement in July 2020 of Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan, which aims to halve Auckland's GHG's by 2030.

The scale of change required to achieve this will require a very significant change to the way we travel around our region.

Climate change targets

Development of the RLTP through ATAP occurred with a strong awareness of Central Government and Auckland Council climate change legislation and targets. Auckland Council, (through its C40 obligations and the Auckland Climate Plan) has committed to a 50 per cent reduction in emissions by 2030 – the amount required to keep the planet within 1.5°C of warming. The Auckland Climate Action Plan outlines an indicative scenario of how that might be achieved which includes a 64 per cent reduction in transport emissions, but does not settle on specific policy initiatives to achieve the outcome in this scenario.

The Zero Carbon Act has a draft 2035 target of a 36 per cent reduction and a 2050 target of net-zero⁵ emissions. These targets do not have sector-specific targets or scenarios but supporting analysis suggests the following reduction goals for the transport sector.

Table XX: climate related targets and scenarios

Source	Reduction on 2018	
	2030	2035
Auckland Climate Plan		
- Region	↓ 50 per cent	-
- Transport scenario	↓ 64%	-
National target under the Climate Change Response Act		
- National	-	↓ 36%
- Transport goal	-	↓ 47%

Auckland's emissions and road transport

The scale of the challenge presented by achieving either the Auckland Council or legislative targets should not be underestimated and is far greater than the scale of the change required for the rest of New Zealand. Looked at differently, given the scale of Auckland's

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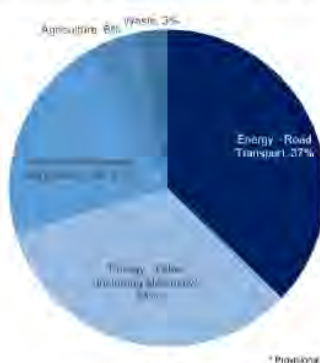
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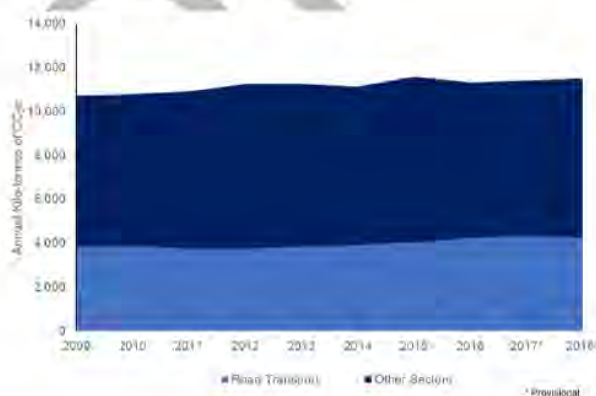
contribution to New Zealand's transport emissions, failure to make substantial reductions in Auckland will severely limit New Zealand's ability to meet its climate change targets.

Road transport has consistently been Auckland's largest single source of GHG emissions at 37% in 2018 as compared with approximately 20% for the country as a whole with the overwhelming majority of emissions (80%) coming from private motor vehicles and light commercial vehicles. Heavy vehicles, or freight and buses, account for 20% of land transport emissions.

Figure X. Auckland's GHG emissions by sector, 2018⁶



Auckland's total GHG and road transport component emissions grew seven per cent and 11 per cent respectively between 2009 and 2018. These increases in emissions occurred over a period when public transport ridership increased by 75 per cent, however a combination of the number of trips made and the length of the trips meant that the Vehicle Kilometres Travelled (VKT) private motor vehicles, light commercial vehicles and heavy vehicles in Auckland also increased by 28 per cent (2009 to 2019).



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Essentially, increased demand for travel around the region generated by increased population, which grew by just under 250,000 people, and improved economic growth, more than offset vehicle fleet efficiency improvements and increasing per capita public transport patronage.

What drives transport emissions - Understanding the transport emission challenge

Road transport emissions are driven by two key factors:

$$\text{Vehicle Kilometres Travelled (VKT)} \times \text{average vehicle CO}_2\text{e per km} = \text{Total CO}_2\text{e}$$

In simple terms this can also be described as 'the length and number of trips we make in vehicles multiplied by the average carbon emissions of Auckland's private and public vehicle fleet.

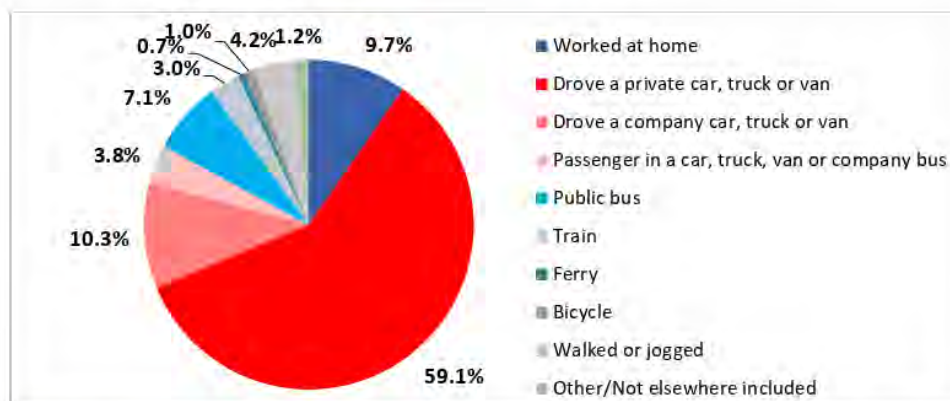
Under this 'transport emissions equation', the amount of kilometres travelled in vehicles is primarily driven by the demand for private vehicle travel, which is in turn influenced by travel alternatives (and competitiveness), trip purpose and length. Vehicle emissions are influenced by the overall make-up and efficiency of the vehicle fleet (in terms of fossil fuel consumption), the type of fuel being used (diesel emits more than petrol) and travel speed⁷.

Critically, as the amount of kilometres we travel in vehicles is one of the two main factors in emissions, it is total distance travelled on a weekly or (more accurate) annual basis that is key. This requires that the traditional transport planning, investment and monitoring focus on peak period *trips* (typically with congestion in mind) is broadened to tackle *distance travelled* across the day and week and year.

The private vehicle mode share of weekly distance travelled (around 90 per cent) is significantly higher than its share during the peak period journey to work commute, and its share of the total trips made, reflecting the kinds of social, business and personal trips that occur outside of peak periods. These trips are more distributed, and generally involve multiple locations, passengers or moving goods and on average are longer. They are also less affected by congestion or parking, so are harder to serve with public transport or less attractive for cycling.

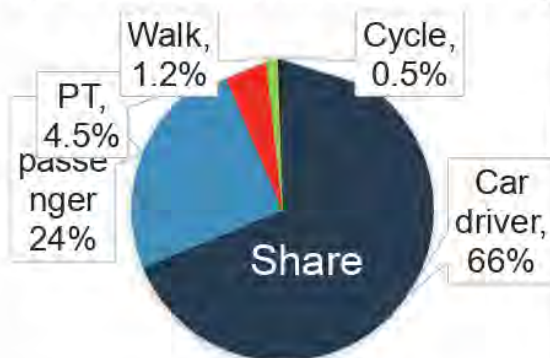
Figure XXX: Journey to work share from 2018 Census

⁷ Cite VEPM 6.0



We estimate that the proportion of kilometres travelled in the interpeak period makes up [XX per cent] of all kilometres travelled on the Auckland roading network.

Figure XX: Share of weekly travel distance by mode



Looking forward – Without action population growth will drive up emissions

Reducing transport GHGs by reducing the weekly distance travelled by private vehicles in Auckland is extremely challenging. The nature of the reasons and purpose of travel as set out above means that the projected reductions that can be achieved by investing in infrastructure and services alone are very modest due to the difficulty in encouraging travel mode shifts during off-peak travel periods.

Auckland's population growth dynamic will continue making the hill that needs to be climbed much steeper. Over 2016 to 2031, which is the measuring period for Auckland Council's climate change targets, Auckland's population is forecast to increase by 22 percent and we can expect a similar increase in private vehicle travel and therefore emissions.

Significantly reducing transport GHGs will require investment in projects, programmes and services that encourage Aucklanders to switch to sustainable travel modes and reduce the

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increase in private vehicle travel associated with population growth. However, at best, an investment-based only approach could only hope to hold private vehicle travel to today's levels – leaving the problem of existing travel and emissions.

Consequently, to achieve significant reductions in Auckland's transport GHG emissions we must also implement measures that move the private vehicle fleet towards low or zero emissions options as it is renewed. Unfortunately, current projections for 'decarbonising' the average private vehicle owned by New Zealanders do not see significant reductions in GHG emissions until 2035. Without some catalyst for change the impacts of decarbonisation will take time to generate results, so additional measures must be introduced rapidly if significant reductions are to be achieved by 2030.

6.2 Access and connectivity

Existing deficiencies in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities.

Auckland has enjoyed a period of major investment in its public transport and motorway networks since 2005.

The public transport network has been transformed with the completion of the northern busway, the upgrade of trains, double tracking of the western rail line, investment in rail stations and electrification of the rail network. The bus network has been successfully reorganised with a 30 per cent increase in service hours using a modern bus fleet and the reorganisation of the bus network. On top of that, it's now easier to use buses, trains and ferries with the AT HOP Card (now used for approximately 95 per cent of all trips on public transport) and digital tools such as the AT Mobile app (now used regularly by over 300,000 Aucklanders).

The capacity of the motorway network and its connections have substantially increased, with improvements to the central motorway junction (and approaches), near completion of the western ring route including the Waterview Connection, improved access to the airport and widening of the southern motorway.

The uptake of digital tools such as AT Park have made access to AT's off-street parking facilities like Downtown, Victoria St and Civic car parks in the city centre, and the Ronwood Ave carpark in Manukau as well as on-street parking more convenient and left more money in customers' pockets.

Making it easier for Aucklanders to use multiple ways to complete a trip - such as car and bus, car and train, bike and bus, or bike and train - has also been important. As a result there are now just under 6,000 car parks at park and ride sites (with 10 per cent added in the last three years), and more bike facilities at public transport interchanges and in off-

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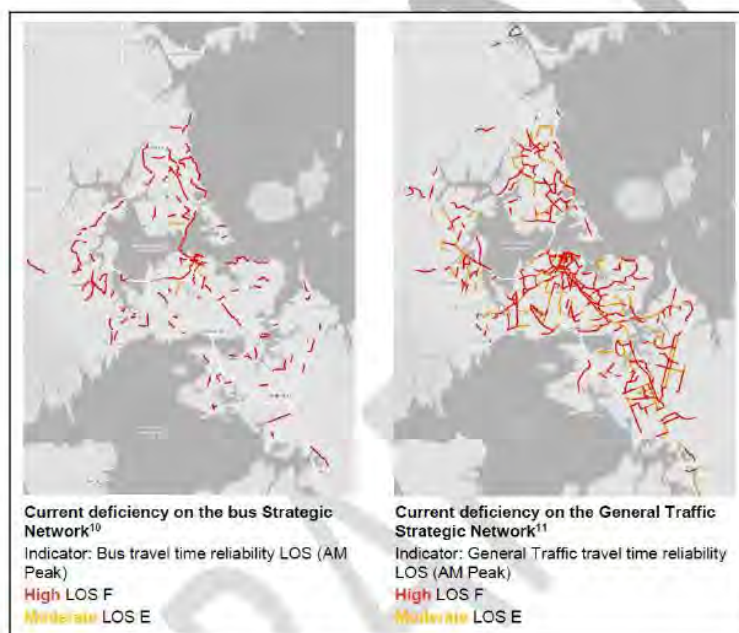
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street car parks (such as in the Toka Puia car park in Takapuna). More of these improvements are planned at targeted locations across Tamaki Makaurau.

As a result of these initiatives, there has been a renaissance in public transport with boardings reaching 103 million by November 2019 - before the impacts of Covid-19. More recently, an investment in cycleways has led to a rapid increase in the number of people on bikes in areas where safe infrastructure is available.

However, strong population growth, particularly from around 2013, has continued to put pressure on Auckland's transport network. This growth, combined with positive economic conditions, saw a major increase in per-capita car ownership and the distance travelled by Auckland's private motor vehicle fleet continuing to 2019. The result was an increase in congestion in both the peak and interpeak periods that was only eased (in terms of the regional average) with the opening of the Waterview Connection and State Highway 16 improvements in 2017. Since then, congestion has held relatively steady at a regional level.

Substantial parts of the strategic bus and road networks are heavily congested and performing below target, which impacts the everyday travel of our customers, and also for freight operators, who report worsening conditions impacting their business.



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Looking forward

Auckland's population growth is projected to continue at a similar rate for the next 30 years. This presents the opportunity to harness benefits of scale as the region develops and becomes more compact and public transport becomes faster, has increasing geographic coverage, and becomes more competitive.

Meanwhile, the number of jobs able to be accessed within a reasonable travel time by private vehicle will remain critical to Auckland's economy, and for those parts of Auckland dependent on vehicles. Policy objectives are also emphasising greater equity in access to opportunities to spread the benefits of growth more evenly across Auckland.

Access to the transport network goes beyond how close transport services or facilities are to a person's home or place of work. Access is also about how affordable the transport choices are that Aucklanders have. While more affordable public transport has been incrementally introduced, a recent independent study⁸ of 39 cities around the world noted with respect to public transport:

- Auckland ranked 6th with respect to the affordability of a single, full fare, one way peak ticket on public transport for an individual on the minimum wage. A 4.55 per cent improvement in affordability has occurred since 2018
- Auckland ranked 7th with respect to the cost of 10 trips in a week but ranked 36th with respect to the cost of monthly pass
- While there has been improvement in terms of affordability, Auckland ranks 31st with respect to a 15 kilometre journey for an individual on the minimum wage.

This last point is particularly relevant given the geographic areas of Auckland where there is social deprivation (notably the south and west of the region). Tackling this will be key to improving the options for these communities.

To achieve the benefits of scale, Auckland's transport strategy to avoid congestion increasing is to absorb future growth in travel demand by improving the public transport and active mode networks to encourage more Aucklanders to change the way they travel, and delivering targeted improvements to the road network to address key small-scale choke points.

Without these improvements, changes in travel behaviour will not occur, congestion will increase, inequitable access to jobs and education will remain embedded, and Auckland will not see the full benefits of its ongoing growth.

⁸ Nine Squared (2020). "2020 Transit Fare Benchmarking Report"

Maintaining and renewing the network

AT is the regional guardian of \$21.1 billion of publicly-owned assets. This includes 7,580km of arterial and local roads, 7,364km of footpaths, 334km of cycleways, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands⁹. In addition, Waka Kotahi manages transport assets valued at around \$15.9 billion.

Maintaining and renewing these assets is a significant undertaking. The closure of the Auckland Harbour Bridge due to an accident caused by freak wind gusts and ongoing issues encountered with the rail network clearly demonstrate the importance of ensuring the resilience and reliability of our infrastructure.

Since the last RLTP, a number of factors have placed increased pressure on the local road and asset network:

- Auckland's increasing population and demand for travel, leading to faster deterioration of road pavements
- Increasing numbers of heavy vehicles operating on the network including growth-related construction, service-related (e.g. waste collection) traffic and heavier axle weights from double decker buses
- An increasing local network asset base – which is growing by around 1.5 per cent every year through the delivery of new transport infrastructure (e.g. roads in new subdivisions, new transport facilities)
- Significant increases in construction costs and the cost of renewals, in particular road rehabilitation, which makes up the largest share of AT's renewal spend
- Low renewal expenditure over the 2018-2021 period (including due to budget impacts from Covid-19) which has created a renewal backlog
- Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation.

Without action to address these issues, the local network asset base will fall below standard, leading to increased reliability issues and higher costs to resolve over the long-term.

6.3 Travel options

A lack of competitive travel options and high car dependency as the city grows, is limiting the ability to achieve the quality compact urban approach for Auckland.

²² Some of these routes do not currently meet the frequency requirements for rapid transit; however, they are proposed to do so by 2028 in the RLTP.

Public Transport

The public transport network has transformed since its low point in the 1990s, but more is needed to deliver the requirements of Auckland's transport strategy and achieve a quality compact urban form. The network effectively supports the city centre and fringe, enabling this area to grow without an increase in peak period car travel. However, outside of the central area (which only accounts for around a quarter of employment), public transport attracts a lower share of commuting trips, even after an extensive reorganisation of the bus network to improve frequency, reliability and coverage. Following the rollout of the New Bus Network, approximately 39 per cent of Aucklanders live within 500 metres of a rapid or frequent public transport stop.

The rapid transit network (RTN) is the part of the network most likely to act as a catalyst for more intensified development. However, it is currently limited to the rail network and Northern Busway, which provides walk-up access for just over 300,000 Aucklanders. Although there is evidence of greater housing intensification around the RTN (which will be enhanced by changes to land use regulation) it is not enough to carry compact city objectives on its own.

Much of Auckland's public transport network is simply not fast enough to compete with private car travel, even during the peak periods. This is particularly the case for much of the frequent bus network, which operates on the same congested roads as general traffic. At present, Aucklanders can access around three times as many job opportunities within 30 minutes by car as they can by public transport in 45 minutes¹⁰.

While there have been a record number of apartments and townhouses built, the period between 2013 and 2018 saw around 60 per cent of Auckland's growth in commuting trips, and 50 per cent of its employment growth occur in outer urban communities which are heavily reliant on private vehicles.

Public transport needs to be faster and more reliable if it is to absorb a greater share of future trips and act as a catalyst for intensive development in centres. Rapid and frequent services need to extend more widely across the region.

Public transport - Looking forward

For the public transport network to fulfil its role, further investment is required to:

- Continue improving the customer experience when using public transport, making it simpler, easier and more enjoyable to use
- Continue to serve the growth of the city centre as an employment destination

¹⁰ Some of these routes do not currently meet the frequency requirements for rapid transit; however, they are proposed to do so by 2028 in the RPTP.

- Extend the catchment of the rapid transit network across Auckland's urban area and developing greenfield areas
- Diversify away from its focus on the city centre to serve a wider range of other key destinations
- Improve the coverage of the frequent transit network (key bus and ferry routes) by increasing investment in services
- Increase the speed and reliability of bus services by moving more of them into dedicated bus and transit lanes, separated from general traffic.
- Continue improving the resilience and reliability of the rail network by delivering the Rail Network Growth Impact Management (RNGIM) and Auckland Metro Restoration (AMR) programmes
- Replace ageing ferries required to deliver existing ferry services.

Active transport

There is significant potential for walking and cycling to play a much greater role in meeting Auckland's transport needs. Past urban development patterns, and a lack of investment in safe facilities, has created barriers to Aucklanders walking and cycling more.

A very small proportion of people have access to a completed cycling network that will take them safely and comfortably to their destination. Investment has been made in recent years to extending the Auckland cycle network. While progress has been slower than originally planned, AT has seen significant increases in cycling numbers associated with the opening of new and improved facilities. February 2020, just prior to the first Covid-19 lockdown, delivered Auckland's highest monthly total of recorded cycling trips.

The emergence of e-bikes and micromobility is rapidly making active transport more attractive to people who previously may not have considered it a viable mode. The distances people are able to travel is about 50 per cent more than on a normal bike/scooter and the travel time is also reduced. Having shared micro-mobility devices in Auckland has the potential to increase the range of the public transport network as many people utilise shared mobility for first and last leg journey's to public transport.

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

Active transport - Looking forward

For active transport to increase across Auckland then, further investment is required to:

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- Continue the delivery of the Urban Cycleway Programme to progress development of the cycle network
- Continue the planning and delivery of cycleways in areas associated with the cycling investment programme
- Continue to deliver important travel behaviour change programmes such as Safe Schools and Travelwise to encourage more people to use active transport
- Continue to develop and improve the cycling infrastructure on the strategic cycle network outside of the big-ticket cycling projects
- Increase the comfort and safety of people on bikes across the wider transport system
- Make some historical cycling infrastructure fit-for-purpose and consistent with customer requirements.

Spatial priority areas

Over 1.7 million people now call Auckland home, and the region is forecast to grow substantially in the coming decades— putting more pressure on today's housing shortages.

The Auckland Plan 2050 provides Auckland's 30-year development strategy, which shows that Auckland will grow through a combination of 'brownfields' (building up) infill development and 'greenfields' (building out) future urban areas.

The travel demand arising from this overall growth is generally addressed by the range of projects included in the 2018 RLTP. However, within the land use strategy, Auckland Council and Government have identified a number of spatial priority areas, where they expect concentrated growth to occur. As these large developments will concentrate demand, specific transport infrastructure is required to support more sustainable travel outcomes and minimise the effects of congestion.

Supporting spatial priority areas requires both public and private investment in supporting infrastructure. Generally speaking, the local private infrastructure required for growth is delivered by developers (e.g. new local roads and footpaths inside subdivisions).

Accompanying public investment can take the form of wider network improvements (e.g. arterial upgrades, or even whole new transport corridors) and the delivery of complementary public transport, walking and cycling networks that enable growth to be accommodated in a sustainable way. This last set of initiatives is important as it enables growth to occur in a way that does not create future car-dependent communities.

