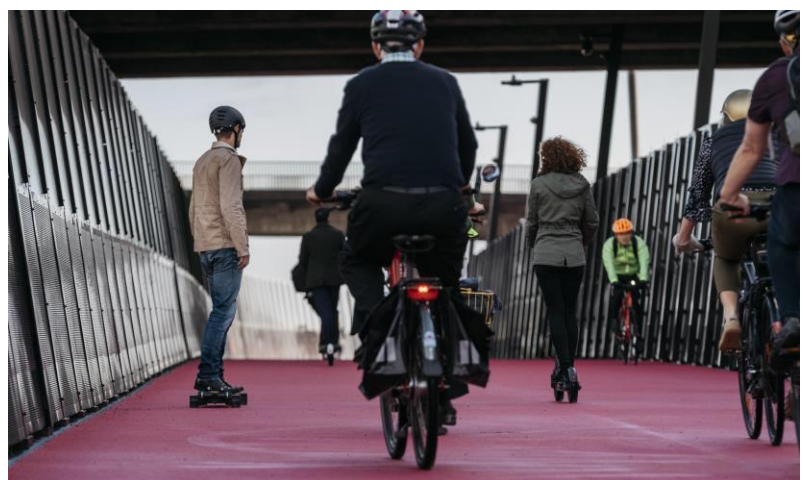


# Auckland Transport Alignment Project 2021 – 2031 Investment Programme



## Auckland Transport Alignment Project 2021-2031

### **ATAP is an agreement between Government and Auckland Council on transport priorities providing certainty and momentum in delivery**

The Auckland Transport Alignment Project (ATAP) brings together central government and Auckland Council to strategically align transport objectives and investment priorities for Auckland. An important part of the work is to agree a ten-year investment package that guides the Auckland Regional Land Transport Plan and the National Land Transport Programme.

The ATAP 2021-31 programme invests around \$31.4 billion into critical transport infrastructure and services across Auckland. It focuses on encouraging the shift from private cars to public transport, walking and cycling and addressing Auckland's longer-term challenges of climate change and housing development.

Over the past five years, ATAP has enabled significant progress on improving transport in Auckland. Record investment levels have supported solid progress in many key areas such as: mode shift to public transport, a reduction in deaths and serious injuries since 2017 and holding congestion levels steady despite rapid population growth.

The momentum in delivery and planning of transport projects over recent years means that ATAP 2021-31 reflects a continuation of the previously agreed 2018-28 programme.

### **ATAP 2021-31 encourages mode-shift and supports housing and climate change objectives. A Community Connect pilot is part of the programme**

Investment in public transport, walking and cycling is significant and further development of Auckland's rapid transit network makes up the largest area of investment in new infrastructure. Important programmes to improve bus priority, walking and cycling will also help support mode shift.

Investment into strategic and local roads is highly targeted to projects that deliver critical safety and efficiency benefits. Most investment is focused on completing existing projects and delivering parts of the NZ Upgrade Programme.

Key safety, network optimisation and technology programmes are included in the ATAP package to continue the momentum of ATAP 2018-28 in these critical areas.

The need to appropriately maintain and renew rail and road infrastructure has become increasingly apparent in recent years and ATAP 2021-31 includes a significant increase in investment for this as compared to the previous programme. More investment in operating expenditure is also required to run the public transport system.

To help address transport equity in Auckland, ATAP 2021-31 includes an allocation of funding for a Community Connect pilot. This will enable a 50 per cent discount on public transport for community service card holders approximately 200,000 Auckland residents.

Enabling and supporting Auckland's growth and increased housing supply is also a key focus of the ATAP package. Transport spending across the programme enables growth and intensification of housing.

In addition to this, specific areas have been prioritised for investment given their scale of expected growth. The Government's Auckland Housing Programme (AHP) including Tāmaki, Mt Roskill, Oranga and Mangere is allocated \$400 million. This provides for the local transport needs associated with this significant urban renewal programme. \$243 million is allocated to Drury where further investments are needed to support the NZ Upgrade investment and \$186 million to the north west of Auckland where growth is currently putting pressure on infrastructure.