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Attachment A

6.4 Environment

Emissions and other consequences of transport are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change

Climate change impacts on the transport system

In addition to reducing emissions, Auckland needs to focus on managing the current and future impacts of climate change on the transport network. Climate changes are expected to generate sea level rises, more frequent and intense storms and longer, hotter, dry periods. Significant investment will be required to ensure the network remains resilient and adaptable as these changes are magnified.

Roughly five per cent of Auckland's road and rail strategic networks are found in areas susceptible to coastal inundation, including parts of the state highway network which are crucial links for freight movements and access to key regional destinations. A further 250km of the road network is within 1-in-100-year flood plain areas. AT is currently identifying and prioritising the risks of climate change to the transport system to permit a more strategic approach to designing and managing our assets in the future.

The increasing frequency and severity of rain events is also causing damage to Auckland's transport infrastructure by creating slips, flooding road corridors and impacting seawalls that require expensive remediation. Recent projects such as lifting the lowest-lying sections of Tamaki Drive is an example of the work AT is currently doing in response. The increased frequency of these events increases the likelihood of service disruptions.



Figure 38 – Flooding on Tamaki Drive in 2018

Heat stress and drought increasingly impacts the transport network with melted bitumen, lack of shade for pedestrians, low soil moisture content affecting street trees and buckling railway tracks that slow train travel. Climate change adaptation looks at how AT can design and build the region's transport network to provide resilience. Changes include more green infrastructure – using natural systems to provide shade, and connecting these to stormwater to allow infiltration of runoff to ground to reduce flooding and heat stress.

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Contaminants, stormwater and ecosystems

As Auckland grows, so does the impact on the environment that we live in. While AT's mission is to deliver easy journeys through the development and management of transport infrastructure and services to connect people and communities, we need to do so in a way that not only addresses our impact on the environment, but also conserves and enhances it for future generations.

Protecting, improving, enhancing and restoring the mauri of our harbours and streams will improve the quality of life for all Aucklanders. AT has a programme of work to ensure that opportunities for green infrastructure are identified and incorporated into our road network. This includes rain gardens to filter the road runoff before it discharges to the harbour, and trees to provide shade and reduce runoff volumes, and provide habitat and pollination pathways for insects and wildlife.

6.5 Safety

The transport system has become increasingly harmful and does not support better health outcomes

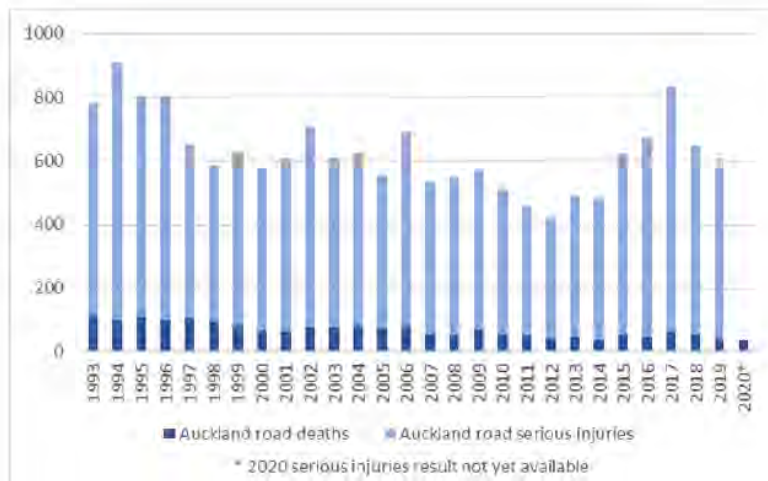
The transport system has the potential to cause both direct and indirect harm to the people of Auckland. The most direct form of harm is through Deaths and Serious Injury (DSI) because of a crash. However, there are also a number of indirect ways in which the transport system impacts on human health. These include harm caused by air and noise pollution, originating from the transport system, and chronic health issues which are exacerbated by a transport system that has historically been designed to prioritise car travel.

Deaths and serious injuries

Auckland has the highest rate of DSI per road kilometres travelled when compared to all other New Zealand regions. While DSIs on the Auckland road network have generally declined over recent decades, this trend reversed in 2013 and there was an alarming increase in road trauma over the 2013-2017 five-year period.

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As a result, a significantly enhanced and accelerated safety programme was provided for in the 2018 RLTP, and Auckland adopted the Vision Zero for Tāmaki Makaurau transport safety strategy in 2019.

Auckland's vision zero goal is to reach no DSI on the transport system by 2050. This approach puts people first, and recognises that humans are vulnerable and will make mistakes. The transport system therefore needs to ensure that when those mistakes happen, no one is killed or seriously injured.

Good progress has been seen since 2017, with the increasing trend in DSIs stopped and numbers dropping from the peak of 832 in 2017 to a provisional number of 539 in 2020. While this recent trend is encouraging, the results are still significantly above Auckland's vision zero goal, and we have since seen a significant upturn in DSI following the second Covid-19 lockdown in August 2020.

The following table shows the key contributing causes of DSI, and deaths only, on the Auckland network (sourced from 2020 data).

Importance of contributing cause	Deaths and Serious Injuries (DSI)	Deaths
1 st	Excess speed (22.2%)	Alcohol/other drugs (38.6%)
2 nd	Alcohol/other drugs (18.5%)	Excess speed (36%)
3 rd	Distraction (7.7%)	Non-restraint (seatbelt) use (23.3%)
4 th	Non-restraint (seatbelt) use (6.1%)	Distraction (6%)

The above analysis highlights the importance of road safety education, ensuring the speed limits on Auckland's roads are safe and appropriate, and compliance and enforcement with respect to alcohol and drugs, speed, and the wearing of seat belt restraints..

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Air and noise pollution

The transport system is a significant contributor of harmful emissions, such as nitrogen oxides (Nox) and particulate matter (fine particulates in exhausts).

Vehicle emissions are the largest contributors to poor air quality in Auckland. In 2016 human-made airborne particulate matter Auckland was associated with an estimated:

- 435 premature deaths
- 80 cardiac hospitalisations
- 1805 respiratory hospitalisations
- 500,000+ restricted activity days¹¹.

As the ageing vehicle fleet in Auckland is replaced with newer vehicles, the emissions from exhausts are reduced and air quality is improved. The introduction of EVs, particularly electric buses and trains, contributes significantly to improving the quality of the air we breath along our busy roads and streets.

The transport system also creates significant levels of noise pollution, in particular for properties closest to state highway and arterial networks. Negative effects of noise pollution on humans include: sleep disturbance, cardiovascular and physiological effects, mental health, and adverse impacts on the ability to perform cognitive tasks and memory.

Human health

An unsafe transport system limits the range of realistic travel options available to Aucklanders. With insufficient physical activity being a key risk factor for conditions such as cardiovascular disease, cancer and diabetes, removing barriers to walking and cycling provides a genuine opportunity to support Aucklanders to live longer and healthier lives.

¹¹ Some of these routes do not currently meet the frequency requirements for rapid transit; however, they are proposed to do so by 2028 in the RPTP.

7.0 Responding to Auckland's challenges

The proposed pathway forward

This section describes the approach transport programme to respond to the challenges outlined in the previous section. In line with the RLTP investment logic map (ILM), the responses are discussed under the following headings:

- **Travel choices** - Accelerating better travel choices for Aucklanders
- **Environment** - Improving the resilience and sustainability of the transport system and significantly reducing the GHG emissions it generates
- **Safety** - Making the transport system safe by eliminating harm to people
- **Connectivity** - Better connecting people, places, goods and services
- **Growth** - Enabling Auckland's growth through a focus on intensification in brownfield areas and with some managed expansion into emerging greenfield areas
- **Asset management** - Prudent management of transport assets
- **Other items** - local board programmes, planning for the future, technology and organisational improvement initiatives.

The proposed responses reflect the investment priorities and advice on funding set out in ATAP approved by Central Government (Cabinet) and Auckland Council (Planning Committee).

The proposed programme is built off the landmark programme included in the 2018 RLTP. Most of the 2018 investment programme will remain which is expected noting that the 2018 investment programme is entering year three of its 10-year investment programme.

A significant amount of the total funding available is required to keep the existing ATAP programme functioning effectively renewals and operational expenditure and with a large amount of the remaining funding available targeted to committed and essential capital works. Committed includes for example, contractually committed programmes such as CRL. Essential includes expenditure which is not contractually committed but deemed as critically important to the transport system, for example, investment in road safety.

This draft RLTP is focussed on completing transport projects that are already underway, such as the Eastern Busway, investing in new electric trains and infrastructure to meet the expected patronage boost from the \$4.4 billion City Rail Link, and maintaining momentum on core priorities like reducing deaths and serious injuries on the transport network.

The committed and essential works also include \$3.5 billion government-nominated and funded upgrade projects in the NZUP, and a further \$1.8 billion of government seed funding for the City to Mangere and North-west Rapid Transit. Overall, these committed and

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essential works account for over 90 per cent of the \$31 billion programme presented in this RLTP.

This leaves only \$1.8 billion over 10 years - less than 10 per cent of the programme for new investments. This is applied to further address the issues of existing congestion, encourage alternative modes, ensure equity of access, provide infrastructure for growth, complement other climate change policies, and meet the requirements of local communities.

Allocation of the remaining 'discretionary' funding - \$1.8 billion - to prioritised investments was done using a range of inputs and utilising different methods, including:

- Future connect assessments
- Portfolio Investment Approach tool (PIA)
- Urban Growth Assessment Framework
- Business case and project information and advice
- Assessment and advice from AT, Waka Kotahi and KiwiRail on a number of programmes and projects
- Information on the Auckland Housing Programme.

A short-list of prospective projects were evaluated using the PIA tool. These projects included existing projects not categorised as committed or essential, and new projects. The evaluation was based on the 'Future Connect' problem statement and ATAP objectives. A moderation process was used to then rank across the programme.

Multiple options or packages of investment were then developed for consideration with each option having the same base programme (this accounts for \$29.2 billion of the funding). In addition to the base programme, there is \$1.8 billion to allocate over and above to new projects which has been utilised for testing various options.

Alternative package options for the \$1.8 billion illustrated potential investment choices and trade-offs, and are based on the ATAP objectives. They include:

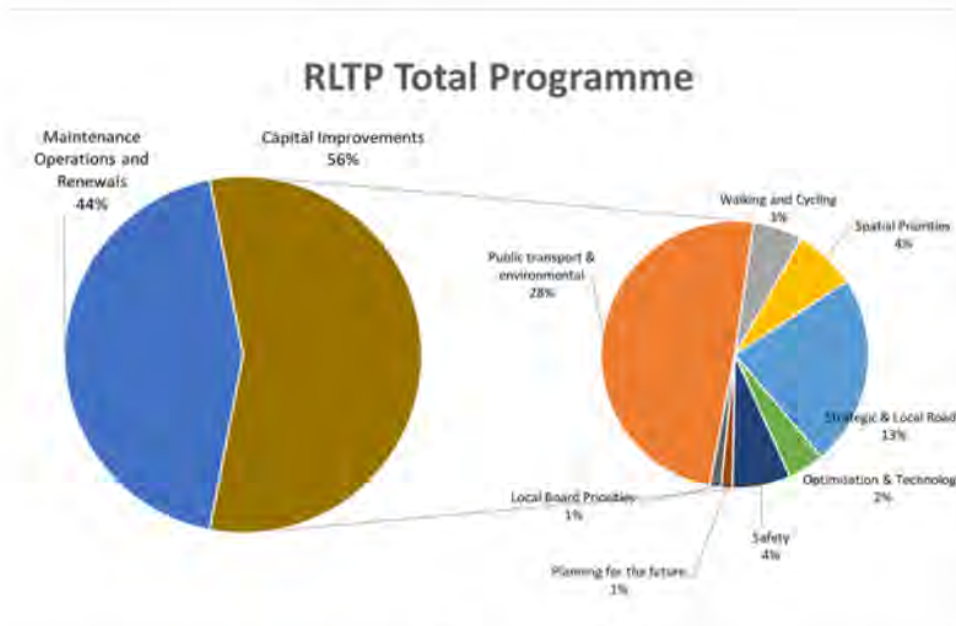
- A spatial response
- A modeshift (PT) focused
- A modeshift (active modes)
- A Drury focused
- Two blended package
- A climate change option.

Not surprisingly, given the limited amount of 'discretionary' funding, there was limited difference between the packages.

The programme presented here is heavily weighted towards core expenditure on maintenance and renewal of existing transport assets, and to public transport services. Together these comprise around 41 per cent (\$12.8 billion) of the total programme. Of the remaining investment in new projects and programmes, the focus is on public transport and active modes, which make up around 57 per cent of the remaining package.

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A full listing of the proposed responses, organised by delivery organisation, is provided in the Appendices.

The proposed programme will enable significant progress and contribute to making Auckland and even better place to live. However, even with a programme of this scale - a record level of funding - Auckland's transport challenges will not be solved in 10 years. Quite aside from funding, issues such as, but not limited to, construction industry capacity and the community's tolerance for much greater levels of construction and maintenance impacts than today are likely to limit what is required to be delivered over the next 25 years.

The need for policy change

For Auckland to successfully meet its challenges and realise its full potential over the longer term investment in infrastructure and services must run alongside some significant policy and regulatory changes. This draft RLTP proposes that a number of policy responses are required, many of which would require significant advocacy from Auckland Inc to Central Government to progress. These are discussed in more detail later as part of an integrated approach.

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Table XX: Policy responses proposed by the 2021 RLTP

Challenges	Policy response/s
Significantly reducing climate change emissions	<p>Accelerate EV uptake with purchase incentives</p> <p>Changes to current road pricing mechanisms to better assist managing travel demand</p> <p>Motor fuel taxes (including the Emission Trading Scheme)</p> <p>Greater use of biofuels for powering of vehicles and vessels</p> <p>Improved vehicle fuel efficiency standards</p> <p>Employee remote working</p> <p>Removal of FBT for public transport subsidies made by employers for employees</p>
Accelerating better travel choices for Aucklanders	<p>Implement a pilot of a 50% discount on public transport fares for Community Services Card holders</p> <p>Increase discounts for interpeak fares on eligible bus, train and ferry services</p> <p>Continue to offer the 'Child Fare Free Weekend' initiative on eligible bus, train and ferry services</p>
Making the transport system safe by eliminating harm to people	<p>Higher penalties for speed, distraction, impairment and restraint offences</p> <p>Enhanced enforcement of drug driving</p> <p>Improving the safety of heavy vehicles for vulnerable road users</p> <p>Introduction of alcolocks for drink-driving offenders</p> <p>The ongoing implementation of speed limit reviews on high risk roads to ensure they are safe and appropriate</p>
Better connecting people, places, goods and services	<p>Continue development of an alternative 'road pricing scheme encompassing demand management to allow for more productive use of the roading network</p> <p>Continued rollout of automated enforcement of transit and bus lanes to ensure higher network productivity and improved safety</p> <p>Continued rollout of residential parking schemes in relevant suburbs</p>
Enabling Auckland's growth	<p>Increasing urban density, provision of new funding tools</p>

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Item C2

Attachment A

7.1 Travel choices

Accelerating better travel choices for Aucklanders

The 2021 RLTP proposed investment programme focuses strongly on providing Aucklanders with better travel choices to enable more of them to move toward increased use of more sustainable and more economically productive transport options and reduced use of single occupant vehicles, and particularly single occupant 'fossil-fuel' powered vehicles.

In the first half of the decade covered by this draft 2021 RLTP the following will occur:

- Key extensions of the existing rapid transit network will be completed
- CRL will be completed – a critical link in the existing rapid transit network
- Significant improvements will be delivered to other parts of the rail network
- Other parts of the rapid transit network will be progressed
- The urban cycleway programme will be completed

By the end of the decade there will also be:

- Ongoing improvements to the underlying bus and ferry networks
- Separation of key frequent transit network bus routes from general traffic lanes with a network of whole of route bus and transit lanes, and installing safe cycling lanes and walking improvements
- Expansions and improvements to walking and cycling infrastructure across the region.

Rapid transit extensions

The rapid transit network is a key investment priority and forms the largest category of investment in this RLTP.

Running free of congestion in dedicated lanes or corridors as much as possible, the rapid transit network offers high capacity, high frequency services that are often faster than comparable private vehicle trips. The advantages offered, particularly in terms of access to the city centre and fringe, also make the RTN a key component when supporting the compact city strategy by encouraging high-quality intensive development alongside the network.

The proposed transport programme in this RLTP will deliver a step-change in the coverage and performance of the RTN over the next 10 years. With the inclusion of early elements of the Manukau to Botany section of the Airport to Botany project, this RLTP will also see the RTN continue to diversify away from the city centre, providing high quality links to other key Auckland centres such as Botany, Pakuranga, Pukekohe, Drury, Albany, and Westgate.

Significant projects include:

- The CRL and other rail network enhancements (covered below).

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- Light rail: Seed funding to progress new rapid transit lines from the city centre to Mt Roskill and Mangere (CC2M), and along the northwest corridor. In the near-term this project will focus on investigation, design, route protection and other pre-implementation activities to enable delivery.
- Eastern Busway: Completion of the Eastern Busway, providing a new rapid transit connection from Panmure to Pakuranga and Botany. This includes the Reeves Road flyover, and new bus interchanges at Pakuranga and Botany. This project will improve travel choices by making public transport, walking and cycling realistic and safe options, and improve connections within the area and to the rest of Auckland.

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

- Northern Busway: The Northern Busway is currently being extended northwards to Albany, with a new Rosedale Station added between Constellation and Albany Stations. This project will reduce journey times and improve bus reliability, with the Rosedale Station improving busway accessibility and reducing pressure on the existing Constellation and Albany facilities.

A further \$62 million has been provided to deliver other improvements that enhance the capacity of the busway to meet current and projected demand (e.g. improvements at stations to increase the throughput and flow of buses).

- Airport to Botany (A2B): This programme will improve travel choices and journey times for people in south and east Auckland, with a reliable 35-40 minute journey time between Auckland Airport and Botany providing a 18km congestion-free rapid transit with high capacity services and improving access to major employment centres, including Auckland Airport and Manukau.

Stage One of this project has delivered a new bus-rail interchange at Puhinui, bus and transit lanes between Manukau and Auckland Airport, and a new high frequency electric Airport Link bus connecting Manukau City Centre, Puhinui Interchange and Auckland Airport.

The next stages to be delivered under this RLTP involve protecting the future rapid transit corridor along SH20B, and extending the new Airport Link bus to Botany via Te Irirangi Drive. Extending the Airport Link bus to Botany will be supported by bus interchanges and priority improvements along Te Irirangi Drive, with a move toward a rapid transit corridor in future decades.

- SH16 Northwest Bus Interim Improvements: This project (part-funded by the Covid-19 Response and Recovery Fund) will deliver infrastructure to allow a new

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North-west Express bus service to operate along SH16, connecting North-west Auckland with the central city.

There will be interim bus interchange facilities delivered at Westgate, Lincoln Road and Te Atatu, with improved bus shoulder lanes along the North-western Motorway. A long-term rapid transit solution for the North-west corridor is expected to follow in the future.

Project name	Responsible agency	Category	Ten 10-year capital expenditure (\$million)
CC2M & North-west Rapid Transit	Waka Kotahi	1	1,800
Eastern Busway	AT	1	874
Northern Corridor	Waka Kotahi	1	132
Northern Busway Enhancements - Busway, Fanshawe St and Stations	AT	2	62
Rosedale and Constellation Bus Stations	AT	1	59
Northwest Interim Bus Improvements	AT	1	85
Airport to Botany Rapid Transit Route Protection	AT	2	50
SH20B PT improvements	Waka Kotahi	1	45
Airport to Botany Interim Bus Improvements	AT	2	30

This RLTP does not include completion of full light rail links from the City Centre to Mangere and Auckland international airport, or to the north-west (as assumed in the 2018 RLTP). This reflects a revised view of the 'additional funding sources' that were assumed to be available for these projects in 2018.

Rail network improvements

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

The rail network also plays an important role in the movement of freight, especially to and from the Ports of Auckland and Port of Tauranga. However, a step-change in use for freight

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and passenger rail needs over the last decade has also resulted in increased wear on the tracks; During 2020 KiwiRail started a significant track replacement programme which included temporary track closures and speed restrictions.

This RLTP will see a radical improvement in the performance and capacity of the rail network – particularly for accessing new areas of the city centre and fringe - as the CRL comes into service in 2024. A key priority has been ensuring that the full suite of projects necessary to support the CRL is available, while simultaneously continuing to invest in maintenance and renewals.

Significant projects include:

- City Rail Link (CRL)

CRL will be transformational delivering benefits across the region. It allows for significantly improved travel times to the city centre and across the entire rail network and doubling capacity, provision of a direct south to west link. The CRL will also benefit road users, as making public transport a better travel choice will ease pressure on roads for those who need to use them.



A nine-car electric train has the capacity to do the job of 900 motor vehicles on our roads and CRL will move the equivalent capacity of three Auckland Harbour Bridges or 16 extra traffic lanes into the city at peak time.

The completed project includes a connection between Britomart Station with the western line at Mt Eden via a 3.45km twin tunnel underground rail link below the City Centre. The CRL increases the capacity of the Auckland passenger rail network by transforming the downtown Britomart Transport Centre into a two-way through-station. It also provides significantly enhanced access to the city centre via two new underground stations at Aotea and Karangahape.

Over \$400 million will be invested in new trains, stabling and associated infrastructure to provide increased rail capacity supporting the CRL. These trains will provide increased train frequencies and capacity to cater for the growth in patronage expected to follow the opening of the CRL.

\$320 million will be invested in level crossing and pedestrian crossing improvements required for the increased train frequencies associated with the CRL.

- Pukekohe to Papakura

Electrification will be extended from Papakura to Pukekohe. This will allow the current old diesel fleet to be replaced by electric trains, reducing greenhouse gas emissions,

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enabling faster and more frequent services, and remove the need for customers to change trains at Papakura.

Two new, high-quality rail stations will be built at Drury and Paerata to support Auckland's southern growth area. These stations will provide bus interchange, walking and cycling, and park and ride facilities to provide people with a range of choices on how best to access the rail network.

An improved park and ride facility at the Papakura Station will improve access to this facility.

- Wiri to Quay Park

This project is designed to ease congestion between freight and passenger rail services on the busiest parts of the network, and allow for increased services in the future to meet growing passenger and freight demand from the Ports of Auckland by better separating freight and passenger rail trains. Improvements will be delivered at Westfield and Wiri junctions, at Quay Park, and via a new third main to be built between Middlemore and Wiri.

- An ongoing programme of works to improve the resilience and performance of the Auckland rail network, including crossovers, line speed improvements, track formation and drainage works.

The CRL is being future-proofed to cater for significantly more trains than currently operate on the rail network. Investment in this RLTP will enable trains on the three main lines (Western, Southern and Eastern) to operate more frequently both during peak times and throughout the day. Timetables for Day One of the CRL's operation are still being developed but are expected to be outlined in the 2021 Regional Public Transport Plan (RPTP).

It is expected that the new Day One timetable will increase the number of people who can access the city centre by train to up to 22,500 per hour, up from roughly 15,000 per hour now.

Project name	Responsible agency	Category	10-year capital expenditure (\$million)
City Rail Link (CRL)	CRLL	1	2,200
EMU Rolling Stock and Stabling	AT	1	413
Level Crossing Removal - Group 1	AT	1	220
CRL Day One - Infrastructure Package	KiwiRail	1	61
CRL Road Side Projects	AT	1	7

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Papakura to Pukekohe Electrification	KiwiRail	1	338
Wiri to Quay Park	KiwiRail	1	209
Drury Stations	KiwiRail	1	185
Tranche 1 Level Crossing Grade Separation	AT/KiwiRail	3	100
KiwiRail Strategic Future Planning	KiwiRail	1	52
Progressive fencing and security	KiwiRail	2	20
Papakura rail station park and ride	AT	1	10
EMU Rolling Stock Tranche 2	AT	1	5

Rapid transit and the NPS-UD

An implication of the NPS-UD requirements is that investment identified in this, or future RLTP's may necessitate changes to the Auckland Unitary Plan. The purpose of this section is to outline the status of Auckland's RTN following the investment identified in this RLTP. It also reflects the frequency of services described in the current Regional Public Transport Plan 2018-2028 (RPTP).

Auckland's RTN will continue to develop over time. While some projects in this RLTP will improve the service characteristics of routes to the degree that they meet the criteria to be considered part of Auckland's RTN, other projects are a stepping stone on the way to achieving this status in following decades.

Auckland's existing RTN consists of the Northern Busway (between Constellation and Akoranga Stations), and the Western, Southern and Eastern rail lines¹². Within the 10-year timeframe of this RLTP, the network will be expanded to include the Northern Busway to Albany, the new Eastern Busway, and an extension of the Southern Line to Pukekohe.

Figure XX below identifies:

- Existing and planned rapid transit routes (i.e. the RTN that will be in place at the end of the 10-year timeframe of the RLTP)
- Future rapid transit routes (as outlined in the Auckland Plan 2050) for which some investment is identified in this RLTP but will not meet the standard of rapid transit within the 10-year timeframe of this RLTP
- Parts of the transit network that do not meet the definition of rapid transit now or in the future, but are important to support the operation of the RTN, for example, the Onehunga branch line and northern busway section along SH1. These parts of the network are shown as 'supplementary network'.

¹² Some of these routes do not currently meet the frequency requirements for rapid transit; however, they are proposed to do so by 2028 in the RPTP.



The locations of stops on planned services are finalised through processes outside of the RLTP (such as designations under the RMA). AT and Auckland Council will work together to determine where stops are for the purposes of meeting the NPS-UD's requirements.

Bus, ferry and multimodal improvements

While the RTN operates at the top of Auckland's public transport hierarchy, the majority of boardings are on the frequent, connector and local bus and ferry networks. This RLTP contains a range of projects that will improve the reliability, capacity and attractiveness of these bus and ferry networks.

Significant projects include:

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- Over \$180 million to deliver the ongoing programme of small but important public transport improvements across the bus, train and ferry networks. This includes new and improved bus stops, bus priority lanes, public information display signs (PIDs), and rail station security and ticket control gates.
- Downtown Crossover Bus Facilities to deliver bus priority improvements along Customs Street and potential new bus facilities to the east and west of the City Centre.
- Midtown Bus Improvements to enable an increasing number of buses to operate effectively there in the future. This project will deliver bus priority improvements along Wellesley Street and a new Learning Quarter / Grafton Gully bus facility.
- Investment in AT's HOP system and preparation for the new generation public transport ticketing system.
- Over \$50 million to deliver new and extended park and ride facilities across the region, including in locations that support Auckland's growth.
- Improvements to the landside transport infrastructure at Matiatia Wharf on Waiheke Island.
- A new \$40 million programme to deliver accessibility improvements to public transport facilities across the region.

Project name	Responsible agency	Category	10-year capital expenditure (\$million)
Public Transport Minor Capital Improvements	AT	1	199
Downtown Crossover Bus Facilities	AT	2	220
Customer and Corporate Technology Programme	AT	1	353
Midtown Bus Improvements	AT	1	132
Carrington Road	AT	2	55
Park and ride programme	AT	2	51
Accessibility Improvement Project	AT	2	40
Matiatia Park and Ride	AT	1	26
Sylvia Park Bus Improvements	AT	2	20
Albert and Vincent Street Bus Priority Improvements	AT	2	8
Rosedale Road Corridor	AT	2	8
PT Concession Card Trial for Community Services Card Holders	AT	1	4

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Connected Communities

The geography of Tamaki Makaurau means that key strategic arterial road corridors, mostly on the isthmus in Mt Eden, Mt Roskill, Remuera, Sandringham, Ponsonby, Grafton, Ellerslie, Panmure, Pakuranga and Manukau can become choked at certain times of day resulting in reduced productivity and impacts on the mental and physical wellbeing of Aucklanders.

A key driver for AT's Connected Communities programme is separating buses on frequent transit routes from general traffic lanes with a network of whole-of-route bus or transit lanes, creating more capacity in the remaining general traffic lanes for those who have no choice but to use private motor vehicle. Notably 25 per cent of deaths and serious injuries on strategic road corridors are targeted by the programme.

This project also pioneers AT's 'dig once' philosophy to minimise disruption in local communities, incorporating and delivering 15km to 20km of cycle lanes (and safety and walking improvements) along a number of key arterials. Priority corridors for investment include:

- Symonds Street
- New North Road
- Sandringham Road
- Great North Road
- Ponsonby Road
- Mt Eden Road
- Manukau Road
- Ellerslie Panmure Highway
- Pakuranga Road.

Project name	Responsible agency	Category	10-year capital expenditure (\$million)
Connected Communities	AT	1	583

Train, Bus and Ferry Services

AT's current funding for train, bus and ferry services is set at around \$7.4 billion and is earmarked to meet the additional costs of the CRL (such as more frequent services and station operation costs), low-emission buses (to meet climate change and public health objectives) and increased asset maintenance.

Over and above the commissioning of a base level of service to make the most of new infrastructure that will be commissioned over the next 10 years, AT has a strong desire to increase both the coverage and frequency of bus, train and ferry services.

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Our ability to increase service levels beyond the level currently provided for depends upon securing a significant increase in funding - estimated at around \$500 million over 10 years. If this deficit is not addressed, services to support the new Rosedale Bus Station, services to Whangaparaoa via Penlink, and the new Drury rail stations, will be lower.

New services from Manukau to Botany, as a precursor to a full new RTN service, are unlikely along with those in urban and newly developed areas. The impact will also extend to ferry services, with very little ability to fund the replacement of the ageing ferry fleet, start decarbonising the ferry fleet, or expand ferry services.

Walking and cycling

There is a significant opportunity for walking and cycling to play a more substantial role in improving access and contributing to a more effective transport system in Auckland. Both walking and cycling support efforts to tackle climate change, bring significant public health benefits and make the network more productive.

The programme set out in this RLTP aims to increase active transport mode share by delivering safe and more integrated walking and cycling infrastructure, supported by a range of behaviour change activities, together with bicycle parking facilities and network-wide safety improvements including speed management.

In total, this programme is expected to deliver more than 200km of new and upgraded cycleways and shared paths across the region by 2031, the majority of which is included as part of the strategic cycling network. Between 100km-125km will be generated from AT, 15km from Auckland Council and 59km from Waka Kotahi.

Significant projects within this RLTP include:

- The Northern Pathway: Delivery of a significant new regional walking and cycling connection between Westhaven in the city centre and Akoranga on the North Shore. This will provide a critical missing link in Auckland's cycle network.
- The completion of the Urban Cycleways Programme (started in 2015), the Glen Innes to Tamaki Drive cycleway and the New Lynn to Avondale shared path.
- Over \$300 million is allocated to delivering AT's On-going Cycling Programme, which is intended to follow the completion of the Urban Cycleways Programme early in the RLTP period. This is in addition to the allocation to cycling included in the Connected Communities programme. With a significant increase in the cost and complexity of cycleway delivery, this programme is unlikely to be able to deliver the coverage expected in the 2018 RLTP. However, the investment strategy for cycleway delivery is being reviewed to ensure coordination with Waka Kotahi investment, and seek faster, more flexible and lower cost solutions. The significant investment in cycling in Manukau and Mangere East identified by the 2017 Cycling Programme Business Case remains a priority.
- A new \$30 million programme for minor improvements for cycling and micromobility. A key element of this package will be delivering 'pop up

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- protection' which will retrofit a range of existing painted cycle lanes with appropriate safety barriers. This programme will also address other issues on the existing cycling network to improve useability and enhance safety.
- \$49 million to continue delivering new footpaths in high priority locations – largely in greenfields housing growth areas.
 - A \$35 million Central Government contribution, through the Covid-19 Response and Recovery Fund, towards delivering the Te Whau Pathway.
 - \$30 million to allow some introductory works under the City Centre Masterplan Access for Everyone initiative.
 - Ongoing funding for a programme of tactical urbanism initiatives such as those brought to life through Waka Kotahi's Innovating Streets Programme.
 - Operational funding to continue delivery of the Travelwise programme an innovative schools-based programme that aims to improve road safety and reduce congestion in the number of vehicles driving to and from school at peak times.
 - Operational funding to continue the Walking School Bus programme which has benefits such as reducing congestion on our roads, making our environment safer and cleaner, and providing exercise for children in a fun and social way.
 - Operational funding for ongoing delivery of the Bike Safe programme which teaches primary, intermediate and secondary school children how to ride their bike safely.
 - Continued investment in the AT Community Bike Fund which supports communities and groups to deliver activities, events and projects that encourage more people to ride bikes more often in Auckland, especially new riders.
 - Ongoing operational funding for programmes which support employers who want to encourage their employees to use more sustainable modes of transport,

Project name	Responsible agency	Category	10-year capital expenditure (\$million)
Northern Pathway (Westhaven to Akoranga)	Waka Kotahi	1	360
On-going Cycling Programme	AT	1	306
Urban Cycleways Programme	AT	1	139
Glen Innes to Tamaki cycleway	Waka Kotahi	1	49
New footpaths regional programme	AT	1	49
Te Whau Pathway	AC	1	35
Access for Everyone Introductory Works	AT	2	30
Minor Cycling and Micromobility(pop up cycleways)	AT	2	30

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Old Mangere Bridge Pedestrian & Cycling Link	Waka Kotahi	1	13
Meadowbank Kohimarama Connectivity Project	AT	1	22
Mangere Cycleway (Airport Access)	AT	1	12
Walking and cycling - low cost, low risk	Waka Kotahi	1	6

7.2 Environment and reducing GHG emissions

Recently, the Climate Change Commission released its draft advice. In respect of transport it states;

*"In Aotearoa we need to change the way we build and plan our towns and cities and the way people and products move around. This includes making walking and cycling easier with good cycleways and footpaths. It means moving freight off the road and onto rail and shipping. It means reliable and affordable public and shared transport systems. And it means an electric or low emissions fleet."*¹³

This draft RLTP is broadly consistent with their draft advice.

The key contribution to climate change in the RLTP is the extensive investment in network infrastructure and services, outlined in the previous section, designed to encourage mode shift away from private vehicles and towards lower emission public and active transport options.

Over \$[x billion] or x% of the total investment proposed to be made over the next 10 years is to be invested in public transport or walking and cycling.

The programme will also make significant progress towards decarbonising Auckland's public transport fleet by:

- Electrifying the rail line to Pukekohe (covered under the rail section above), enabling disposal of Auckland's remaining diesel passenger trains
- Funding acceleration of the Low Emissions Bus Roadmap to ensure half of Auckland's bus fleet is low emissions by 2031 (this is captured under operational funding)
- Allocating \$30 million to start decarbonisation of the ferry fleet and reduce diesel emissions around downtown Auckland.

¹³ He Pou a Rangi – Climate Change Commission (2021). "2021 Draft Advice for Consultation".

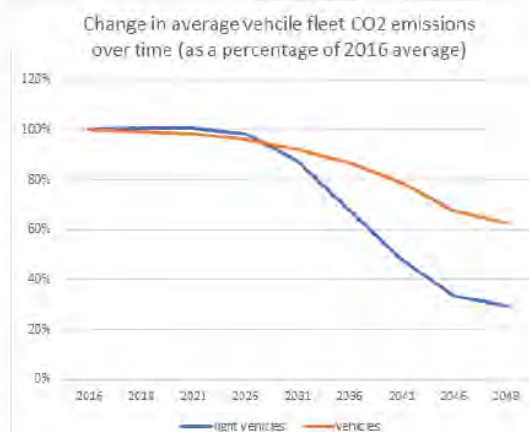
Project name	Responsible agency	Category	10-year capital expenditure (\$m)
Supporting Electric Vehicles	AT	2	34
Electric Bus Trial Roadmap	AT	1	9
Environmental sustainability infrastructure	AT	1	20

This investment programme is only one component of a comprehensive set of measures needed to reduce transport GHG emissions. The RLTP does not exist to set government policy and additional measures are needed that are beyond its scope to implement.

The intervention with the greatest potential to reduce emissions is the accelerated uptake of EVs. This was identified by the Ministry of Transport (MoT) in 2018, reiterated by the Productivity Commission, the Climate Change Commission in 2021, and has been reinforced by modelling work. New Zealand, is also in a uniquely favourable position to benefit from EV technology. We have an electricity source that is 82 per cent renewable.

Current published projections by the MoT and Waka Kotahi show EVs and other zero emission vehicles starting to enter the New Zealand fleet in large numbers toward 2030, leading to a rapid reduction in average light vehicle fleet emissions from 2031. This would result in a 70 per cent reduction in average light vehicle emissions per kilometre by 2048.

Heavy vehicles will be slower to change, reflecting the significant technical challenges with zero emissions freight vehicles. Although encouraging, these trends are not enough to achieve zero emissions from the transport sector by 2050¹⁴.



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The accelerated uptake of EVs is vital to reduce road transport emissions. But, to meet the 2050 target at least for the light vehicle fleet, the entry of light vehicles into the fleet needs to be accelerated by five to 10 years. In other words, it needs to ramp up right now.

Supporting the uptake of electric vehicles and low emission vehicles

While over a third of New Zealanders would consider buying a battery electric vehicle,¹⁵ the primary reason for not purchasing is vehicle affordability: EV's are significantly more expensive than their fossil fuel equivalent.¹⁶

Materially reducing emissions requires immediate and rapid electrification of the vehicle fleet, so it is essential to address the primary purchase barrier of affordability through purchase incentives. Pairing purchase incentives with convenience inventions that make using an EV easier and cheaper to use with increased awareness can potentially support a swifter uptake.¹⁷

Common intervention types suitable to Auckland are parking benefits, supporting additional public chargers, public charger navigation, charging benefits, and infrastructure use and access benefits. The following table describes these intervention areas and actions taken in Auckland.

Table X. Electric vehicle convenience interventions

Interventions	Actions Taken
Parking benefits: such as exemptions or reductions on parking fees or time limits; preferential parking access; and wait-list priority on long-term parking.	AT (2018-): 48 dedicated EV parking spaces (with chargers).
Support additional public chargers: such as the provision of public chargers or making land available for public chargers.	AT (2018-): 50 public EV chargers. Other (as at August 2020): ~80 public EV chargers.
Public charger navigation: such as physical signage or digital tools to locate public chargers.	AT (2020): limited information on AT public chargers.
Charging benefits: such as free or reduced fees for public charging; monthly flat-rate charging for heavy users, including car-sharing, ride-share, and taxi companies.	AT (2018-): free charging at 50 chargers. AT (2020): providing electricity supply infrastructure for 21 car-share chargers.
Infrastructure use and access benefits: such as access to bus and other restricted lanes; reductions or exemptions on road tolls and congestion charges	Waka Kotahi (2017-2018): access to bus lanes at selected State Highway 1 on-ramps. AT (2030): Zero-emission Queen Street Zone (within Access for Everyone programme).

To tackle these barriers \$34 million has been allocated to support the uptake of electric vehicles (EVs) by Aucklanders, which is expected to compliment Central Government initiatives.

Project name	Responsible agency	Category	10-year capital expenditure (\$m)
Supporting Electric Vehicles	AT	2	34

Given the current actions taken, there is scope for AT to implement further interventions, however they are unlikely to be effective on their own. Findings from a recent study of European cities found that, without purchase incentives, local interventions to support EVs had minimal impact on increasing their uptake.¹⁸ European cities with the highest EV uptake (Amsterdam, Bergen, Oslo, and Stockholm) have policies addressing purchase price, awareness, and convenience.

Further reductions as a result of Government interventions

The government has a long-running EV awareness campaign provided by the Energy Efficiency Conservation Authority (EECA).

A range of government interventions are being planned to lower the emissions of vehicles entering the fleet. These include the recently announced clean car standard for new and used light vehicles, and consideration of mandate for lower-emitting biofuels.

Towards a comprehensive approach

Domestic and international research shows that, following the accelerated uptake of EVs, the following supporting interventions are effective: road pricing, fuel taxes, greater use of biofuels, improved vehicle efficiency, providing alternatives to private vehicle use, and increasing urban density to reduce sprawl.

As part of developing a plan to achieve Auckland Council's commitments of a 50% emissions reduction by 2030 the Auckland Forecasting Centre¹⁹ to consider how this goal might be achieved.

It highlights, much as the Climate Change Commission have done in their work to date, that a suite of interventions is required.

¹⁹ The Auckland Forecasting Centre is a joint venture between Waka Kotahi, Auckland Council and Auckland Transport with experts in transport forecasting with over 150 years collective experience.

How might transport's contribution to a 50% total emissions reduction be achieved?



These interventions require an integrated approach by multiple organisations with the ability and mandate to take action.

A comprehensive approach to emission reduction will therefore require a range of actions from across the government and industry sector. The full suite of potential key actions and the party with the responsibility for delivery is therefore set out in the table below.

Table X. Proposed actions and responsibilities

Interventions	Responsibility
Accelerate EV uptake with purchase incentives	Government: To design the incentive and provide funding
Road pricing*	Government: Legislation required to implement, and owner of state highways AT: Owner of local roads where pricing would be applied Council: Co-decision-maker in road pricing
Motor fuel taxes (including the Emission Trading Scheme)	Government: Responsible for fuel tax regime
Greater use of biofuels	Government: Sets fuel specifications
Improved vehicle fuel efficiency standards	Government: Sets vehicle specifications
Providing alternatives to private vehicles with public transport, cycling and walking	AT and Waka Kotahi: Responsible for infrastructure provision and PT services
Employee remote working (one day per week)	Industry: Implement workplace policies
Increasing urban density and reducing sprawl	Auckland Council

* Road pricing options recommended by The Congestion Question have focussed primarily on reducing peak congestion levels. Wider and more expensive road pricing options will likely be required to achieve substantial reductions in regional transport emissions.