### **ATAP 2021-31 is a \$31.4 billion funded programme**

ATAP 2021-31 is funded from the following sources:

- The Government's Policy Statement on Land Transport sets an expectation of funding from the National Land Transport Fund of \$16.3 billion
- Auckland Council's draft 2021-31 Long Term Plan budget proposes \$10.2 billion for transport
- Government funding of around \$4.9 billion has been allocated to Auckland from the New Zealand Upgrade Programme, the Covid Response and Recovery Fund and the Government's share of the City Rail Link

Developing the 2021-31 programme has balanced a number of constraints. On the revenue side, funding levels over the ten-year period from the National Land Transport Fund and Auckland Council have largely remained the same, while costs across-the-board have increased as compared to ATAP 2018-28. Covid-19 has had a significant short-term impact on revenue at both the local and national levels. These factors, together with the investment committed to projects underway and key programmes (e.g. safety, minor improvements, network optimisation, walking and cycling) meant a small proportion of the available funding remained for prioritising across a broad range of projects.

The scale of Auckland's population growth is challenging traditional funding sources for infrastructure development. Delivering infrastructure requires collective new thinking on funding and financing options. The new Infrastructure, Funding and Financing Act (2020) offers new avenues for Auckland to pursue.

### **The ATAP 2021-31 package continues to transform transport in Auckland**

ATAP 2021-31 will deliver significant benefits to Auckland. For example:

- Mode shift from cars to public transport, walking and cycling. These modes are expected to absorb approximately 64 per cent of increased trip demand and support a 5.4 per cent reduction in per capita vehicle travel. Public transport's mode share increases from 12 per cent to 20 per cent in the morning peak, and from 5 per cent to 10 per cent interpeak.
- An increase in accessibility to jobs by a 30 minute car journey by 14 per cent and an increase in accessibility to jobs by a 45 minute public transport journey by 60 per cent.
- A reduction in congestion for bus passengers and on arterial routes but increased congestion on the motorways. The ATAP work recognises that a congestion pricing scheme for Auckland would complement investments in helping to reduce congestion.
- Significantly improved safety outcomes across the Auckland region, with an expected reduction in deaths and serious injury of 60 per cent by 2031

Decarbonising Auckland's transport system is a challenge for both Government and Auckland Council. The 2021-31 ATAP investment programme reduces per capita emissions over the period by 13%. Increased investment in public transport projects and walking and cycling encourage the move from private car to public transport supporting emissions reduction. Significant population increase means that while there is a decrease per person, overall emissions increase slightly by 6% when the package is viewed in isolation of other Government and Council policies.

Auckland could contribute around 35-40% of the national estimated emissions reduction from implementing a biofuels mandate, the Clean Car Standard and decarbonising the public transport bus fleet. With these measures, Auckland could reduce carbon emissions by 1-2 mega tonnes between 2022 and 2031. This will increase to a 4-8 mega tonne reduction between 2022 and 2050. Auckland

Council is stopping the purchase of diesel buses and Papakura-to-Pukekohe electrification sees the end of diesel trains in Auckland. To drive further transport emission reductions, additional investment and regulation will be required.

The ATAP 2021-31 programme continues the transformation of transport in Auckland. Work will now begin on implementing ATAP through various statutory transport plans and developing an investment programme for subsequent decades (2031-51). As part of this work, the collective ATAP agencies will work with Manawhenua to identify transport related outcomes for Māori living in Auckland, consider equity across the transport system and continue to address emissions reduction.

## ATAP 2021-31 Investment Detail

The ATAP Package		
Investment Area		ATAP 2020 (\$ millions)
Operational Cost (net of Revenue)		9,124
Asset Renewals		4,491
Projects	Rapid Transit	7,568
	Strategic & Local Roads	4,167
	Walking & Cycling & Local Board Initiatives	1,466
	Safety	1,128
	Bus & Ferry	1,171
	Optimisation & Technology	748
	Spatial Priorities	1,273
	Planning for the future	276
TOTAL		31,412