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Water quality and other sustainability initiatives

Improved land use and transport integration, enhanced operations and maintenance practices, improved design standards for projects and new technologies all provide opportunities to meet the challenges presented by the environmental impacts of the transport network. Activities to be delivered under this RLTP include:

- Trialling green infrastructure initiatives to reduce heat stress and improve biodiversity
- Improvements to unsealed roads to reduce sediment run-off and improve stormwater quality
- Including water sensitive design as part of infrastructure development
- Ensuring maintenance and operational practices minimise impacts on the environment
- Improving waste practices across infrastructure construction and facilities management, including consideration of using low impact materials during construction (e.g. recycled materials)
- Reducing the use of potable water for non-potable activities like dust-suppression
- Embedding sustainability requirements into procurement practices.

7.3 Safety

Improving safety of the transport system is a top priority for Auckland

The investment programme in this RLTP will build on recent progress, and aims to deliver on the Vision Zero for Tāmaki Makaurau transport safety strategy adopted in 2019. The ultimate goal and vision of this strategy is that there will be no DSI on our transport system by 2050 and is based upon the 'safe system' approach to improving road safety. In short, the programme aims to provide safe roads, safe drivers, safe speeds and safe vehicles.

Significant investments under this RLTP include:

- Over \$650 million of AT investment to deliver the Safety Programme, which will deliver improvements targeted towards:
 - Speed management
 - High risk intersections
 - High risk corridors
 - Vulnerable road users.²⁰
- \$100 million for minor improvements across the network

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- \$193 million of Waka Kotahi investment to deliver the Safer Networks Programme
- SH16 Brigham Creek-Waimauku: This project will deliver a range of safety and access improvements between Waimauku and the end of the North-western Motorway at Brigham Creek Road. Components include new safety barriers, turning bays, flush medians, a new roundabout at the Coatesville-Riverhead Highway intersection, upgrading the corridor to four traffic lanes from Brigham Creek Road to the Taupaki Roundabout, and potentially a new dedicated walking and cycling shared path from Brigham Creek Road to Kumeu. \$75 million for a new School Speed Management programme focussed on making the roading environment for young people around schools safer
- \$13 million to improve safety around marae and papakainga
- Continued delivery of the 'Te Ara Haepapa' programme – a program co-designed with Maori to improve road safety outcomes for Maori
- Ongoing road safety education, such as on-line newborn and child restraint courses, courses targeted at 'rangatahi' (young people) and awareness programmes targeting high-risk behaviours.

Project name	Responsible agency	Category	10-year capital expenditure (\$million)
Safety Programme	AT	1	657
Safer Networks Programme	Waka Kotahi	1	193
SH16 Brigham Creek-Waimauku	Waka Kotahi	1	137
Minor Improvements	AT	1	100
Dome Valley Safety Improvements	Waka Kotahi	1	30
School Speed Management	AT	1	75
Marae and Papakainga (Turnouts) safety programme	AT	1	13
Community Safety Fund	AT	1	10
Tamaki Drive/ Ngapipi Road safety improvements	AT	1	7

Policy initiatives to further accelerate reduction in deaths and injuries

Outside of this capital programme, a relentless focus on delivering safety improvements will be required over the next 10 years to continue progress towards Auckland's 2050 vision

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zero goal. This will require a range of operating and capital improvements funded under this RLTP, and consideration of wider policy changes outside that would need to be implemented by Central Government (and which are outside the scope of this RLTP).

Nevertheless, AT sees them as an important mechanism to further reduce road trauma.

A number of policy changes proven to be successful in similar overseas cities, regions and countries were highlighted in the 2018 Road Safety Business Improvement Review commissioned by the Auckland Transport Board of Directors and undertaken by global expert Eric Howard. They include:

- Higher penalties (fines and demerit points) for speed, distraction, impairment and restraint offences
- Demerit points for all safety camera generated offences
- A review of road policing in Auckland with a view to achieving best practice levels of enforcement and meeting current national targets identified through the road safety partnership
- Enhanced enforcement of drug driving, progressing the drug driving amendment bill
- Policies to improve the safety of heavy vehicles for vulnerable road users such as truck side under-run protection and other safety technology to improve visibility and communication between drivers and vulnerable road users
- Simplified process for setting of speed limits including out of cycle changes under the proposed speed management plan approach
- Higher speed penalties for heavy vehicle drivers and more restrictive alcohol limits for drivers of heavy vehicle and public transport vehicles (including buses and taxis)
- Removing the capacity for courts to award a work-related licence for a drink driving offender.

It should be noted that policy change such as the speeding up of electric vehicle transition is likely to bring road safety benefits, as an increased number of vehicles on our road would have a higher safety (ANCAP) rating - in the case of a crash the likelihood of serious injury or death would reduce.

7.4 Connectivity

Strategic and local multi-modal roads

Auckland's state highways and arterial roads form the backbone of Auckland's road network. They provide for a wide variety of travel, carry the heaviest freight volumes, provide access to key destinations (such as the Ports of Auckland, Auckland Airport and other freight and business hubs), and connect Auckland to the rest of New Zealand through northern and southern inter-regional connections.

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Congestion on the strategic road network, at peak times and increasingly in inter-peak periods negatively affects the region's productivity, increasing the cost of doing business and affecting Aucklanders' quality of life.

Over the past 10 years productivity improvements to counter-act population and the increased number of trips and kilometres driven on Auckland's key corridors has been achieved through the implementation of bus and transit lanes, as well as building a small number of new corridors (such as the Waterview project).

While there a small number of opportunities to build new corridors or expand existing ones, however the majority of Auckland's traffic growth will need to be accommodated within existing corridors. Making best use of existing corridors will be achieved through projects such as those that encourage greater use of buses and walking and cycling, initiatives such as Connected Communities (which will improve safety, productivity and carrying capacity of a number of existing urban corridors) and through a range of smaller investments geared towards optimising existing corridors.

In keeping with modern worldwide approaches to transport planning, most of these corridors, especially within the urban area are multi-modal projects delivering upgrades to public transport, cycling and safety along with general traffic.

In terms of new or improved corridors, significant investments within this RLTP include:

- Mill Road Corridor: This project, funded through the NZUP, will provide a new 21.5km four-lane corridor with separated walking and cycling facilities from Manukau to Drury South. Part of Auckland's Supporting Growth Programme, it involves upgrading the existing Mill Road and building a new corridor through growth areas in Drury, Opaheke and Papakura. This project will also facilitate growth in South Auckland, and provide an additional north-south corridor to add network resilience and help reduce some of the burden of high demand on the SH1 Southern Motorway.
- Puhoi to Warkworth motorway extension: This project, currently under construction, extends the existing four-lane SH1 Northern Motorway 18.5km from the Johnstones Hills Tunnels to just north of Warkworth. It will provide improved access, a much safer corridor, as well as faster and more reliable travel times to and from Northland, Warkworth and north-east Rodney.
- SH1 Papakura to Drury South improvements: Like Penlink and Mill Road, this project is funded by the NZUP and is part of Auckland's Supporting Growth Programme. It will follow on from the recent widening of SH1 between Manukau and Papakura, and widen the Southern Motorway to six lanes (three each direction) from Papakura to a new interchange at Drury South, where it will meet the Mill Road Corridor. The project will also provide a separated shared walking and cycling path.
- Penlink: Provision of a new tolled connection, funded through the NZUP, between the Northern Motorway and Whangaparaoa Peninsula. The project will relieve pressure on the constrained SH1 Silverdale Interchange, support development in

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Auckland's northern growth area, enable the implementation of dedicated bus lanes on the Twin Coast Discovery Highway, and provide significant time savings for people living on the Whangaparaoa Peninsula. Northern Corridor (includes busway extension): Currently under construction, this project will complete the Western Ring Route. It involves upgrading the northern end of SH18 to motorway standard, delivers a new SH18-SH1 motorway-to-motorway connection, widens SH1 between Constellation Drive and Oteha Valley Road, extension of the existing Northern Busway from Constellation Drive to Albany, and provides new walking and cycling shared paths along the upgraded parts of SH1 and SH18.

- Lincoln Road: Improvements between Te Pai Place and the Northwestern Motorway to accommodate additional transit lanes, intersection and safety improvements, and upgraded walking and cycling facilities.
- SH18 Squadron Drive Interchange: New west-bound on and off-ramps to complete the interchange (only eastbound ramps are currently provided) and support the Hobsonville and Whenuapai growth areas.
- Glenvar Road/East Coast Road improvements: New transit lanes along East Coast Road, intersection upgrades, and new and improved walking and cycling facilities to support the Long Bay Development area, improve network productivity, lead to reduced emissions, and improve safety.
- Lake and Esmonde Road improvements: New transit lanes and walking and cycling facilities to improve journey time reliability, lead to reduced emissions, network productivity and improve safety.
- Property and investigation for several Waka Kotahi projects, such as additional Waitemata Harbour connections, the East West Link, Warkworth to Wellsford designation, SH1 Drury South to Bombay, and Grafton Gully.

This RLTP also includes a suite of ongoing programmes that will provide a range of smaller improvements to unsealed roads, signage and state highways spread across the region.

Project name	Responsible agency	Category	10-year capital expenditure (\$million)
Mill Road Corridor	Waka Kotahi	1	1,354
Puhoi-Warkworth	Waka Kotahi	1	830
SH1 Papakura to Drury South	Waka Kotahi	1	423
Penlink	Waka Kotahi	1	411
Southern Corridor Improvements (Manukau-Papakura)	Waka Kotahi	1	241
Northern Corridor (includes busway extension)	Waka Kotahi	1	128

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Lincoln Road Corridor Improvements	AT	2	106
SH18 Squadron Drive interchange upgrade	Waka Kotahi	2	68
Glenvar Road/East Coast Road intersection and corridor improvements	AT	2	57
Regional Improvement Projects	AT	1	62
Parking Programme	AT	1	49
Lake Road/Esmonde Road Improvements	AT	1	48
SH20A to Airport (Debt Repayment)	Waka Kotahi	1	48
Wynyard Quarter Integrated Road Programme	AT	1	46
Unsealed Road Improvements	AT	1	40
Minor State Highway Improvements (Low Cost Low Risk)	Waka Kotahi	1	28
Warkworth to Wellsford designation	Waka Kotahi	1	21
Smales Allens Road Widening and Intersection Upgrade	AT	2	23
Resolution of Encroachments and Legacy Land Purchase Arrangements	AT	1	17
Ormiston Town Centre Main Street Link	AT	1	17
Noise wall upgrade programme	Waka Kotahi	1	15
Improvements Complementing Developments	AT	1	12
Medallion Drive Link	AT	1	12
SH1 Additional Waitemata Harbour Connections	Waka Kotahi	1	60
East West Link	Waka Kotahi	1	31
Warkworth to Wellsford Designation	Waka Kotahi	1	21
SH1 Drury South to Bombay	Waka Kotahi	1	18
Grafton Gully	Waka Kotahi	1	15

A number of corridor projects that were included in the 2018 RLTP are not proposed to be included in this RLTP. These include the East-West Link, Dairy Flat Highway and Gills Road Link. Transport asset renewals, public transport and cycling projects, and support for housing development were given priority.

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Optimisation programmes

As noted above, the major part of Auckland's future growth in travel demand will need to be accommodated by existing transport corridors. To achieve this Auckland needs to make better use of its existing transport system, and increase the number of people and freight that can travel through key routes and corridors.

Reconfiguring or 'sweating' our existing transport network harder to increase overall productivity involves improving connectivity to key public transport hubs and interchanges, improving the efficiency and coordination of traffic signals to improve throughput and reduce delays, using dynamic traffic lanes to improve peak traffic flows, and providing priority for freight on key freight connections.

Optimisation activities in this RLTP include:

- Approximately \$180 million of investment in AT's Network Performance programme, which delivers a range of targeted small to medium scale infrastructure projects to optimise routes. Initiatives to be delivered include removing 'pain points' along corridors for walking and cycling, public transport and private vehicles, synchronising traffic signals, optimising road layout, dynamic traffic lanes and managing traffic restrictions. A dedicated allocation to freight improvements is also included.
- Over \$120 million of Waka Kotahi investment in Intelligent Transport Systems and optimisation activities.
- Approximately \$60 million of AT investment in Intelligent Transport Systems to utilise emerging technologies to better manage congestion, improve safety and influence travel demand.

An investigation into the feasibility of introducing congestion pricing to improve network performance and reduce congestion is currently underway. The study (called The Congestion Question – see below) will inform decisions on whether or not to proceed with introducing such pricing in Auckland. At this stage however, the cost of implementing congestion pricing has not been included in this RLTP.

Project name	Responsible agency	Category	10-year capital expenditure (\$million)
Network Performance	AT	1	168
ITS Programme & State Highway Optimisation Programme (Optimisation PBC state highway component)	Waka Kotahi	1	122
Intelligent Transport Systems	AT	1	52

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Policy initiatives - The Congestion Question

Aucklanders currently pay for use of the roading network through petrol excise duty (PED) and road user charges (RUC) and as set out previously RFT. The rates of PED and RUC are specified in legislation and all money raised goes into the National Land Transport Fund (NLTF), which helps fund the improvement, operation and maintenance of our land transport network. PED is around 70 cents per litre of petrol and the rates of RUC vary depending on the weight and the configuration of the vehicle.

While the current road charging mechanisms are well known and have supported land transport in New Zealand, over the longer term they will need to change as more New Zealanders transition to electric vehicles.

A further limitation of current pricing mechanisms is that they have almost no influence in the decision Aucklanders make as to when they might take a car trip, whether they should make the trip at all, whether they might substitute a car trip for a public transport trip or a trip on foot or cycle, and what route they might take.

An investigation into the feasibility of introducing a demand management based pricing scheme to improve network performance and reduce congestion is progressing. Further, more detailed design of the technical concept study (called The Congestion Question – see below) and engagement with Aucklanders will inform decisions on whether or not to proceed with introducing such pricing in Auckland.

The Congestion Question project (TCQ) is an investigation by the Government and Auckland Council to consider whether there is a case for introducing a congestion pricing scheme for Auckland. The Government has not made a decision to implement congestion charging in Auckland, but road pricing has the significant potential to be a key part of the ATAP program.

With the right design, supported by improved public transport services and a mitigation program to assist vulnerable road users, the opportunity exists for Auckland to benefit from a sustainable eight per cent to 12 per cent improvement in network performance once a full scheme becomes operational.

This is similar to traffic conditions observed during the school holidays and would deliver productivity benefits for the freight industry and travel time and health benefits for those needing to travel by motor vehicle, particularly at peak times.

The introduction of an Auckland congestion pricing scheme also has the potential to support an improvement in local air quality and reduce GHG emissions alongside other supporting interventions.

The TCQ investigation has recommended that a potential congestion pricing scheme in Auckland be introduced in stages, with the first phase based around the city centre area, introduced to coincide with the opening of the CRL. Over time, congestion pricing would be

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introduced along congested corridors, with the implementation timetable informed by the RLTP.

Work to date was most recently endorsed by the Auckland Transport Board of Directors in December 2020 and by the Planning Committee of Auckland Council.

[Insert text summarising resolutions]

At this stage however, neither the cost of implementing congestion pricing or the benefits that would accrue from its implementation have been included in this RLTP. Operational funding will allow ongoing investigation work.

7.5 Growth

Accommodating Auckland's population growth requires further acceleration of the construction of housing and business development. Much of this development is supported by the broad investment programme outlined above, along with the infrastructure provided by developers themselves. Auckland Council and Government are, however, seeking to encourage growth in a number of spatial priority areas in brownfields and greenfields areas, where the availability of land or links to public transport or other infrastructure provides advantages.

The ATAP process identified support for brownfields development as the highest priority for growth investment. This RLTP therefore allocates around \$500 million of new investment towards brownfields developments in Mangere, Mt Roskill, Oranga and Tamaki. This will support construction of up to XXXXX new homes along with encouraging more use of public transport and active modes while minimising congestion.

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

A transport network plan, known as the Supporting Growth Programme, has been developed to support Auckland's Warkworth, Northern, NorthWest and Southern greenfield growth areas. The identified desirable transport infrastructure exceeds the funding available, so only the highest priority items are included within this RLTP. The ATAP work identified the north-west, followed by Drury and Pareata as the highest priorities for new greenfield investment to support growth.

In terms of specific projects, this RLTP includes funding for:

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- \$500 million to deliver the highest priority projects supporting redevelopment in brownfield areas (including significant Kāinga Ora developments in Mt Roskill, Mangere, Tamaki and Oranga). This will provide for public transport and walking and cycling infrastructure in these areas to encourage sustainable transport behaviour, along with intersection upgrades to minimise impact on the operation of the surrounding road network.
- Over \$385 million for other greenfield transport infrastructure projects, which targets key infrastructure to support future bus operations along with route protection and property acquisitions for bus access along prospective transport corridors.
- Almost \$250 million to support the accelerated development of the Drury growth area through public transport links, including to the new stations at Drury Central, Drury West and Pareata. This is in addition to the new stations themselves along with the Mill Road Corridor, SH1 widening, and new SH1 Drury South Interchange funded through NZUP and covered in the sections above.
- Funding to continue the Supporting Growth Alliance, which is progressing investigation and route protection activities for the transport networks required to support Auckland's Warkworth, Northern, North-west and Southern growth areas.
- Delivery of specific projects to support and enable growth in Warkworth (Matakana Link Road), Wainui, Huapai, and Hobsonville (Scott Point).

Project name	Responsible agency	Category	10-year capital expenditure (\$million)
Drury Local Road Improvements	AT	3	243
Greenfield transport infrastructure - Northwest	AT	1	142
North West Growth Improvements	AT	3	186
Projects supporting Auckland Housing Programme	AT	3	401
Greenfield Transport Infrastructure - Post Lodgement and Property	AT	1	64
Tamaki Regeneration	AT	1	41
Supporting Growth - Investigation for Growth Projects	AT	1	28
Matakana Link Road	AT	1	26
Wainui Improvements	AT	1	23

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Supporting Growth Route Protection Programme	Waka Kotahi	1	44
Strategic Business Cases	AT	1	20
Huapai Improvements	AT	1	18
Warkworth - Route Protection	AT	3	7
Scott Point	AT	2	5

Over the past 10 years all of the transport agencies have supported Auckland Council to accelerate consenting for new housing developments to address the housing shortage. As recently as January 2021 over 17,100 new dwellings were consented in the preceding 12 months; this represents a 14 per cent increase over the previous 12 months and is the highest level of consenting Auckland has seen for decades. This now takes current levels of home building above what is required to keep up with population growth, and with limited immigration likely over the next 12 months presents the opportunity to close at least some of the gap between housing demand and supply.²¹

Funding in this draft RLTP will provide resourcing to enable the pace of consenting of new dwellings and developments to continue.

7.6 Asset management

Auckland Transport

AT is the regional guardian of \$21.1 billion of publicly-owned transport assets, including 7,580km of arterial and local roads, 7,364km of footpaths, 334km of cycleways, and public transport assets including a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands.

Maintaining and renewing these assets is a significant undertaking. AT has completed a comprehensive review of its asset renewals programme for this RLTP to ensure that it is delivering fit-for-purpose levels of service and achieving value for money. It is critical to invest appropriately in asset renewals to ensure public safety, reduce the risk of asset failure, and to maintain adequate levels of service.

Increasingly, in a very different Auckland than even 20 years ago, a number of assets not only need to be renewed but made fit for purpose. Where practicable asset renewal will

²¹ Office of the Mayor of Auckland (March 2021). "Strongest year ever for housing consents in Auckland, with 17,000 dwellings consented". Media release – 4 March 2021.

take account of the future needs of our network - not just replacing the existing asset with a like asset but rather with an asset fit for today and tomorrow's transport system needs.

A 10-year investment of \$3.93 billion has been included in this RLTP to cover the cost of renewing AT's asset base. This RLTP has \$900 million more in AT renewals than the \$3.05 billion included in the 2018 RLTP.

The asset management programme embedded within this RLTP will ensure the overall condition of the network will be maintained in a stable state over the next 10 years.

Waka Kotahi

Waka Kotahi is responsible for developing, operating and maintaining the state highway network, including Auckland's motorway system. It's Auckland transport assets are valued at around \$15.9 billion. This RLTP allocates \$383 million for State Highway Renewals over the 2021-2031 period to ensure the network remains safe, reliable and resilient.

KiwiRail

KiwiRail is responsible for developing, maintaining, and operating the rail network in the Auckland Region, which is funded by KiwiRail and AT through the Auckland Network Access Agreement.

This RLTP includes \$73 million to cover additional renewals. This is in addition to the resilience, asset maintenance and catch-up renewal programmes included in the rail improvements section above.

Project name	Responsible agency	Category	10-year capital expenditure (\$million)
Auckland Transport Renewals	AT	1	3,931
State Highway Maintenance, Operation & Renewals	Waka Kotahi	1	1862
Rail Network Resilience and Performance Programme - Catch-up Renewals	KiwiRail	1	74
Additional Rail Network Renewals	KiwiRail	1	73
CRL Day One - Resilience and Asset Maintenance Programme	KiwiRail	1	49
Seismic Strengthening Programme	AT	1	25
Street Lighting Improvements	AT	1	17
Wolverton Culverts	AT	1	10

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7.7 Other items

Local board-led programmes

This RLTP includes a \$200 million Local Board Initiatives fund to be split between Auckland's 21 local boards, and provide for an ongoing programme of smaller-scale local transport improvements around the region. Each local board decides on its own investment priorities.

In 2018 the Rodney Local Board decided to establish a Rodney Transport Targeted Rate to fund additional transport improvements – bus services, park and rides and footpaths - not otherwise included in the RLTP. The ongoing implementation of this targeted rate has been included within this RLTP.

In 2020 AT worked with the Waiheke Local Board to define the transport priorities for Waiheke over the next 10 years. This draft plan includes \$10 million to begin implementing priority initiatives.

Project name	Responsible agency	Category	10-year capital expenditure (\$million)
Local Board Initiatives	AT	1	200
Projects funded by Rodney Transport Targeted Rate	AT	1	22
Waiheke 10-Year Transport Plan	AT	2	10

Customer experience, technology and organisational improvements

Technology improvements such as the AT HOP card and real-time travel information have made a significant contribution to recent rapid increases in public transport use. Ongoing investment in technology will enable further improvements to public transport customer experience, including improvements to real time information such as audio announcements in both English and Te Reo Maori on buses.

Technology also provides transport organisations with opportunities to deliver their services in more efficient and effective ways. For example, AT is increasingly using technology including CCTV and car mounted cameras to support its parking and enforcement activities.

The programmes included within this RLTP reflect AT's ongoing investment in technology to support improved customer experience and complete activities to close-out recommendations in the Review of Auckland Council's CCOs.

Also included is a new \$14 million AT Core Operational Capital Programme. This will provide funding for the purchase and replacement of small operational assets required by AT to

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support provision of services to the public (e.g. replacement of Harbourmaster boats, and Regulatory Controls infrastructure).

Project name	Responsible agency	Category	10-year capital expenditure (\$million)
Core Technology Upgrades and Replacements	AT	1	57
Transport Demand Forecasting Models Update	AT	1	6
Core Operational Capital Programme	AT	2	14

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8.0 Inter-regional priorities

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

The Upper North Island Strategic Alliance (UNISA) brings together the Auckland Council, Bay of Plenty Regional Council, Northland Regional Council, Waikato Regional Council, Hamilton City Council, Tauranga City Council and Whangarei District Council to collaborate on a range of inter-regional and inter-metropolitan issues. The following statement prepared for UNISA outlines the issues and priorities for transport for the Upper North Island.

Why the Upper North Island is important

The Upper North Island (UNI) is critical to the social and economic success of New Zealand.

The Auckland, Northland, Waikato and Bay of Plenty regions are responsible for generating more than half of New Zealand's GDP, housing more than half of New Zealand's population and providing for the movement of more than half of New Zealand's freight.

Growth in the UNI has increased more rapidly than for the rest of the country and that is predicted to continue. This growth has many benefits for the country, but it brings with it a range of challenges that local and central government agencies need to work on together to resolve.



The role of transport

Transport is an important enabler of social, economic and environmental outcomes. The UNI contains vital transport networks and acts as New Zealand's gateway to the world, with the Ports of Auckland, Tauranga and Northport exporting and importing the majority of New Zealand's goods. These ports are served by a developing network of inter-modal inland ports

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and freight hubs, which support the efficient transfer of goods between producers and consumers.

Wider road and rail infrastructure networks connect key growth areas, ports and freight hubs, and support the majority of national economic activity. These networks not only provide for the movement of people, and exchange of goods and services, they also facilitate improvements in accessibility, both inter-regionally, regionally and sub-regionally.



Ensuring a, safe, efficient and sustainable transport network is critical for the Upper North Island to achieve the desired social and economic outcomes, and for New Zealand to continue to compete internationally.

Why collaboration is important

The inter-dependencies between regions, most evident in shared transport networks, means that the ongoing success of the UNI requires key decision-makers to work together, sharing and coordinating information and understanding wider strategic priorities in planning and investment processes. A collaborative, forward-thinking approach to infrastructure planning and investment across the Upper North Island is required to ensure freight supply chains, and strategic road and rail corridors continue to perform well into the future.

8.1 Shared priorities

In developing the respective Upper North Island Regional Land Transport Plans, the regions have collaborated to better understand the UNI strategic context, issues, and opportunities relevant to the transport network, and identified the following shared priority areas of focus:

- Managing the transport implications of population growth and land use change
- Improving the efficiency and reliability of freight movements
- Improving the safety of road users across the network, particularly in high-risk areas.

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These areas benefit the most from an aligned upper north island approach as they require multi-agency attention, have a prevalence of cross-boundary journeys, and are key contributors to the significance of the UNI to New Zealand. While the shared priorities are developed at a UNI scale, sub-regional and regional priorities continue to provide specific areas of focus for regions within the Upper North Island, for example the importance of ensuring a resilient transport network within areas prone to disruption.

A shared priority work programme is helping to improve and better coordinate the regional delivery and response to UNI significant issues, determined through RLTPs. It is essential that this commitment to collaboration continues and develops even further to maximise UNI social and economic outcomes.

8.2 Strategic areas of focus for the Upper North Island 2021-2031

Whangarei to Auckland (SH1 and Rail)	Strategic road and rail corridors to deliver safe and reliable journeys between Auckland and Whangārei. This includes delivering SH1 Whangārei to Port Marsden project through the NZUP and to consider further options to increase transport choice between Whangārei and Northport and investigate opportunities for additional improvements between Port Marsden Highway and Te Hana.
Auckland Urban Road	Support inter-regional movement of people and goods to key hubs, through improved journey time reliability into and through urban Auckland, supported by mode shift and delivery of the NZUP.
Auckland Urban Rail	Enable an increased role for rail in and through Auckland to support the movement of freight across the UNI, and personal travel between Waikato and Auckland. This includes delivering the Rail Network Investment Programme (RNIP), NZUP (e.g. the third main and the extension of the Auckland Metro electrified rail network from Papakura to Pukekohe) and considering further potential investments subject to revised growth triggers.
Auckland to Tauranga (SH2)	The focus is on improving safety and maximising use of existing infrastructure, including travel demand management and transport choice initiatives to help manage peak demand. Improvements include delivering the Takatimu North Link and Te Puna to Omokoroa projects through the NZUP.
Hamilton to Tauranga (SH1/29 and rail)	Provide safe and reliable journeys for people and freight on this nationally strategic corridor, including SH1/29 improvements through NZUP and strategic rail network improvements.
Hamilton to Auckland (SH1 and Rail)	Support delivery of growth initiatives through the Hamilton-Auckland Corridor project for both people and freight with multi-modal transport choices along the corridor and within communities and businesses. The initiatives include the Auckland to Hamilton Rapid Rail business case and Hamilton-Waikato Metro Spatial Plan Transport PBC. Improvements to road and rail corridors include completion of the Waikato Expressway and Auckland Southern Corridor improvements.

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8.3 Activities of inter-regional significance

The activities within the Auckland region that contribute to the strategic areas of inter-regional significance and focus are listed below.

Project Name	Responsible Agency
<i>Ensuring a safe and reliable corridor on SH1 between Auckland and Whangarei</i> Puhoi to Warkworth (PPP payments) Dome Valley Safety Improvements	Waka Kotahi
<i>Support inter-regional movement of people and goods to key hubs into and through urban Auckland</i> <ul style="list-style-type: none"> - Southern Corridor Improvements - Manukau to Papakura <ul style="list-style-type: none"> - Papakura to Bombay Hills - Mill Road Corridor 	Waka Kotahi (NZUP) Waka Kotahi (NZUP)
<i>Enable an increased role for rail in and through Auckland to support the movement of freight across the Upper North Island, and personal travel between Waikato and Auckland</i> <ul style="list-style-type: none"> - Third Main (Wiri to Quay Park) - Pukekohe to Papakura electrification - Southern Rail Stations 	KiwiRail

AT currently runs two bus services that cross the Auckland boundary:

- 398 – Pukekohe to Tuakau
- 399 – Pukekohe to Port Waikato

In July 2021, the 398-bus service will be removed as it is now duplicated by a new one provided entirely by the Waikato Regional Council (route 44 – Pokeno to Pukekohe).

AT and the Waikato Regional Council have agreed to a five-year trial service for the Te Huia passenger rail service between Hamilton and the Papakura Station. This service will be funded by the Waikato Regional Council.

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9.0 Measuring outcomes


To understand the likely outcomes of the ATAP programme we have modelled the programme against using the Auckland Forecasting Centre's Macro Strategic Model (MSM). This modelling uses a base year of 2016, as this is the most recently calibrated base year available.

The results therefore also reflect the impact of additional projects completed between 2016 and now, including the impact of the Waterview connection, reorganisation of the bus network and widening of the southern motorway between Manukau and Papakura. This is additional to the projects and services that are funded within this RLTP.

A key-influencing factor is the scale of population growth. The inputs used in the model project a population increase of 21.5 per cent and an employment increase of 17.4 per cent between 2016 and 2031.

Results are also reported against the "Future Connect Indicators of Success" which has been adopted as the measuring framework for this RLTP. This framework sets the results expected from the 2021 RLTP along with an indicator of what is possible with additional funding or policy tools.

9.1 Travel choices

Measure	2031 Indicators of Success	
	What's expected of the RLTP	What's needed but requires additional policy and / or funding
 Accelerate better travel choices for Aucklanders		
Share of Auckland growth in trips absorbed by public and active modes (morning peak)	70%	100%
Total Auckland public transport boardings	142m	200m
Number of Auckland cycle movements past selected count sites	8.17m	9.29m

The significant investment in public transport and active modes outlined in the RLTP is forecast to increase the combined AM peak mode share from 23 per cent in 2016 to 29 per cent in 2031. This change means that active and public transport will effectively absorb around 70 per cent of the growth in morning peak trips between 2016 and 2031.


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By 2031, public transport boardings are expected to reach 143 million per annum, which represents only a 40 per cent increase on the 103.6 million achieved in February 2020. Within this, rail patronage will double to around 40 million passengers per year as a result of the opening of the CRL, Pukekohe electrification, new southern stations, increased train frequencies and more passenger capacity. The more modest increase for the bus and ferry networks reflects an inability to increase bus and ferry services under currently projected operational funding. An additional 30 million annual boardings could be achieved by 2031 with an increase to funding for new public transport services.

The take-up of cycling is expected to continue increasing as a result of the rollout of new and improved cycling infrastructure: Major new walking and cycling corridors such as the Northern Pathway, Glen Innes to Tamaki Drive Shared Path, completion of the Urban Cycleways Programme and new arterial cycleways delivered through the Connected Communities programme. By 2031, it is expected that 8.17 million cyclists will be passing AT's count sites each year. This represents growth of 120 per cent over the 3.7 million figure recorded during 2020.

9.2 Environment

Measure	2031 Indicators of Success	
	What's expected of the RLTP	What's needed but requires additional policy and / or funding
 Improving environmental resilience and sustainability of the transport system, and significantly reducing the greenhouse emissions it generates		
Auckland GHG emissions (for land transport purposes)	1-12% reduction in emission compared to 2016 when additional policy initiatives are included. Up to a 28% reduction on a per capita basis	50% reduction by 2031 (Requires very strong policy interventions)
GHG emissions from AT's non-road assets	30% reduction from 2018 baseline	50% reduction from 2018 baseline
Proportion of AT buses that are electric	50%	100%
Auckland stormwater sensitive areas treated with catchpits	XXX% coverage of stormwater sensitive areas with catchpits on local roads	No further degradation in water quality for Aucklanders

The success of the RLTP investment package is forecast to see public transport's share of motorised distance travelled increase from 12 per cent to 20 per cent in the morning peak,

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and from 5 per cent to 10 per cent in the inter-peak period. Nevertheless, private vehicle trips are still forecast to increase and, when combined with an increase in average vehicle trip distance, total VKT between 2016 and 2031 increases roughly in line with an expected 22 per cent population growth.

Over the same period, per capita CO₂ emissions are forecast to reduce on a per capita basis by 13 per cent. The overall result, with the investment package alone and excluding government policy initiatives, is forecast to be a small increase in total emissions driven by the larger population.

The impact of wider policy settings

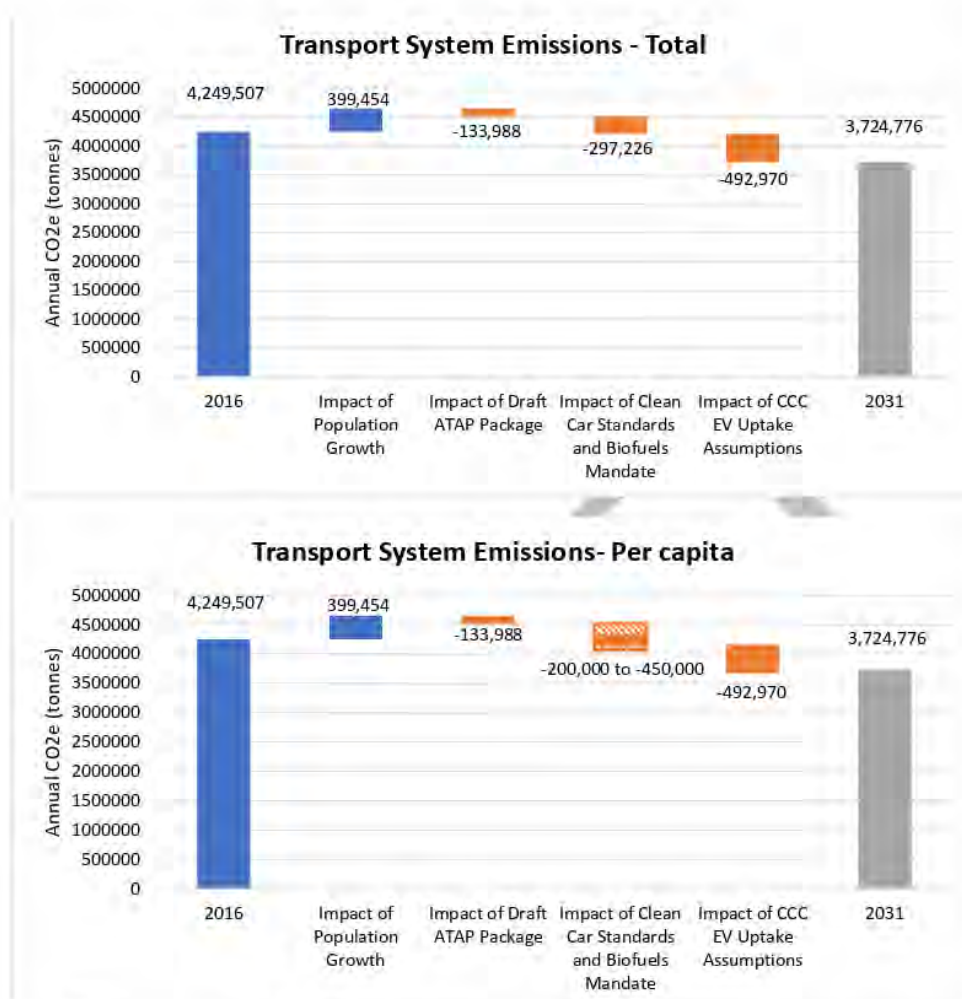
The above forecast does not take the following two additional policy interventions in to account:

- Government policy interventions including the Clean Car policy and a shift to biofuels. These are expected to yield a cumulative reduction of 1-2 megatonnes of CO₂, which are indicatively estimated to result in a further annual transport emissions reduction in the order of 7 per cent²² in 2031 compared to the RLTP outcome.
- The Climate Change Commission's proposed measures to accelerate the take up of EVs, which if implemented and based on the Commission's figures, are estimated to result in a further annual transport emissions reduction of up to 12 per cent in 2031.

Assuming these are implemented in conjunction with the RLTP, Auckland's total transport emissions in 2031 are estimated to drop by between 1 per cent and 12 per cent compared to 2016. This occurs despite the significant increase in demand associated with population growth. On a per capita basis, the reductions would be up to 28 per cent. However, it is critical to emphasise that the rate of reduction in emissions depends *in particular* on measures to accelerate the take up of EVs within the fleet.

Overall, we expect that combination of the RLTP and changes to wider policy settings from Central Government would see a modest reduction in Auckland's total emissions between 2016 and 2031, despite a 22 per cent population increase. Beyond 2031, this reduction is expected to accelerate significantly as more of the vehicle fleet transitions to EVs.

²² This is based on the middle of the range of the 1-2 megatonne range



Other emissions

In addition to GHG emissions, the transport system also produces harmful pollutants that collect on road surfaces and are washed away in stormwater. AT has a goal of having XXX per cent catchpit coverage for stormwater sensitive areas.


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9.3 Safety

Measure	2031 Indicators of Success	
	What's expected of the RLTP	What's needed but requires additional policy and / or funding
 Make the transport system safe by eliminating harm to people		
Deaths and serious injuries (DSIs) on the Auckland transport network	67% reduction (baseline 2016-18 average annual DSIs)	80% reduction (baseline 2016-18 average annual DSIs)
DSIs of people walking, riding a bike or motorcycle on the Auckland transport network	67% reduction or no more than 106 vulnerable road user DSI (baseline 2016-18 annual average)	80% reduction or no more than 64 vulnerable road user DSI (baseline 2016-2018 annual average)

The Safety Programme delivered under this RLTP is expected to prevent over 1,760 DSI during the next 10 years and deliver a 67 per cent reduction in annual DSI by 2031. This result is in line with the Vision Zero for Tāmaki Makaurau Transport Safety Strategy.


The safety programme will upgrade large parts of the network, including high-risk corridors and intersections. There will be a focus on vulnerable road users, including pedestrians, cyclists and motorcyclists, to ensure their safety is equally improved as part of the programme.

[Insert: expected results/outcome with addition of policy initiatives]

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9.4 Connectivity

Measure	2031 Indicators of Success	
	What's expected of the RLTP	What's needed, but requires additional policy and / or funding
 Better connecting people, places, goods and services		
Number of jobs Aucklanders can connect to within an acceptable time (30 min by car, 45 min by public transport)* <i>*Proxy for connections to other activities</i>	Car connections to jobs increase by 14% PT connections increase by 60% S/W/Rural connections increase at roughly the same rate as the rest of the region.	Car: Connections to jobs increase in line with growth in labour force (18%) PT: Double the number of jobs available (100%) S/W/Rural: Connections from these areas increase at a faster rate than average
Proportion of the Auckland freight network operating at LOS C or better (inter-peak)	90%	100%
Proportion of time spent in congested conditions (Level of Service F) (morning / inter-peak)	36% morning 10% inter-peak	Hold to 2016 levels 32% morning 6% inter-peak
Overall Vehicle Kilometres Travelled (VKT) for Auckland	Increasing in line with population growth	Holding steady at 2018 baseline (≤15.4 annual billion-km)
Average travel speeds on Auckland Frequent Transit Network (FTN) (morning peak)	39 km/h	45 km/h

Access to jobs

One of the benefits of living in a large and growing city is having access to an increasing number of jobs within a reasonable commuting distance from home. Similarly, for businesses there are benefits from having ready access to an increasing number of potential employees close to their place of business.

This is measured by the estimating the average number of jobs accessible to Aucklanders in the morning peak within a 30 minute car trip, or 45 minute public transport trip.

- In 2016, the average Aucklander had access to 234,000 jobs within a 30 minute car trip. With the RLTP package, this is forecast to increase by 14 per cent to 266,000 by 2031. While this is an improvement on 2016, it is less than the 18 per cent increase

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forecast for the labour force, meaning that Auckland will not gain the full potential benefits of the increase in scale associated with its growth.

- In 2016, the average Aucklander had access to 68,000 jobs within a 45 minute public transport trip. This is forecast to increase by 60 per cent to 108,000 by 2031. While this represents a substantial increase in job accessibility, it remains less than the doubling of transport accessibility needed to help bring public transport closer to the accessibility provided by private car travel.

Levels of service and congestion

A key challenge for Auckland is holding congestion steady while the city grows, enabling freight and business travel to continue without facing additional delay and disruption. The modelling indicates that with this RLTP we would expect to see time spent in congestion during the morning peak increase from 32.5 per cent to 35.7 per cent (or around 10 per cent) between 2016 and 2031, and from 6 per cent to 10 per cent during the interpeak. Within this, congestion is projected to increase more rapidly on the motorway network while staying relatively constant on the arterial network.

Vehicle Kilometres Travelled (VKT)

Total VKT in Auckland has been growing over the past decade, increasing from 12.2 billion in 2009 to 15.7 billion kilometres in 2019. VKT per capita is forecast to hold steady over the 2016-2031, meaning total VKT is expected to increase in line with population growth (which is forecast to be 22 per cent over the 2016 to 2031 period).