Project	Expenditure 2021-2031 (\$ millions)
<b>Committed</b>	
<b>Electric Multiple Unit Trains</b> The final part of the current tranche of new trains for the metro network	5
<b>Eastern Busway: Panmure to Pakuranga Section</b> A rapid transit connection from Panmure station to Pakuranga Plaza	8
<b>Rosedale and Constellation Bus Stations (Northern Busway)</b> Two new stations on the Northern Busway to increase access and patronage	59
<b>Earthquake Strengthening Programme</b> Strengthening some Auckland Transport assets (carparks and other facilities)	25
<b>Ormiston Town Centre Main Street Link</b> A connection from Ormiston Road (East Auckland) to a new housing area	17
<b>Electronic Signs for Bus Stops</b> Digital signs which show real time departures and service announcements	3
<b>Small Improvements to Roads Around New Developments</b> A program that makes small changes required after developments are built.	12
<b>Parking Programme</b> Residential parking permits, paid parking, and enforcement activities	49
<b>Regulatory Controls Infrastructure</b> Programme to help meet regulatory requirements (signage and other standards)	1
<b>Resolution of Encroachments and Legacy Land Purchase Arrangements</b> Resolving illegal land occupation and compulsory acquisition processes	17
<b>Medallion Drive Link (North Shore – Albany)</b> A link road between Oteha Road, and a housing area.	12
<b>Matakana Link Road</b> A roading connection from SH1 north of Warkworth to Matakana.	26
<b>Tamaki Drive and Ngapipi Road Intersection Safety Improvements</b> Signalised intersection upgrade and seawall improvements	7
<b>Airport Access Public Transport Improvements</b> A programme of upgrades including bus priority to support trips to the airport.	12
<b>Customer and Corporate Technology Programme</b> Back office and other systems to provide an improved customer service.	359
<b>Transport Demand Forecasting Models Update</b> Improving functionality and accuracy on transport models.	6
<b>Street Lighting Improvements</b> New and retrofitted LED street lights.	17
<b>City Rail Link</b> Underground railway link including 2 new stations to greatly improve rail service.	2,600
<b>State Highway 1 Ara Tūhono Puhoi to Warkworth</b> A new motorway connection between Puhoi and Warkworth.	830
<b>State Highway 1 Northern Corridor Improvements (Includes Busway Extension)</b> Extending the Northern Busway and connection SH1 to SH18.	111
<b>State Highway 1 Southern Corridor Improvements (Manukau-Papakura)</b> Motorway widening, interchange improvements and a shared path.	241
<b>State Highway 1 Dome Valley Safety Improvements</b> Widening the centreline and roadside shoulders and adding flexible barriers	30
<b>State Highway 1 Warkworth to Wellsford designation</b> Planning processes for a motorway extension north of Warkworth.	21

Project	Expenditure 2021-2031 (\$ millions)
<b>State Highway 16 Brigham Creek-Waimauku Safety Improvements</b> Flexible barriers, shoulder widening and other improvements around Kumeu.	137
<b>State Highway 20B Kirkbride Road Grade Separation</b> Motorway overpass near Auckland Airport.	48
<b>Minor State Highway Improvements</b> Funding for small improvements across the State Highway network.	28
<b>Old Mangere Bridge Pedestrian &amp; Cycling Link</b> Using the old Mangere bridge as a walking and cycling connection.	13
<b>Supporting Growth Alliance Core Funding</b> Operational funding for the Alliance delivering growth projects.	44
<b>Glen Innes to Tamaki cycleway</b> A cycling connection from Tamaki Drive to Glen Innes near the rail corridor.	49
<b>Rail Network Catch-up Renewals</b> Funding to make up for deferred maintenance across the rail network.	163
<b>Huapai Special Housing Area</b> Transport infrastructure to support a growth area at Huapai (near Kumeu).	18
<b>Eastern Busway: Pakuranga Bus Station, Reeves Road Flyover, Ti Rakau Busway</b> The Eastern Busway section East of Pakuranga	722
<b>Eastern Busway: Botany Bus Station</b> A station at the Eastern end of the busway.	150
<b>Tamaki Regeneration</b> Funding for infrastructure to support urban regeneration at Tamaki	41
<b>Wynyard Quarter Integrated Road Programme</b> Road improvements and walking and cycling in the Wynyard area (waterfront).	46
<b>Greenfield Transport Infrastructure</b> Loan repayments for projects that support development in greenfields	142
<b>Wainui Growth Area Improvements</b> Roading and motorway interchange at Wainui (West of Orewa).	23
<b>Supporting Growth - Investigation for Growth Projects</b> Planning and support for Growth projects, including scoping and project planning.	28
<b>Scott Point Growth Area Improvements</b> Projects to support development at Scott Point (near Hobsonville).	5
<b>Wolverton Culverts</b> Stormwater repairs in New Lynn after a flood event damaged culverts.	10
<b>Sub total</b>	<b>6,135</b>
<b>Committed - City Rail Link Day One Programme</b>	
CRL Day One - Roadside Projects	7
CRL Day One - New Trains to Maximise Operation	404
CRL Day One - Level Crossing Removal	220
CRL Day One - Traction Feeds and Signalling	70
CRL Day One - Resilience and Asset Maintenance Programme	52
CRL Maintenance Operation and Renewals	9
<b>Sub total</b>	<b>762</b>
<b>Committed - New Zealand Upgrade Programme</b>	
<b>Pukekohe Electrification</b> Extending the electrification of the rail network from Papakura to Pukekohe.	371
<b>Wiri to Quay Park</b>	315

Project	Expenditure 2021-2031 (\$ millions)
Additional lines and improvements to the rail network.	
<b>Drury rail stations development</b> New rail stations to support growth in Drury.	247
<b>Mill Road Corridor</b> An arterial connection between Drury and Manukau including bus priority.	1,354
<b>Penlink</b> A two-lane connection from SH1 to Whangaparoa with walking, cycling and future-proof for public transport	411
<b>State Highway 1 Papakura to Bombay Hills</b> Motorway improvements to Bombay.	423
<b>Northern Pathway Westhaven to Akoranga</b> A walking and cycling connection over the Harbour Bridge	360
<b>Sub total</b>	<b>3,481</b>
<b>Committed - City Centre to Mangere and Northwest Rapid Transit</b>	
<b>City Centre to Mangere &amp; Northwest Rapid Transit</b> Seed funding to investigate rapid transit	1,800
<b>Sub total</b>	<b>1,800</b>
<b>Committed - COVID Response Recovery Fund</b>	
<b>State Highway 16 Interim Bus Improvements - CRRF portion</b> Rapid transit using buses along the SH16 corridor.	50
<b>State Highway 16 Interim Bus Improvements - NLTF portion</b> Rapid transit using buses along the SH16 corridor.	50
<b>Te Whau Pathway</b> A 'boardwalk' style walking and cycling connection from Avondale SH16	35
<b>Sub total</b>	<b>135</b>

<b>Total Committed Projects</b>	<b>12,313</b>
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<b>Key Programmes and Projects</b>	
<b>Auckland Transport Renewals</b> Asset maintenance funding for across all Auckland Transport assets.	3,931
<b>Auckland Transport Operating Cost</b> Funding for Auckland Transport to deliver public transport services.	7,570
<b>State Highway Maintenance and Operations</b> Waka Kotahi funding to operate the State Highway Network.	1,435
<b>State Highway Renewals</b> Waka Kotahi funding to maintain the State Highway Network.	444
<b>KiwiRail Renewals</b> Funding for asset maintenance on the rail network.	73
<b>Auckland Transport Strategic Future Planning</b> Investigation and planning for the future, including business cases.	31
<b>KiwiRail Strategic Future Planning</b> Investigation and planning for the future, including business cases.	52
<b>Waka Kotahi Strategic Future Planning</b> Investigation and planning for the future, including business cases.	83
<b>Greenfield Transport Infrastructure - Post Lodgement and Property</b> Property acquisition costs for growth programmes.	64
<b>KiwiRail Property</b> Property acquisition costs for new projects.	-