[Insert: expected results/outcome with addition of policy initiatives]

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9.5 Growth

Measure	2031 Indicators of Success	
	What's expected of the RLTP	What's needed but requires additional policy and / or funding
 Enabling Auckland's growth through a focus on intensification in brownfield areas, with some managed expansion into emerging greenfield areas		
 Proportion of Auckland population within 500m of Rapid and/or Frequent network stops	39%	55%
Joint Auckland Spatial Priority Areas (greenfield and brownfield) are provided with adequate infrastructure* to support the development of the land <i>*To support form and function whilst encouraging sustainable travel behaviour and minimising potential negative impacts on wider transport system</i>	4 out of 7 priority areas supported	All 7 joint areas supported

The RLTP investment programme will see a number of significant extensions to the RTN delivered by 2031, including the Eastern Busway and Northern busway extension. These extensions, alongside the upgrade of some existing local buses to frequent status, are expected to drive an increase in the proportion of Aucklanders living within 500 metres of a rapid or frequent network stop (currently at 39 per cent). While a substantial increase in rapid and frequent network coverage is anticipated by 2031, achieving the full 52 per cent target outlined above depends on the completion of the City Centre to Mangere light rail line.

Transport also has a critical role in supporting and enabling regional growth. Growth is occurring across the region, and there is pressure to invest simultaneously in a number of different locations. Auckland's highest spatial priorities for transport growth investment have been identified through the cross-agency ATAP process. As a result of this the RLTP targets investments into following priority areas: Tamaki, Drury, Roskill, Mangere, the City Centre and Northwest.


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9.6 Asset Management

Measure	2031 Indicators of Success	
	What's expected of the RLTP	What's needed but requires additional policy and / or funding
 Sound asset management		
Proportion of overall road assets in acceptable condition	95%	97%
Road maintenance standards (ride quality) as measured by smooth travel exposure for urban and rural roads	92% rural 81% urban NB. At 2018 RLTP funding	96% rural 90% urban NB. At higher funding
Average age of road pavement base rehabilitated	<60 yr arterials <90 yr collectors >200 yr locals* <i>*Aim to preserve base as long as possible by keeping surface in good condition</i>	40 yr (expected useful life) arterials/Strategic Networks <90 yr collectors >200 yr locals*
Average age of road pavement surface resealed	15 yr arterials 19 yr collectors 22 yr locals	15 yr arterials/Strategic Networks 18 yr collectors 28 yr locals
Proportion of footpaths in acceptable condition	95% very good* to moderate <i>*Very good condition: As new condition or sound physical condition. Asset lively to perform adequately without major work for 10-15 years or more. No physical maintenance required. Visually excellent.</i>	98% very good* to moderate

This RLTP proposes a significantly enhanced renewal programme compared to 2018.

The recommended programme ensures that network condition remains stable over the next 10 years, with the vast majority of assets remaining in very good, good and moderate condition. A minimal amount of assets will be allowed to fall into poor or very poor condition before being renewed or replaced. Reductions in maintenance and renewal spend result in lower levels of service (e.g. more potholes and cracked footpaths), longer timeframes before assets are renewed and ultimately increase the risk of assets failing. The recommended investment programme is designed to ensure that assets are managed in a way that promote public safety, reduce the risk of asset failure, and maintain adequate levels of service.

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10.0 Funding and expenditure

ATAP 2021 confirms the commitment of Auckland Council and Central Government to improve the transport outcomes for Auckland. It sets out a \$31 billion transport investment programme for state highways, local roads and footpaths and rail, with sufficient funding from Auckland Council and Government to deliver the programme.

This section sets out the financial forecasts for the RLTP programme, including a summary of the funding sources and the financial forecast of the anticipated revenue and expenditure by each delivery agency on activities for the 10 years from 2021/22 to 2030/31.

10.1 Funding sources

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

- Funding from Auckland Council - sourced from rates, targeted rates, development contributions, and RFT
- The NLTF for State Highways, local roads, public transport, walking and cycling, traffic policing, rail infrastructure and other transport activities approved for funding through the National Land Transport Programme (NLTP). The NLTF is sourced from fuel excise duties, road user charges, registration and licensing fees and is administered by Waka Kotahi
- AT's third-party revenue, including public transport fares, advertising, income from land held for future transport needs, and parking and enforcement revenue
- Direct investment from Central Government, including the NZUP, the Covid-19 Response and Recovery Fund and investment for the CRL

The share of funding, as set out in ATAP 2021, is shown in table X:

Table X – Sources of Funding [match with final ATAP]

Source	Amount
Auckland Council	
• For Auckland Transport	\$8.9 billion
• For CRL	\$1.1 billion
Central Government	
• For CRL	\$1.1 billion
• NZ Upgrade Programme	\$3.481 billion
• Covid-19 Response and Recovery Fund	\$0.085 billion
• NLTF	\$16.3 billion

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10.2 Funding and expenditure by agency

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

AT operating revenue and expenditure

Table X below shows gross operating revenue and expenditure for AT for this RLTP.

Table X: Auckland Transport Operating Revenue and Expenditure

	Category	2021/22 (\$)	2022/23 (\$m)	2023/24 (\$m)	2024/25 – 2030/31 (\$m)	Total (\$m)
Funding	Auckland Council Funding	XX	XX	XX	XX	XX
	Waka Kotahi Subsidy	XX	XX	XX	XX	XX
	Other Operating Revenue	XX	XX	XX	XX	XX
	Total	XX	XX	XX	XX	XX
Operational expenditure	Roads and footpaths	XX	XX	XX	XX	XX
	Public Transport	XX	XX	XX	XX	XX
	Total	XX	XX	XX	XX	XX
	Principal repayments for EMUs	XX	XX	XX	XX	XX

Table X above includes the cost of planning for future improvements. A number of plans, for example the Asset Management Plan, Regional Public Transport Plan, and the RLTP itself will require review within the period of this RLTP, including to provide input into Auckland Council's 2024-34 LTP and the 2024-27 NLTP.

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AT capital revenue and expenditure

Table X shows AT's capital funding and expenditure for this RLTP. Detail of the programme is provided in Appendix 1.

Table X: AT Capital Revenue and Expenditure

The dollars in the RLTP tables for the capital programme are for the whole organisation, including activities not eligible for NLTF funding.

Project Type	Category	2021/22 (\$ million)	2022/23 (\$ million)	2023/24 (\$ million)	2024/25 – 2030/31 (\$ million)	Total (\$ million)
Funding Sources	Auckland Council	450	475	550	3,975	5,450
	NLTF	486	527	615	4,282	5,910
	Covid-19 Response and Recovery Fund	20	23	-	-	43
	Total Funding	956	1,025	1,165	8,257	11,403
Capital expenditure	Renewals	234	253	322	3,122	3,931
	Capital improvements - base	691	736	800	4,805	7,032
	Capital improvements - full funding sought from NLTF	16	30	65	307	418
	Total Expenditure	942	1,019	1,187	8,234	11,381

Other projects in ATAP in addition to AT's capital programme

ATAP has included five projects that would be delivered partly or fully by AT, but where funding sources are still to be determined. These projects are shown in table X in Appendix X and are for rail level crossings closures, including level crossings needed to support the increased rail frequency resulting from the CRL, School Speed Management, implementation of a PT Concession Card for Community Services Card holders (Greencard), and improvements to the Hill Street intersection in Warkworth. Level crossings will be delivered in partnership with KiwiRail.

The assumption made for this RLTP is that these projects are fully funded from the NLTF or other sources within Central Government.

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AT is discussing an agreed forward funding mechanism with the Government for the investment required to support the Auckland Housing Programme (AHP). If this forward funding is available, AT will be able to bring forward the capital programme from the timing that is shown in this RLTP. Also, the Government has signalled that it will contribute additional funding for transport works to support the AHP. This would allow AT to deliver additional works to support the AHP.

Finally, AT plans to deliver a number of critical projects, such as the Eastern Busway and infrastructure supporting the CRL, by 2025/26. However, delivering these projects, whilst maintaining the delivery of its other core programmes such as asset renewals and its safety programme, cannot be done within the funding levels for 2024/25 and 2025/26 signalled by AT. AT and Auckland Council will continue to discuss options to ensure funding is available for these core programmes.

Table X: Additional Projects to be delivered by Auckland Transport

Project Type	Category	2021/22 (\$ million)	2022/23 (\$ million)	2023/24 (\$ million)	2024/25 – 2030/31 (\$ million)	Total (\$ million)
Funding Sources	National Land Transport Fund	–	–	–	–	–
Capital expenditure	Capital projects	–	–	–	–	–

AT's priorities for delivery in 2021-2024

AT will prioritise the following projects for delivery in the first three years of this RLTP:

- Projects that are under construction, are committed or have tagged funding, which determine the timing of these projects in the first three years of the RLTP
- Projects that are required to maintain existing levels of service and appropriately maintain existing assets, for example, AT's asset renewals programme
- Projects that are necessary to get the full benefit from existing or committed new investments, for example, electric trains to successfully operate the rail timetable once the CRL is open
- Key programmes that provide a reasonable 'baseline' level of investment. Base levels of investment in safety, bus priority, cycling and optimisation programmes have been determined through business case processes and were considered unlikely to change, regardless of the weight placed on different ATAP objectives.

In most cases, these projects are adjudged by ATAP to be 'Committed or Essential', with very limited discretion to remove from the programme.

Three-year priorities if funding does not materialise

As described above, AT's capital programme within table X of this RLTP is based on the assumption that it can be funded from a 50:50 Council and NLTF co-funding on 50:50 co-

funding from the NLTF mix. AT's capital programme also assumes that level crossings and a number of other projects to be delivered by AT are fully funded from the NLTF.

However, there are risks around the level of funding from both Auckland Council and Waka Kotahi. If funding was lower in the 2021-2024 period that was otherwise planned, the following sets out the approach that AT would take to prioritise its programme:

- (i) Category Three projects - those judged by ATAP to be discretionary - would be deferred first. AT's intention would be to deliver these projects within the 10-year period if sufficient funding became available.
- (ii) If required due to even lower capital funding, AT would then consider deferring Category Two projects. Again, AT would try to defer these projects until later in the 10-year period, and would seek to deliver them if sufficient funding becomes available. The RFT-enabled projects in Category Two would be still be delivered by 2028 according to the requirements of the RFT Scheme.
- (iii) If funding was so low within the three-year period as to require AT to defer Category One projects - those considered Committed or Essential by ATAP - AT would look to defer any project or element of a programme that had discretion around its timing, with the intention that it was still delivered within the 10-year RLTP period. AT would prioritise the following projects for delivery that:
 - are under construction, are committed or have tagged funding;
 - are required to maintain existing levels of service and appropriately maintain existing assets, including AT's asset renewals programme;
 - are necessary to get the full benefit from existing or committed new investments; and
 - are key programmes that provide a reasonable 'baseline' level of investment.

Waka Kotahi Investment Programme

Table X below sets out Waka Kotahi's investment programme for this RLTP. Detail of the programme is provided in Appendix 2.

Table X: Waka Kotahi Investment Programme

Project Type	Category	2021/22 (\$ million)	2022/23 (\$ million)	2023/24 (\$ million)	2024/25 – 2030/31 (\$ million)	Total (\$ million)
Funding Sources	National Land Transport Fund	630	585	510	4,074	5,799

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	New Zealand Upgrade Programme	2,548				2,548
Expenditure	Maintenance, Operations and Renewals	199	203	206	1,254	1,862
	Other State Highway Projects	430	383	304	2,820	3,937
	Projects funded from NZ Upgrade Programme	2,548				2,548

City Rail Link Limited

The Government and Auckland Council have agreed to share the costs of constructing the CRL. Estimated costs are shown in Table X below.

Table X: City Rail Link

	Category	2021/22 (\$ m)	2022/23 (\$ m)	2023/24 (\$ m)	2024/25 – 2030/31 (\$ m)	Total (\$ m)
Funding	Auckland Council funding	XX	XX	XX	XX	XX
	Government funding	XX	XX	XX	XX	XX
	NLTF Revenue	XX	XX	XX	XX	XX
	Other revenue	XX	XX	XX	XX	XX
	Total	XX	XX	XX	XX	XX
Expenditure	Operating Expenditure (including depreciation)	XX	XX	XX	XX	XX
	Capital Expenditure	XX	XX	XX	XX	XX
	Total	XX	XX	XX	XX	XX

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

[Still awaiting CRL costs from Council]

KiwiRail

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KiwiRail's expenditure and funding are shown in Table X below. Detail of the capital programme is provided in Appendix 3.

KiwiRail has been receiving funding, via AT, from the transitional rail activity class for a programme of catch-up renewals. As the transitional rail activity class will cease at the end of the current NLTP period, this project will be moved to the new public transport activity class.

The improvement projects KiwiRail will include in the RNIP, and seek funding for from the public transport activity class, have been included in Appendix X.

The existing funding mechanisms for determining and apportioning the maintenance and operational costs for the Auckland rail network using the network access agreement has not changed. The network access agreement process involves negotiating:

- The level of access for metro services to the Auckland network
- The level of maintenance and renewals of the network
- How costs associated with the networks are apportioned.

KiwiRail will meet its share of this cost of maintenance through the RNIP from the rail network activity class, while AT will continue to meet its share from council funding, fares, and the NLTP.

Table X: Rail infrastructure improvements

Project Type	Category	2021/22 (\$ million)	2022/23 (\$ million)	2023/24 (\$ million)	2024/25 – 2030/31 (\$ million)	Total (\$000)
Funding Sources	National Land Transport Fund	106	91	100	169	467
	New Zealand Upgrade Programme	324	253	155	-	732
Expenditure	Rail infrastructure projects	430	344	255	169	1,199

City Rail Link

City Rail Link Ltd (CRL) is funded jointly by Auckland Council and central Government to deliver the City Rail Link. The funding and expenditure for the CRL are set out in Table X below.

Table X: City Rail Link

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Project Type	Category	2021/22 (\$ 000)	2022/23 (\$ 000)	2023/24 (\$ 000)	2024/25 – 2030/31 (\$ 000)	Total (\$000)
Funding Sources	Auckland Council	572	476	162	95	1,305
	Central Government	585	439	183	89	1,295
Expenditure	City Rail Link	1,157	915	345	184	2,600

Department of Conservation

Table X below shows the Department of Conservation (DOC) activities for special purpose roads included in this RLTP. Detail of the programme is provided in Appendix 5. Funding for these activities will come from DOC and the NLTF.

Table X: Department of Conservation Costs

	Category	2021/22 (\$ 000)	2022/23 (\$ 000)	2023/24 (\$ 000)	2024/25 – 2030/31 (\$ 000)	Total (\$000)
Funding	National Land Transport Fund	26	26	126	534	711
Expenditure	Local Road Maintenance and Improvements	26	26	126	534	711

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Auckland Council

Auckland Council will receive funding from the Covid-19 Response and Recovery Fund for the Te Whau Pathway, as set out in Table X.

Table X: Auckland Council

	Category	2021/22 (\$ 000)	2022/23 (\$ 000)	2023/24 (\$ 000)	2024/25 – 2030/31 (\$ 000)	Total (\$000)
Funding	Covid-19 Response and Recovery Fund	35	-	-	-	35
Expenditure	Te Whau Pathway	35	-	-	-	35

[Split for AC to be checked]

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11.0 Appendices

- Appendix 1: Auckland Transport Capital Programme
- Appendix 2: Waka Kotahi New Zealand Transport Agency Capital Programme
- Appendix 3: KiwiRail Capital Programme
- Appendix 4: Department of Conservation Capital Programme
- Appendix 5: Projects that may be delivered if additional funding is available [To come]
- Appendix 6: Projects with committed NLTF funding [To come]
- Appendix 7: The relationship of Police activities to the RLTP
- Appendix 8: Significance Policy **Error! Bookmark not defined.**
- Appendix 9: Glossary

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Draft as at 08/03/21

Categorisation: 1 – Committed and Essential 2 – Discretionary and Prioritised 3 – Additional funding required

Appendix 1: Auckland Transport Capital Programme

Categorisation 1: Committed and Essential 2: Prioritised 3: Requires Funding												
Transport Choices: Public Transport						\$millions						
Project Name	Description	Category	Funding Source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28-2030/31	10-year total
Rail Projects												
EMU Rolling Stock and Stabling	Purchase of additional new EMUs, as well as provision of stabling, maintenance and cleaning facilities, to maximise benefits of CRL.	1	Local Share and NLTF RFT	2021/22 - 2025/26	15.0	53.6	115.0	157.5	71.4	0.0	0.0	412.5
Level Crossing Removal - Group 1	Programme of high priority new grade separated crossings currently planned for Taka Street and Walters Road, closure of Spartan and Manuroa level crossings, and walking and cycling upgrades on Walters Road. Also includes planned grade separation at Church Street East and pedestrian crossing grade separation.	1	NLTF	2021/22 - 2026/27	5.0	20.0	50.0	50.0	50.0	45.0	0.0	220.0
Papakura Rail Station Park and Ride	Delivery of a new facility on the site of the existing Papakura Park and Ride, to increase patronage on the rail network	1	Local Share and NLTF	2021/22 - 2024/25	0.2	0.8	2.6	6.4	0.0	0.0	0.0	9.9
CRL Road Side Projects	Road-side projects at Wellesley St, Pitt St, and Mt Eden Road to support CRL Stations	1	Local Share and NLTF	2022/23 - 2023/24	0.0	0.9	6.4	0.0	0.0	0.0	0.0	7.3
EMU Rolling Stock Tranche 2	Final payments for current tranche EMUs to allow electric rail services to be extended to Pukekohe and to provide additional capacity on the rail network	1	Local Share and NLTF	2021/22	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
Level Crossings - Group 2	Programme of works to address rail level crossing issues, either through road closures or grade separation.	3	NLTF	2027/28-2030/31	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0
Bus Projects												
Eastern Busway	Completion of the Rapid Transit Busway, including the Reeves Road flyover and associated safety and cycling works which will create faster, more reliable transport options for communities in East and South Auckland.	1	Local Share and NLTF	2021/22 - 2025/26	164.1	143.5	166.4	199.6	200.3	0.0	0.0	873.9
Connected Communities	Delivery of whole of route bus priority, safety and cycling improvements via the Connected Communities programme.	1	Local Share and NLTF RFT	2021/22 - 2030/31	37.9	38.4	39.1	70.0	73.0	70.0	254.3	582.7
Midtown Bus Improvements	Delivery of bus infrastructure in the CBD, including bus priority along Wellesley Street, a new learning Quarter bus interchange	1	Local Share and NLTF RFT	2021/22 - 2030/31	3.0	10.3	45.8	0.0	29.5	29.8	13.3	131.7
Northwest Interim Bus Improvements	Bus Station at Westgate and interim bus stops at Lincoln Road and Te Atatu motorway interchanges. This will be delivered with part-funding from the COVID Response and Recovery Fund.	1	CRRF and NLTF	2021/22 - 2022/23	40.0	45.0	0.0	0.0	0.0	0.0	0.0	85.0
Rosedale and Constellation Bus Stations	A new Rosedale bus station, and improvements to the existing Constellation bus station, associated with the extension of the Northern Busway to Albany	1	Local Share and NLTF	2021/22 - 2023/24	19.0	22.7	17.3	0.0	0.0	0.0	0.0	59.0
Downtown Crossover Bus Facilities	This project looks to provide an improved solution for buses serving Downtown, specifically enhancing Customs St to become a key bus corridor, and creating two new bus termini on the Eastern and Western sides of the city centre.	2	Local Share and NLTF	2026/27 - 2030/31	0.0	0.0	0.0	0.0	0.0	4.0	216.0	220.0
Northern Busway Enhancements	This project covers capacity and performance enhancements to Northern Busway Stations.	2	Local Share and NLTF	2027/28-2030/31	0.0	0.0	0.0	0.0	0.0	0.0	62.0	62.0
Carrington Road Improvements	Provision of intersection improvements, bus lanes and new bus facilities to support the UNITEC precinct redevelopment in Mt Roskill.	2	Local Share and NLTF RFT	2026/27 - 2030/31	0.0	0.0	0.0	0.0	0.0	10.7	43.9	54.6

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Categorisation: 1 – Committed and Essential 2 – Discretionary and Prioritised 3 – Additional funding required