Project	Expenditure 2021-2031 (\$ millions)
<b>Waka Kotahi Property</b> Property acquisition costs for new State Highway Projects.	89
<b>Safer Networks Programme</b> Safety improvements on the State Highway network.	193
<b>Safety Programme Business Case</b> Auckland Transport's safety improvement programme to reduce harm.	677
<b>School Speed Management</b> Targeted safety improvements around schools.	75
<b>Marae and Papakainga Turnouts Safety Programme</b> Targeted safety improvements around entrances to Marae and Papakainga.	13
<b>Network Performance</b> Improvements to how the network functions (eg. light phasing, signage, routing).	128
<b>Intelligent Transport Systems</b> Tools to how the network functions and to provide new technology.	59
<b>Intelligent Transport Systems Programme &amp; State Highway Optimisation Programme</b> Improvements to manage the way the State Highway network operates.	122
<b>Connected Communities - Phase 1</b> Bus Priority, walking and cycling improvements along priority corridors.	589
<b>Urban Cycleways Programme</b> New cycleways, targeted to adding additional capacity and filling gaps.	138
<b>Walking and Cycling Programme - Phase 1</b> A programme of targeted cycleways, focusing on hubs, eg. Manukau, Henderson.	226
<b>Regional Improvement Projects</b> A fund to deliver small scale improvements where needed.	62
<b>Projects funded by Rodney Targeted Rate</b> Specific funding for the Rodney area.	19
<b>Unsealed Road Improvements</b> Sealing unsealed roads in rural areas.	40
<b>Environmental Sustainability Infrastructure</b> Stormwater and water quality improvements to treat runoff.	20
<b>New footpaths regional programme</b> New footpaths across the region.	49
<b>Lonely Track Road North Slip</b> Slip rehabilitation north of Albany.	1
<b>Minor Walking and Cycling Improvements</b> Funding for small projects that make to connect parts of the network and fill gaps.	6
<b>Noise Wall Upgrade Programme</b> Improving the noise walls on State Highways.	15
<b>Public Transport Safety, Security and Amenity and Other Capital Improvements</b> Improvements to bus stops, stations and other small works.	183
<b>Local Board Initiatives</b> Funding for specific projects identified by local boards.	200
<b>Papakura Rail Station Park and Ride</b> A new park and ride station at Papakura.	11
<b>Lake Road and Esmonde Road Improvements</b> Bus priority, walking and cycling improvements in Devonport/Takapuna.	52
<b>Meadowbank Kohimarama Connectivity Project</b> A shared path under the Eastern Rail line providing connectivity.	22

<b>Project</b>	<b>Expenditure 2021-2031 (\$ millions)</b>
<b>Matiatia (Waiheke Island) Park and Ride</b> A park and ride at Matiatia – the main ferry terminal on Waiheke.	<b>28</b>
<b>Integrated Ticketing (HOP Card) - Improvements, Replacement and National System</b> A new integrated ticketing system, compatible with the pending national system.	<b>64</b>
<b>City Centre Bus Improvements</b> Capacity improvements in the city centre to improve bus operation.	<b>124</b>

<b>Total Key Programmes and Projects</b>	<b>16,888</b>
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<b>Additional Projects</b>	
<b>Smales Road and Allens Road - Widening and Intersection Upgrade</b> Widening Smales and Allens Roads (East Tamaki) from two lanes into four lanes and upgrading the intersection with Springs and Harris Roads by providing more lanes to increase capacity. Additional capacity achieves travel time, congestion and trip reliability benefits, including for buses.	<b>18</b>
<b>Glenvar Road and East Coast Road Intersection and Corridor Improvements</b> Corridor improvements, including road widening and upgrading intersections to support the Long Bay development area. Provides walking and cycling connections and improves bus journey times through the area.	<b>63</b>
<b>Lincoln Road Corridor Improvements</b> A significant upgrade of Lincoln Road, a key arterial in Waitakere. The project widens the most congested section of the road, to accommodate additional transit/bus lanes on both sides, footpath widening for walking and cycling and a solid median to improve safety. A key project to support the rapid transit along the SH16 (Northwestern motorway) corridor.	<b>113</b>
<b>Sylvia Park Bus Improvements</b> New bus link and bus station at Sylvia Park with walking and cycling improvements. Enables increase in bus movements to allow for planned future volumes. Improves interchange with rail network.	<b>21</b>
<b>Albert and Vincent Street Bus Priority Improvements</b> Bus priority measures on Albert and Vincent Streets to improve journey time and reliability between Karangahape Road and Britomart. Supports enhancement of services from Waitakere, particularly those along the North western Motorway. A key project to support the rapid transit along the SH16 (North western motorway) corridor and would be timed to occur at the same time.	<b>8</b>
<b>State Highway 18 Squadron Drive Interchange Upgrade</b> This project adds ramps (on ramp and off-ramp) to the current motorway SH18 motorway interchange at Squadron Drive, near Hobsonville. This generates improvements in travel time reliability for public transport and local trips by other modes, by redistributing trips from the local network (Hobsonville Road) to the State Highway network.	<b>68</b>
<b>Park and Ride Programme</b> Delivery of new and extended park and ride facilities. This investment would increase the number of park and ride spaces from 5,500 (existing) to between 7,400 (1,900 spaces). This meets 25% of predicted demand for new park and ride in rural-urban fringe areas.	<b>51</b>
<b>Carrington Road Improvements</b> Improvements along Carrington Road (Mt Albert) to support brownfields growth.	<b>55</b>

Project	Expenditure 2021-2031 (\$ millions)
<b>Increased Freight Allocation in Network Performance</b> A project to deliver improvements in the network tailored to freight movements, including traffic light phasing and other small interventions.	30
<b>City Centre Masterplan Access For Everyone (A4E) Supporting Works</b> This project provides a small portion of the required funding to make a start on the improvements in the City Centre to support walking, cycling, bus priority and reconfigure public space away from vehicle movements, one of the key goals of Auckland Council's City Centre Masterplan.	30
<b>Accessibility Improvement Project</b> This project makes a range of changes across the network, focussing on rail stations, bus stops and other public spaces to improve accessibility for all. This includes interventions like signage, ramps for wheel chair units, wayfinding assistance.	40
<b>Minor Improvements (formerly minor safety improvements)</b> This project provides aims to make small changes to improve safety across the transport network, including interventions like pedestrian crossings, traffic calming, signage and road marking.	90
<b>Ferry Decarbonisation</b> Funding to support Auckland Transport to decarbonise ferry fleet.	30
<b>Community Safety Fund</b> This project provides funding for small localised safety improvements as requested by the community.	10
<b>Downtown Bus Improvements (Quay Park, Customs St and Wynyard Quarter)</b> This project looks to improve facilities for buses Downtown in order to accommodate on-going growth. There are three components: - New Quay Park terminus for North Shore services, Upgrades to Customs Street to accommodate higher bus volumes and a new Wynyard Quarter terminus to support more services.	220
<b>Northern Busway Enhancements</b> The Northern Busway Enhancement project is required to enhance capacity of the busway system to enable it to meet current and projected demand up to the mid2030s. This delays the need for more costly investment in a higher capacity mode. This is the highest priority portion of the total requirement (\$320 million) and will improve bus priority on Fanshawe Street.	62
<b>Airport to Botany Interim Bus Improvements</b> This is a small portion of the wider Airport to Botany project, and provides a bus connection between Manuaku and Botany. In time the aim is for a continuous rapid transit connection between the airport and Botany. There is also a project included in this list which provides route protection for this connection.	29
<b>Neighbourhood Interchanges</b> This project improves connections between key Frequent Transit Network services at strategic locations. Supports easier interchange through reduced walking distance, general safety and amenity improvements. Three will be provided; Glenfield shops, Dominion Rd / Mt Albert Rd intersection, & Dominion Rd / Balmoral Rd intersection	7
<b>Rosedale Road corridor.</b> Bus lanes and segregated cycle lanes along the length of Rosedale Road, to coincide with the delivery of Rosedale Station in 2023. As part of the station opening, a new bus network will be launched. These new services (a total of >20	9

Project	Expenditure 2021-2031 (\$ millions)
buses per hr, per direction) will run on Rosedale Road, which currently has no bus priority and very basic cycle infrastructure.	
<b>Supporting Electric Vehicles</b> This project supports private electric vehicles, through providing additional charging infrastructure and promoting the use of electric vehicles	34
<b>Walking and Cycling Programme - Phase 2</b> This project provides a portion of the additional funding required to move to the next phase of Auckland Transport's walking and cycling project. The project will focus on achieving maximum impact for short trips to the city centre, public transit interchanges, schools and local and metropolitan centres.	80
<b>Minor Cycling and Micromobility (including pop up cycleways)</b> This provides a small fund to provide cycling interventions, like improvements at intersections and smaller cycleway projects as opportunities for them arise.	30
<b>Additional Operating Expenditure Increment - Specific New Bus Services</b> This project provides additional operating funding for new bus services, or improvement to existing services where required, for example to support new growth areas.	100
<b>Core Operational Capital Programme</b> Supports security and safety improvements across the AT network, for instance additional surveillance and security measures.	10
<b>Rail Corridor Progressive Fencing and Security</b> Builds additional fencing across the rail network to provide both safety and security improvements, important for maintaining reliable service and keeping trespassers off the rail network.	20
<b>Airport to Botany Route Protection</b> Progresses investigation and land purchase of land required for the future Airport to Botany rapid transit corridor.	47
<b>Warkworth Route Protection</b> Protects land at Warkworth for future intersection.	7
<b>Level Crossing Grade Separation</b> Partial funding (50%) to remove several priority level crossings across the network (in addition to those in the committed programme). Improves rail journey times, resilience and safety.	100
<b>Northwest Growth Area</b> Funding for transport infrastructure in the Northwest growth area (Westgate, Massey).	186
<b>Auckland Housing Programme</b> Funding for transport infrastructure in the Governance Auckland Housing Programme.	401
<b>Drury &amp; Paerata Growth Area</b> Funding for transport infrastructure in the Drury area to support the NZUP investment.	243
<b>Total Projects and Programmes</b>	<b>2,212</b>
<b>Total</b>	
	<b>31,412</b>