Airport to Botany Rapid Transit Route Protection	Notice of Requirement and allocation for early acquisition of land, identified as a necessary component for future Airport to Botany Rapid Transit infrastructure.	2	Local Share and NLTF	2021/22 - 2026/27	5.5	5.5	11.5	6.0	7.0	7.0	7.0	49.5
Airport to Botany Interim Bus Improvements	Improved bus service infrastructure from Manukau to Botany, to support an extended bus service between the Airport and Botany.	2	Local Share and NLTF	2024/25 - 2025/26	0.0	0.0	1.0	3.2	25.9	0.0	0.0	30.1
Sylvia Park Bus Improvements	New bus link and bus station to Sylvia Park with walking and cycling improvements	2	Local Share and NLTF RFT	2024/25 - 2026/27	0.0	0.0	0.0	0.6	1.6	17.6	0.0	19.9
Albert and Vincent Street Bus Priority Improvements	Bus priority measures on Albert and Vincent Streets to improve journey time and reliability between Karangahape Road and Britomart.	2	Local Share and NLTF RFT	2027/28-2030/31	0.0	0.0	0.0	0.0	0.0	0.0	8.1	8.1
Rosedale Road Corridor	Bus lanes and segregated cycle lanes along the length of Rosedale Road, to coincide with the delivery of Rosedale Station in 2023.	2	Local Share and NLTF	2021/22 - 2023/24	0.6	3.7	3.7	0.0	0.0	0.0	0.0	8.0
Ferry, Multi-modal, and Park and Ride												
Public Transport Minor Capital Improvements	A programme of capital improvements to the Public Transport network, to enhance network performance, safety, security and amenities, and includes provision for double decker routes, neighbourhood interchanges, and wayfinding.	1	Local Share and NLTF	2021/22 - 2030/31	18.0	18.1	15.0	20.0	20.0	20.0	88.0	199.1
Matiatia Park and Ride	Replace and expand existing Matiatia Park and Ride to cater for projected increase in demand to and from Waiheke	1	Local Share and NLTF RFT	2021/22 - 2025/26	0.1	1.0	1.0	15.9	7.6	0.0	0.0	25.6
PT Concession Card Trial for Community Service Card Holders	Provision for setting up the public transport concession card trial for Community Service Card holders.	3	NLTF	2021/22	4.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
Downtown Ferry Basin Redevelopment	Completing work on the Downtown Ferry Terminal Development	1	Local Share and NLTF	2021/22	2.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Park and Ride Programme	Delivery of new and extended park and ride facilities. Locations recommended for investment include Hibiscus Coast, Brigham Creek, Huapai/Kumeu and Warkworth.	2	Local Share and NLTF RFT	2025/26 - 2030/31	0.0	0.0	0.0	0.0	11.0	20.0	20.0	51.0
Accessibility Improvement Project	A programme of retrofits to public transport stops, stations, interchanges and terminals to improve access for people with disabilities or other accessibility needs.	2	Local Share and NLTF	2021/22 - 2030/31	0.0	0.0	3.0	3.0	3.0	5.0	26.0	40.0
Decarbonisation of the Ferry Fleet Stage 1	To provide infrastructure to help decarbonise the public transport fleet.	2	Local Share and NLTF	2021/22 - 2023/24	10.0	10.0	10.0	0.0	0.0	0.0	0.0	30.0

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Categorisation: 1 – Committed and Essential 2 – Discretionary and Prioritised 3 – Additional funding required

Travel Choice: Active modes						\$millions						
Project Name	Description	Category	Funding Source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28-2030/31	10-year total
Active Modes												
On-going Cycling Programme	An ongoing programme of cycleway delivery and associated projects following on from the completion of the Urban Cycleways Programme. Currently focuses on achieving maximum impact for short trips to the city centre, public transit interchanges, schools and local and metropolitan centres.	1	Local Share and NLTF RFT	2021/22 - 2030/31	3.0	3.0	5.0	31.0	31.0	31.0	202.0	306.0
Urban Cycleways Programme	Completion of the Urban Cycleways Programme. Remaining projects are New Lynn to Avondale, Links to Glen Innes, Waitemata Safe Routes and Great North Road.	1	Local Share and NLTF	2021/22 - 2023/24	40.4	64.4	34.4	0.0	0.0	0.0	0.0	139.2
New Footpaths Regional Programme	Programme to construct new and widened footpaths	1	Local Share and NLTF	2021/22 - 2030/31	2.9	2.9	2.9	2.9	2.9	6.9	27.5	49.0
Meadowbank Kohimarama Connectivity Project	A shared path connecting the Meadowbank and Kohimarama communities, via the Pourewa Valley and the Glen Innes to Tamaki Drive shared path - Te Ara Ki Uta Ki Tai (the path of land and sea).	1	Local Share and NLTF RFT	2021/22 - 2023/24	4.9	3.6	13.7	0.0	0.0	0.0	0.0	22.1
Mangere Cycleway (Airport Access)	Programme to improve airport access, including walking/cycling improvements	1	Local Share and NLTF	2021/22 - 2022/23	7.0	4.6	0.0	0.0	0.0	0.0	0.0	11.6
Access for Everyone Introductory Works	Introductory works to support Auckland Council's Access for Everyone and the City Centre Masterplan Refresh.	2	Local Share and NLTF	2026/27 - 2030/31	1.0	2.0	2.0	0.0	0.0	2.0	23.0	30.0
Minor Cycling and Micromobility (Pop-Up Cycleways)	A programme of minor improvements to the cycle network, that includes pop-up cycleways, cycling improvements in and around RTN Stations, community bike hub facilities and micro-mobility based improvements. The project will also look to address issues related to the monitoring of active modes.	2	Local Share and NLTF	2026/27 - 2030/31	4.0	6.0	7.0	7.0	6.0	0.0	0.0	30.0
Local Board Priorities												
\$millions												
Project Name	Description	Category	Funding Source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28-2030/31	10-year total
Local Board Initiatives	To allow Local Boards to fund transport projects in their communities. Projects to be funded will be developed with Local Boards to meet their specific priorities.	1	Local Share and NLTF	2021/22 - 2030/31	20.0	20.0	20.0	20.0	20.0	20.0	80.0	200.0
Projects Funded by Rodney Transport Targeted Rate	Additional transport investment in the Rodney Local Board area funded by the Local Targeted Rate .	1	Local Share and NLTF	2021/22 - 2030/31	7.8	9.4	4.6	0.1	0.1	0.1	0.1	22.0
Waiheke 10 Year Transport Plan	To commence the implementation of the highest priority projects in the Waiheke Ten-year Transport Plan.	2	Local Share and NLTF	2024/25 - 2025/26	0.0	0.0	0.0	5.0	5.0	0.0	0.0	10.0
Environment and Sustainability												
\$millions												
Project Name	Description	Category	Funding Source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28-2030/31	10-year total
Environmental Sustainability Infrastructure	Programme which seeks to address environmental sustainability issues from Transport. The programme will include, but may not be limited to, projects that reduce greenhouse gas emissions, provide resilience to climate change, mitigate pollution (air, noise, land and water), protect and enhance biodiversity, and support innovation in sustainability.	1	Local Share and NLTF	2021/22 - 2030/31	1.2	1.2	1.2	1.2	1.2	2.8	11.3	20.2
Electric Bus Trial Roadmap	Infrastructure to support electric/low emission buses on the public transport network.	1	Local Share and NLTF	2021/22 - 2022/23	4.5	4.5	0.0	0.0	0.0	0.0	0.0	9.0
Supporting Electric Vehicles	Infrastructure and initiatives to support electrification of the private vehicle fleet.	2	Local Share and NLTF	2021/22 - 2030/31	2.0	6.0	6.0	10.0	10.0	0.0	0.0	34.0

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Safety					\$millions							
Project Name	Description	Category	Funding Source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28-2030/31	10-year total
Safety Programme	A programme of investment to address the highest risk roads and intersections that require larger scale improvements to address safety deficiencies. This programme includes addressing speed-related deficiencies on the network, and ensuring better outcomes for vulnerable road users.	1	Local Share and NLTF RFT	2021/22 - 2030/31	65.3	65.3	65.3	71.1	80.9	80.9	228.1	656.9
Minor Improvements	A programme of targeted improvements to address safety and operational deficiencies across AT’s road, motorcycle, pedestrian and cycle networks.	1	Local Share and NLTF	2021/22 - 2030/31	10.0	8.0	8.0	10.0	10.0	12.0	42.0	100.0
School Speed Management	A programme of investment to reduce speed limits outside all schools in Auckland through speed management interventions to meet nationally mandated school speed limit changes by 2030.	1	NLTF	2021/22 - 2030/31	5.0	5.0	5.0	5.0	5.0	10.0	40.0	75.0
Marae and Papakainga (Turnouts) safety programme	Toa Takitini (Transformational) Maori Outcome Programme seeks to improve the entry / exit from Marae, Papakainga and Urupa to main highways and or roads.	1	Local Share and NLTF	2021/22 - 2030/31	1.1	1.1	1.1	1.1	1.1	1.6	6.4	13.2
Community Safety Fund	Completion of the community safety projects that were developed by Local Boards and elected members in 2018-21	1	Local Share and NLTF	2021/22	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0
Tamaki Drive/ Ngapipi Road safety improvements	To improve the pedestrian and cycle connection on Ngapipi Bridge adjacent to the Tamaki Drive/ Ngapipi Road intersection	1	Local Share and NLTF	2021/22	6.8	0.0	0.0	0.0	0.0	0.0	0.0	6.8

Effective Journeys / Better Connections					\$millions							
Project Name	Description	Category	Funding Source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28-2030/31	10-year total
Local Roads												
Lake Road/Esmonde Road Improvements	Improvements to Lake and Esmonde Road to improve people moving capacity and reduce journey time unreliability	1	Local Share and NLTF RFT	2022/23 - 2025/26	0.0	2.1	7.3	10.6	28.5	0.0	0.0	48.4
Wynyard Quarter Integrated Road Programme	Providing road upgrades within the Wynyard Quarter precinct	1	Local Share	2022/23 - 2024/25	0.0	0.8	15.5	29.8	0.0	0.0	0.0	46.1
Unsealed Road Improvements	Programme of delivering improvements to the region’s highest priority unsealed roads	1	Local Share	2021/22 - 2030/31	6.0	6.0	6.0	4.0	3.0	3.0	12.0	40.0
Resolution of Encroachments and Legacy Land Purchase Arrangements	Programme to resolve encroachments and legacy land purchase arrangements	1	Local Share	2021/22 - 2030/31	1.0	1.0	1.0	1.0	1.0	2.4	9.5	17.0
Ormiston Town Centre Link	A new road link to provide shorter access towards the emerging Ormiston Town Centre. This includes walking and cycling facilities.	1	Local Share and NLTF	2021/22 - 2022/23	1.7	15.1	0.0	0.0	0.0	0.0	0.0	16.8
Medallion Drive Link	A two-way link road between Fairview Avenue and the existing Medallion Drive with pedestrian and cycle facilities	1	Local Share and NLTF	2021/22	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0
Lincoln Road Corridor Improvements	Lincoln Road widening to accommodate additional transit/bus lanes, as well as intersection improvements, footpath widening for both pedestrians and cyclists, and installing a solid median.	2	Local Share and NLTF RFT	2021/22 - 2030/31	2.0	11.4	6.9	13.7	26.0	26.5	19.6	106.2
Glenvar Road/East Coast Road intersection and corridor improvements	Corridor improvements, including road widening and upgrading intersections to provide safety benefits, transit priority and additional cycleways.	2	Local Share and NLTF RFT	2021/22 - 2024/25	2.8	14.3	21.1	19.1	0.0	0.0	0.0	57.3
Smales Allens Road Widening and Intersection Upgrade	Widening Smales and Allens Roads from two lanes into four lanes and upgrading the intersection with Springs and Harris Roads.	2	Local Share and NLTF RFT	2025/26 - 2030/31	0.0	0.0	0.0	0.0	2.5	9.0	11.8	23.4
Hill Street Intersection Improvement	Upgrade and reconfiguration of two intersections on State Highway 1 and Sandspit Road in Warkworth, to improve movement for all modes.	2	NLTF	2021/22	2.0	4.7	10.4	1.6	0.0	0.0	0.0	18.8

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Operational Programmes												
Regional Improvement Projects	Programme to respond to community requests for corridor improvements that focus on ensuring safe and efficient operation. This is the partner programme to the Minor Improvements Programme.	1	Local Share and NLTF	2021/22 - 2030/31	3.7	3.7	3.7	3.7	3.7	8.7	34.7	62.0
Parking Programme	Programme of initiatives to support AT's parking activities, including residential parking permits, on-and off-street paid parking, and enforcement activities	1	Local Share	2021/22 - 2030/31	2.9	2.9	2.9	2.9	2.9	6.9	27.4	49.0
Improvements Complementing Developments	Programme to allow Auckland Transport to proactively work with developers to improve transport outcomes associated with new developments	1	Local Share	2021/22 - 2030/31	0.7	0.7	0.7	0.7	0.7	1.7	6.7	12.0

Optimisation and Technology												
\$millions												
Project Name	Description	Category	Funding Source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28-2030/31	10-year total
Network Capacity and Performance												
Network Performance	A programme of small scale multi-modal initiatives such as synchronisation of traffic signals, road-layout improvements including bus and freight lanes and dynamic lanes to support improved outcomes for active modes, public transport, freight, and general traffic.	1	Local Share and NLTF RFT	2021/22 - 2030/31	8.9	8.9	8.9	8.9	8.9	24.7	98.9	168.0
Intelligent Transport Systems	A programme to take advantage of emerging technologies to manage congestion, improve safety and influence travel demand	1	Local Share and NLTF RFT	2021/22 - 2030/31	5.0	5.0	5.0	7.0	7.0	5.0	18.0	52.0
Operational Programmes												
Customer and Digital	A combined programme facilitating technology change to support the design, operation, and use of the public transport system, better customer experience, plus maintaining IT equipment and Business Applications. This also includes allowance for Integrated Ticketing costs.	1	Local Share and NLTF	2021/22 - 2030/31	39.5	39.8	40.2	37.4	36.7	39.0	119.9	352.7
Core Technology	This programme is comprised of technology upgrades and replacements, and cybersecurity	1	Local Share and NLTF	2021/22 - 2030/31	5.0	5.0	5.0	6.0	6.0	6.0	24.0	57.0
Transport Demand Forecasting Models Update	Build and calibrate new Land Use, Transport Demand Forecasting, and Traffic Model Network system following 2018 Census update. This is a joint project with Waka Kotahi	1	Local Share and NLTF	2024/25 - 2025/26	0.0	0.0	0.0	3.0	3.0	0.0	0.0	6.0
Core Operational Capital Programme	Minor capital programme consisting of projects such as Advanced Destination Signage, Regulatory Controls Infrastructure and Security and Counter Terrorism Infrastructure.	2	Local Share and NLTF	2021/22 - 2030/31	0.8	0.8	0.8	0.8	0.8	2.0	7.8	14.0

Asset Management												
\$millions												
Project Name	Description	Category	Funding Source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28-2030/31	10-year total
Renewals	Costs associated with renewing AT's transport network and corporate assets to an appropriate standard. This includes provision for responding to climate change and emergency events.	1	Local Share and NLTF	2021/22 - 2030/31	234.4	253.0	322.1	374.7	413.1	441.5	1892.3	3931.0
Seismic Strengthening Programme	Programme for seismic strengthening around the Auckland region, including Quay Street seawall	1	Local Share and NLTF	2021/22 - 2023/24	3.0	16.9	5.0	0.0	0.0	0.0	0.0	24.9
Street Lighting Improvements	Programme to deliver improved street lighting throughout the Auckland Region	1	Local Share and NLTF	2021/22 - 2023/24	5.0	5.0	7.0	0.0	0.0	0.0	0.0	17.0
Wolverton Culverts	Upgrade to two culverts under Wolverton Street that are in need of replacement.	1	Local Share	2021/22	10.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0

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Population Growth					\$millions							
Project Name	Description	Category	Funding Source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28-2030/31	10-year total
Greenfield transport infrastructure - Northwest	Projects to support high priority greenfield growth areas, including an upgrade of Trig Road and new Redhills connections with appropriate public transport and active mode provision.	1	Local Share and NLTF RFT	2021/22 - 2030/31	3.0	3.0	5.0	5.0	11.0	23.0	92.0	142.0
Supporting Growth - Post Lodgement and Property	To support legal costs and necessary property purchase associated with designations, including hearings and environment court costs.	1	Local Share and NLTF	2021/22 - 2030/31	6.5	6.0	14.0	5.5	5.5	5.5	21.0	64.0
Tamaki Regeneration	Local road upgrades, improvements to Glen Innes town centre and enhanced linkages to public transport delivered in conjunction with the Tamaki Regeneration Project	1	Local Share and NLTF	2022/23 - 2030/31	0.0	3.0	8.5	9.8	11.3	4.6	3.7	40.9
Supporting Growth - Investigation for Growth Projects	To facilitate investigation for high priority projects in growth areas.	1	Local Share and NLTF	2021/22 - 2023/24	11.0	11.0	6.0	0.0	0.0	0.0	0.0	28.0
Matakana Link Road	A connection between State Highway 1 and Matakana Road	1	Local Share and NLTF	2021/22	26.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0
Wainui Improvements	Infrastructure to support Wainui growth area.	1	Local Share	2021/22 - 2023/24	3.0	10.0	10.0	0.0	0.0	0.0	0.0	23.1
Strategic Business Cases	These business cases cover all regions in growth areas. Business cases unlock funding assistance from Waka Kotahi's NTLF to match Council's share of the investment from the RLTP, securing FAR enables successful implementation of projects in the future. This includes Tamaki Drive Resilience Investigation.	1	Local Share and NLTF	2021/22 - 2030/31	1.0	4.0	5.0	0.0	0.0	4.0	8.0	19.8
Huapai Improvements	Station Road re-alignment and signalisation of SH16	1	Local Share and NLTF	2021/22 - 2022/23	13.4	4.1	0.0	0.0	0.0	0.0	0.0	17.5
Scott Point Repayment	Payment to Auckland Council for growth related infrastructure works in Scott Point.	1	Local Share	2021/22	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
Drury Local Road Improvements	Local road upgrades supporting growth and new rail infrastructure in Drury. This programme includes Waihoehoe Road improvements to connect to the proposed Drury Central Station, and intersection improvements at Waihoehoe Road and SH22.	3	Local Share and NLTF	2027/28-2030/31	0.0	0.0	0.0	0.0	0.0	0.0	242.8	242.8
Northwest Growth Improvements	Local road upgrades supporting growth and facilitating better active and public transport in the Northwest growth area. This programme includes better public transport and active modes provision between Fred Taylor Drive and Maki Street.	3	Local Share and NLTF	2026/27 - 2030/31	0.0	0.0	0.0	0.0	0.0	37.1	148.4	185.5
Projects Supporting Auckland Housing Programme	Projects supporting Kainga Ora's Auckland Housing Programme, includes projects in Tamaki, Mangere, Mt Roskill	3	Local Share and NLTF	2023/24 - 2030/31	0.0	0.0	5.0	15.0	25.0	44.0	312.0	401.0
Western Link Road Route Protection	Route Protection for the Western Link Road in Warkworth.	3	Local Share and NLTF	2024/25 - 2030/31	0.0	0.0	0.0	0.9	0.9	0.9	3.4	6.0

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Auckland Council Projects						\$millions							
Project Name	Description	Category	Funding Source	Prioritisation	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28-2030/31	10-year total
Te Whau Pathway	A shared path that will link the Manukau Harbour to the Waitemata Harbour. This will be delivered with funding from the COVID Response and Recovery Fund.	1	CRRF									TBC	35.0

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Appendix 2: Waka Kotahi New Zealand Transport Agency Capital Programme

Waka Kotahi Projects													
Project Name	Description	Category	Funding Source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28-2030/31	10-year total	
Safety													
Safer Networks Programme	A programme of works to prevent people from dying or being seriously injured on high risk state highways and local roads. Activities includes median and roadside barriers, markings and signage, and safe and appropriate speed treatment.		NLTF		12.5	7.9	0.5	21.3	30.4	22.7	97.7	193.0	
SH16 Brigham Creek-Waimauku	A project to improve safety and efficiency for road users on the stretch of State Highway 16 between Brigham Creek and Waimauku in Auckland.		NLTF		28.8	60.8	40.0	7.8				137.0	
Dome Valley Safety Improvements	The planned safety improvements on SH1 through the Dome Valley include widening the existing road, embankment reshaping, construction of right hand turn bays and installation of flexible wire rope barriers in the central median.		NLTF		29.7	0.2						30.0	
Rapid Transit													
CC2M & Northwest Rapid Transit	Seed funding for future Rapid Transit on the City Centre to Mangere and Northwest lines.		NLTF								1800.0	1800.0	
SH18 Rapid Transit	Business Case and planning work associated with future Rapid Transit along SH18 between Westgate and Constellation Bus Station.		NLTF		1.0	1.0	1.0					3.0	
Operational Capital Programmes													
Minor State Highway Improvements (Low Cost Low Risk)	A programme of activities that will be targeted to low cost safety, optimisation and resilience outcomes. These will contribute to the Transport Agency's goals of reducing the number of deaths and serious injuries, making best use of urban capacity, or greater resilience of the state highway network		NLTF		19.6	8.1	0.4					28.1	
Noise wall upgrade programme	A programme to implement roadside noise barriers to reduce exposure to high traffic noise levels from the state highway network.		NLTF		2.5	5.0	7.5					15.0	
Mode Choice													
Northern Pathway (Westhaven to Akoranga)	The Northern Pathway project will provide a seamless dedicated walking and cycling link between Auckland's City Centre and the North Shore which will connect with existing local paths to extend the region's walking and cycling network.		NZUP									360.0	
Southern Corridor Improvements (Manukau-Papakura)	The Southern Corridor Improvements Project covers the stretch of Southern Motorway (SH1) from the SH20/SH1 connection at Manukau down to Papakura in the south. The Project includes additional lanes in both directions, upgraded Takanini Interchange and a 4.5km shared use pedestrian / cycle path.		NLTF		13.5	76.0	75.0	27.0	36.0	13.8		241.0	

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Glen Innes to Tamaki cycleway	A shared path for cyclists and pedestrians that will follow the eastern rail line from Merton Road near Glen Innes Station to Tamaki Drive - connecting pedestrians and cyclists from Auckland's eastern suburbs to the Waitematā.		NLTF		25.2	23.6					49.0
20Connect Route Protection	Early route protection work for this project. 20Connect will improve journey reliability along State Highway 20, State Highway 20A and State Highway 20B to provide more choice for people when travelling around southwest Auckland, including to and from the airport.		NLTF		5.6	7.7	7.7				21.0
Old Mangere Bridge Pedestrian & Cycling Link	Replacement of the Old Māngere Bridge, providing the community with a safe, high-quality walking and cycling connection between the Ōnehunga and Māngere Bridge communities and a safe place for fishing.		NLTF		12.6						12.6
Walking and Cycling Low Cost Low Risk	Walking & Cycling Small Projects based on Low Cost Low Risk process		NLTF		2.0	2.0	2.0				6.0
Growth											
SH18 Squadron Drive interchange upgrade	New interchange west-facing ramps will complement the existing east-facing ramps to create a full interchange and provide greater access for the Hobsonville growth area. This would also reduce traffic volumes and improve public transport reliability on Hobsonville Road by redirecting some customers from the local road to the state highway. (SH18).		NLTF		2.0	14.0	26.0	23.0	1.5	1.5	68.0
Supporting Growth Route Protection Programme	An AT/NZTA Alliance has been set up to look at route protection for the preferred network in the North west, North and Southern growth areas of Supporting Growth Programme. This includes specific NZTA activities like an alternative corridor to existing SH16, SH22, and capacity improvements North of Albany.		NLTF		14.4	11.9	14.2	1.3	1.3	1.3	44.4
Better Connections											
Mill Road Corridor	Mill Road will provide an additional route from Manukau to Drury, a safer, more reliable and accessible transport corridor to support residential and employment growth in south Auckland. Includes separated walking and cycling facilities will ensure better access to employment opportunities and provide residents with more reliable public transport services.		NZUP								1354.0
Penlink	A new transport link between SH1 and Whangaparaoa Peninsula. A separated, shared walking and cycling lane adjacent to the new state highway will provide travel choice for those living in or visiting the peninsula.		NZUP								411.0
State Highway 1 Papakura to Drury South	Part of the Papakura to Bombay project, this is implementation of State Highway 1 improvements from Papakura to Drury South, extending to highway to three lanes in each direction to provide better travel time reliability.		NZUP								423.0

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Puhoi-Warkworth	The Puhoi to Warkworth project will extend the four-lane Northern Motorway (SH1) 18.5km from the Johnstone's Hill tunnels to just north of Warkworth. It is the first stage of the Ara Tūhono – Pūhoi to Wellsford project.	NLTF	98.6	103.2	80.1	80.2	80.0	80.8	322.9	845.8
ITS Programme & State Highway Optimisation Programme	The Optimisation Programme includes four customer focused streams: Operate (See and Respond) - Traffic Management, Sensor/Signals Network, and Incident/Event Management; Optimise (Plan & Think Ahead) - Traffic optimisation, adjustments, and technology building blocks; Inform (Let people know) - Direct messaging, C2C Channels, and Social and Broadcast Media; and Insights (Analyse & Learn) - Storage, Analysis, and Prediction.	NLTF	2.0	2.0					118.0	122.0
Northern Corridor (includes busway extension)	A package of capacity and safety improvement projects on the Northern Motorway between Upper Harbour Highway and Greville Road including widening of SH1 between Constellation Drive and Greville Road, widening of SH18 between SH1 and Unsworth Drive, a new motorway-to-motorway connection between SH18 and SH1, upgrade of the Greville Road interchange, and extension of the existing Northern Busway from Constellation Drive to Albany.	NLTF	86.4	39.1	2.7					128.2
SH1 Additional Waitemata Harbour Connections	The Additional Waitematā Harbour Connections project will assess options for improvements to connections between the North Shore and the City Centre.	NLTF	15.2	11.8	10.3	10.3	10.9	1.5		60.0
SH20A to Airport (Debt Repayment)	Debt payment for grade separation of the SH20A / Kirkbride Road Intersection (motorway trenched under Kirkbride Road).	NLTF	47.7							47.7
East West Link	Property costs associated with the East West Link. The wider project is currently being reviewed to evaluate whether it aligns with the new priorities and strategic direction set out by the Government Policy Statement on Land Transport.	NLTF			25.7				5.0	30.7
Warkworth to Wellsford Designation	The Warkworth to Wellsford project is the second section of Ara Tūhono Pūhoi to Wellsford. The Indicative Alignment is 26km long, includes an 850m long twin bore tunnel in the Dome Valley and three interchanges located at Warkworth, Wellsford and Te Hana.	NLTF	9.0	6.0	6.0					21.0
SH1 Drury South to Bombay	The State Highway 1 Papakura (SH1) to Bombay project proposes improvements to Auckland's Southern Motorway, between Papakura and Bombay. This covers route protection south of Drury.	NLTF	2.1	2.2	0.2	6.9	6.9			18.3
Grafton Gully	The City Centre Master Plan envisions a new multi-modal boulevard and future urban neighbourhoods for Grafton Gully and Te Toangaroa / Quay Park seamlessly stitching the eastern edge of the city centre with the heart of the city and eastern city fringe neighbourhoods.	NLTF			5.0	5.0	5.0			15.0

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Waka Kotahi Projects													
Project Name	Description	Category	Funding Source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28-2030/31	10-year total	
Maintenance, Operations, Renewals													
State Highway Maintenance, Operations & Renewals	State highway maintenance, operations, and renewals.		NLTF		199.2	202.6	206.1	179.2	179.2	179.2	716.6	1862.0	

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Appendix 3: KiwiRail Capital Programme

KiwiRail Projects												
Project Name	Description	Category	Funding Source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28-2030/31	Total Cost (\$m)
CRL Day One - Infrastructure Package	Infrastructure improvements to support CRL including Additional Traction Feed (West) and Investigation for ETCS Level 2.		NRLF	2021/22 - 2023/24	23.0	19.0	17.0					61.0
KiwiRail Strategic Future Planning	Third and Fourth Main business case and Network Investment Planning.		NRLF	2021/22 - 2030/31	7.0	5.0	5.0	5.0	5.0	5.0	20.0	52.0
Progressive Fencing and Security	Ongoing programme to improve safety and security of the rail corridor through managing access.		NRLF	2021/22 - 2030/31	2.0	2.0	2.0	2.0	2.0	2.0	8.0	20.0
Papakura to Pukekohe Electrification	Electrification of the track between Papakura and Pukekohe to allow electric services at up to 6 trains per hour in each direction.		NZUP	2020/21 - 2023/24	128.0	126.0	84.0					338.0
Wiri to Quay Park	Works to add a third rail line between Wiri and Westfield, along with associated junction improvements, to increase rail capacity between Wiri and Quay Park, reducing congestion for both passenger and freight services.		NZUP	2020/21 - 2023/24	111.0	67.0	31.0					209.0
Drury Stations	Funding for new railway stations around Drury, precise scope and phasing still to be determined.		NZUP	2020/21 - 2025/26	85.0	60.0	40.0					185.0

KiwiRail Maintenance, Operations and Renewals												
Project Name	Description	Category	Funding Source	Duration	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28-2030/31	Total Cost (\$m)
Rail Network Resilience and Performance Programme - Catch-up Renewals	Funding for works to address historic formation, drainage and track issues to bring the network up to a modern metro standard. This includes acceleration of some renewal activity to ensure the programme is optimised and ensure the network will perform reliably under increased traffic volumes. Also known as the Rail Network Growth Impact Management (RNGIM) Project.		NRLF	2021/22 - 2024/25	48.0	32.0	45.0	12.0				137.0
Maintenance, Operations, and Renewals	KiwiRail share of network maintenance, operations, and renewals cost to be agreed through the Auckland Network access Agreement.		NRLF	2021/22 - 2030/31	5.0	5.0	7.0	8.0	8.0	8.0	33.0	74.0
Additional Rail Maintenance and Renewals	Lifting the level of maintenance and renewals to ensure reliable operation of the Auckland rail network in response to increased traffic volumes. This expenditure is above that currently provided by KiwiRail and Auckland Transport through the Auckland Network Access Agreement.		NRLF	2021/22 - 2030/31	7.3	7.3	7.3	7.3	7.3	7.3	29.2	73.0
CRL Day One - Resilience and Asset Maintenance Programme	Resilience and asset maintenance improvements to support CRL including Integrated Rail Management Centre and Emergency Management Systems.		NRLF	2021/22 - 2023/24	14.0	21.0	17.0					49.0
Additional MO&R for CRL Components	Additional budget maintenance, operations and renewals budget to ensure the reliable operation of CRL. This expenditure is above that currently provided by KiwiRail and Auckland Transport through the Auckland Network Access Agreement.		NRLF	2027/28 - 2030/31							9.0	9.0

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Draft as at 08/03/21

Categorisation: 1 – Committed and Essential 2 – Discretionary and Prioritised 3 – Additional funding required

Appendix 4: Department of Conservation Capital Programme

Department of Conservation Projects		\$000s							
Project Name	Description	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28-2030/31	10-year total
Local Road Improvements		-	-	100.0	34.0	34.7	35.4	148.7	352.8
Local Road Maintenance		25.5	25.5	25.5	41.4	41.9	45.5	152.8	358.3

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Draft as at 08/03/21

Categorisation: 1 – Committed and Essential 2 – Discretionary and Prioritised 3 – Additional funding required

Appendix 5: Projects that may be delivered if additional funding is available

[To come]

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Draft as at 08/03/21

Categorisation: 1 – Committed and Essential 2 – Discretionary and Prioritised 3 – Additional funding required

Appendix 6: Projects with committed NLTP funding

[To come]

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Appendix 7: The relationship of Police activities to the RLTP

Relationship of Police activities to the Regional Land Transport Plan

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

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

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

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

The operational priorities linked to Police activities are shown below.

Operational Priorities	NZ Police Activities
Speed	Provide sufficient enforcement levels of legal speed limits to achieve general deterrence.
Road and roadsides	Enforce proper use of the roads
Active users	Educate and enforce relevant laws to help keep active road users safe
Incident management	Respond to and investigate major incidence on the network
Light vehicles	Enforce laws around vehicle defeats and illegal modifications
Motorcycling	Enforce compliance with road rules and refer motorcyclists to education and skills programmes

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Heavy vehicles	Ensure compliance with heavy vehicle rules
Alcohol and drugs	Deliver sufficient testing levels to achieve general deterrence from driving under the influence of drugs or alcohol, and enforce compliance with legislation
High-risk drivers	Reduce the opportunities for high-risk drivers
Fatigue and distraction	Identify and discourage the use of cell phones while driving and driving while fatigued
Restraints	Ensure the wearing of restraints
Inexperienced drivers	Refer drivers to licence programmes

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

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

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

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

The Auckland Transport Alignment Project (ATAP) also includes many policy areas where work can be progressed to achieve our safety targets. The ATAP Investment Package has

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requested higher penalties, fines and enforcement. These safety regulatory settings will link into the work Police will undertake in keeping our roads safe.

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

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Appendix 8: Significance Policy

Purpose

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

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

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

This policy sets out how to:

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

Significance of variations to the Regional Land Transport Plan

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

The following variations are considered to be significant:

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

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- e) A variation to the RLTP that results in a significant variation to the Regional Public Transport Plan.

The following variations will generally not be significant:

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

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

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

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

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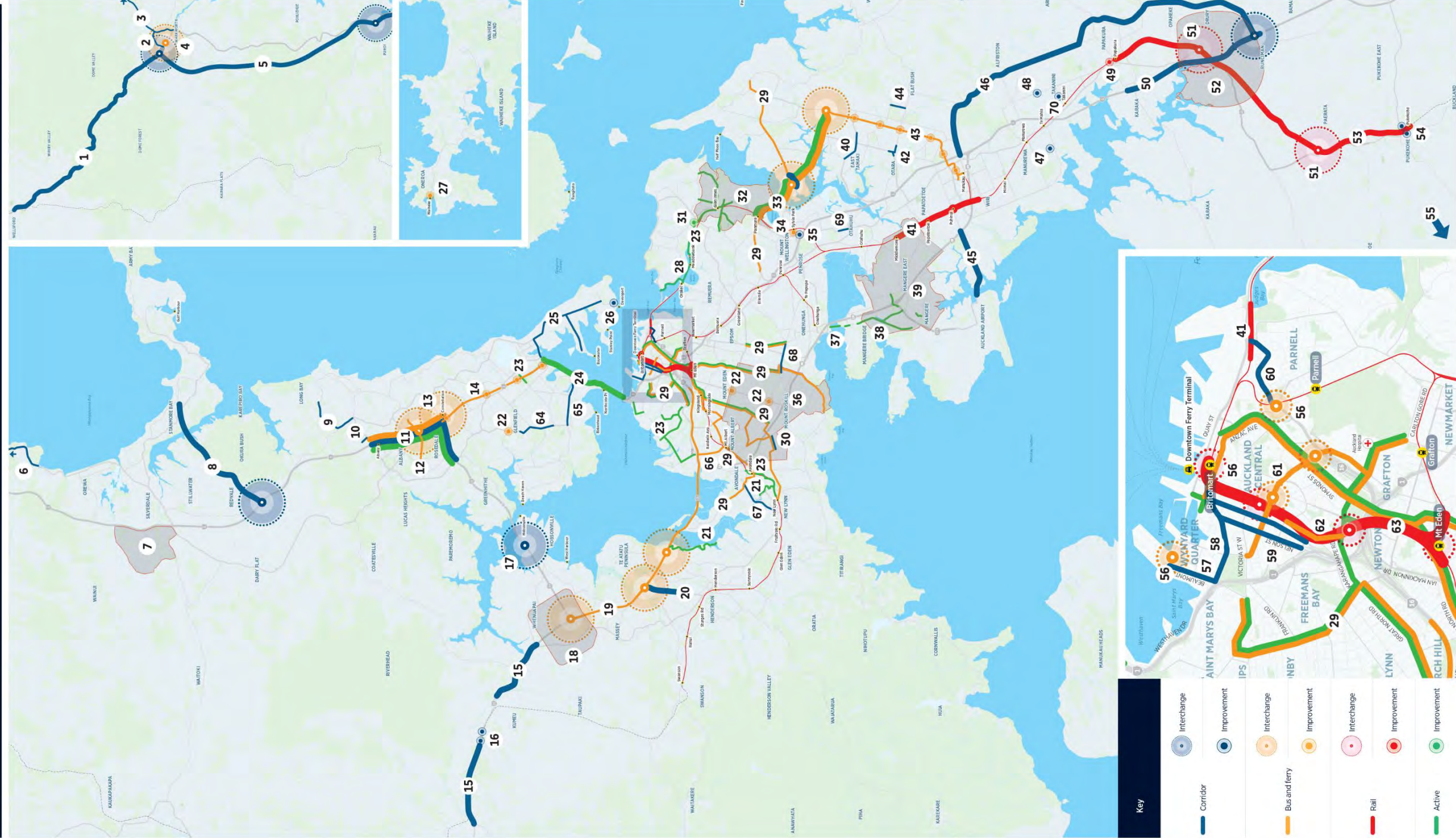
Appendix 9: Glossary

AC	Auckland Council
AMETI	Auckland-Manukau Eastern Transport Initiative
AMR	Auckland Metro Restoration
AT	Auckland Transport
ATAP	Auckland Transport Alignment Plan
BCR	Benefit to cost ratio
CRL	City Rail Link
FTN	Frequent Transit Network (key bus and ferry routes)
GPS	Government Policy Statement on land transport funding
HNO	Transport Agency's State Highways Network and Operations
HPMV	High productivity motor vehicles
KPIs	Key performance indicators
LGA	Local Government Act 2002
LTMA	Land Transport Management Act 2003
LTP	Long Term Plan
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NorSGA	Northern Strategic Growth Area
RNGIM	Rail Network Growth Impact Management
RNIP	Rail Network Investment Package
RTC	Regional Transport Committee
RFT	Regional Fuel Tax
RLTP	Regional Land Transport Plan
RoNS	Roads of National Significance
RTN	Rapid Transit Network (passenger rail and Northern Busway)
SH	State Highway
Waka Kotahi	Waka Kotahi NZ Transport Agency

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Tāmaki Makaurau
Projects planned for delivery 2021-2031



- 1 Dome Valley Safety Improvements (Waka Kotahi)
- 2 Makana Link Road (AT)
- 3 Safety Programme - Māhanga Road to Green Road (AT)
- 4 Rodney Targeted Rate - Warkworth Community Transport Hub (AT)
- 5 Pūhoi-Warkworth (Waka Kotahi)
- 6 Safety Programme - Hibiscus Coast Highway (Hibiscus Coast Highway to Waiwera Road) (AT)
- 7 Waiwera Transport Improvements (AT)
- 8 Penlink (Waka Kotahi/NZUP)
- 9 Glenvar Road and East Coast Road Improvements (AT)
- 10 Medallion Drive Link (AT)
- 11 Northern Corridor (Waka Kotahi) (SH1 to SH18 and busway extension)
- 12 Rosedale Road (AT)
- 13 Rosedale and Constellation Bus Stations (AT)
- 14 Northern Busway Enhancements (Waka Kotahi/AT)
- 15 SH16 Bringham Creek to Waimauku (Waka Kotahi)
- 16 Hapai SHA Transportation Improvements (AT)
- 17 SH18 Squadron Drive Interchange Upgrade (Waka Kotahi)
- 18 North West Growth Area (AT)
- 19 Northwestern Interim Bus Improvements (Waka Kotahi/AT/CRP)
- 20 Lincoln Road Corridor Improvements (AT)
- 21 Te Whaiti Pathway (Auckland Council)
- 22 Neighbourhood Interchanges (AT)
- 23 Urban Cycleways Programme (AT)
- 24 Northern Pathway (Waka Kotahi/NZUP) (Westhaven to Alkora)
- 25 Lake Road Improvements (AT)
- 26 Safety Programme - Devonport Town Centre (AT)
- 27 Matatia Landside Transport Improvements (AT)
- 28 G1 to Tamaki Shared Path (AT/Waka Kotahi)
- 29 Connected Communities (AT)
- 30 Network Performance - Pūhoi Street Dynamic Bus Lane (AT)
- 31 Meadowbank/Kohimarama Connectivity Project (AT)
- 32 Brownfields Priority Growth Area (Tamaki) and Tamaki Regeneration (AT)
- 33 Eastern Busway (AT)
- 34 Sylvia Park Bus Improvements (AT)
- 35 Network Performance - Mount Wellington Highway/SH1 Southbound Onramp (AT)
- 36 Brownfields Priority Growth Area (Roskill) (AT)
- 37 Old Mangere Bridge Replacement Project (Waka Kotahi)
- 38 Mangere Cycling Improvements (AT)
- 39 Brownfields Priority Growth Area (Mangere) (AT)
- 40 Smales/Allens Widening and Intersection Upgrade (AT)
- 41 Wiri to Quay Park and Third Main (KiwiRail/NZUP)
- 42 Network Performance - East Tamaki Road/Ormiston Road/Preston Road (AT)
- 43 Airport to Botany Interim Bus Improvements (AT)
- 44 Ormiston Town Centre Link (AT)
- 45 SH20B Improvements (Waka Kotahi)
- 46 Mill Road (Waka Kotahi/NZUP)
- 47 Safety Programme - Manurewa Coxhead Quadrant (AT)
- 48 Safety Programme - Popes Porchester Intersection (AT)
- 49 Papakura Rail Station Park and Ride (AT)
- 50 SH1 Papakura to Bombay Hills (Waka Kotahi/NZUP)
- 51 Southern Rail Stations (KiwiRail/NZUP)
- 52 Drury Growth Area (AT)
- 53 Pukekohe Electrification (KiwiRail/NZUP)
- 54 Network Performance - Pukekohe Dual Signals (Manukau/Massey/King/Stadium and East/Stadium) (AT)
- 55 Safety Programme - Waiuku Road corridor (Colombo Road to Domain Road) (AT)
- 56 Downtown Bus Improvements (AT)
- 57 Wynyard Integrated Road Programme (AT)
- 58 Safety Programme - Fanshawe Street (AT)
- 59 Safety Programme - Hobson Street / Nelson Street (AT)
- 60 Optimisation Programme - The Strand Special Vehicle Lane (Waka Kotahi)
- 61 City Centre Bus Improvements (AT)
- 62 Albert/Vincent Bus Priority Improvements (AT)
- 63 City Rail Link (CRL)
- 64 Safety Programme - Glenfield Road (AT)
- 65 Safety Programme - Onewa Road (AT)
- 66 Carrington Road Improvements (AT)
- 67 Safety Programme - Ash Street and Rata Street (AT)
- 68 Safety Programme - Mt Albert Road (AT)
- 69 Safety Programme - Atkinson Avenue (AT)
- 70 Safety Programme - Takanini School Road/Manurewa Road Intersection (AT)



An Auckland Council Organisation