# AUCKLAND TRANSPORT ALIGNMENT PROJECT 2021-2031

## Questions and Answers

### **GENERAL QUESTIONS:**

#### **What is the Auckland Transport Alignment Project (ATAP)?**

ATAP is an agreed transport programme for Auckland that provides alignment between central and local government on transport planning, investment priorities and funding. The ATAP programme for 2021-31 represents an investment of approximately \$31 billion dollars.

#### **What is the focus of ATAP 2021-31?**

The focus of investment in the ATAP 2021-31 package is encouraging modeshift through investment in public transport, walking and cycling and ensuring funding is available to renew existing assets and to fund the public transport system in Auckland.

#### **How is ATAP 2021-31 different from the 2018 programme?**

This update largely continues the ATAP 2018-28 programme, with a large amount of funding for projects already in construction. As well as continuing on with these projects, focus has been on ensuring the programme is tilted towards getting more Aucklanders out of their private vehicles and on public transport and walking and cycling. A comprehensive safety programme is included. In addition, the 2021-31 programme allows for the introduction of a public transport concession pilot for community services card holders.

#### **Who is involved in developing the ATAP programme?**

ATAP is a collaborative project, with Auckland Council, Auckland Transport, Waka Kotahi the NZ Transport Agency, The Treasury and KiwiRail working alongside the Ministry of Transport. The Ministry of Housing and Urban Development and Kāinga Ora have also been involved.

#### **What is included in the ATAP 2021-31 programme?**

The major investments for the next ten years are:

- Committed projects including the City Rail Link, Puhoi to Warkworth motorway, northern motorway improvements and extension of the Northern Busway to Albany.
- An allocation of seed funding to Light rail, with the priority being the city to Mangere corridor



- A package of improvements to the rail network to maximise day-one operation of the City Rail Link
- The Eastern busway (Panmure-Botany)
- A large investment in the Auckland Transport Connected Communities programme (bus priority, walking and cycling on key arterials on the isthmus)
- Improvements to bus services in the city centre
- State Highway One Papakura-Drury improvements
- The full Mill Road corridor
- Penlink
- Northern Pathway Westhaven to Akoranga (Skypath)
- Rail electrification between Papakura and Pukekohe
- Rail upgrades between Wiri and Quay Park
- Significant programme of walking and cycling improvements to expand the network and complete key connections
- Significant programme of safety improvements to reduce deaths and serious injuries on Auckland's roads
- Funding to pilot a transport concession for community services card holders.

#### **What outcomes are expected from the 2021-31 ATAP investment?**

Acceleration of the shift from cars to public transport, walking and cycling with these modes expected to absorb approximately 64 per cent of increased trip demand. Public transport mode share increases from 7 per cent to 11 per cent in the morning peak.

Through encouraging mode-shift the ATAP programme contributes to climate change outcomes. There is a reduction in greenhouse gas emissions per capita. Significant population increase means that while per person emissions decrease, there is a small increase in total emissions when other Council and Government climate change policies are not taken into account.

An increase in accessibility to jobs by a 30 minute car journey by 14 per cent and an increase in accessibility to jobs by a 45 minute public transport journey by 60 per cent (noting employment growth of 19 per cent across the Auckland region)

Improved safety outcomes with an expected reduction in deaths and serious injury of 60 per cent by 2030

### **What evidence is there to support the ATAP proposed programme?**

The ATAP agencies have undertaken focused transport modelling, reviewed the latest and active business cases and engaged with both internal and external experts.

### **SPECIFIC QUESTIONS:**

#### **How does ATAP inform the Auckland Regional Transport Plan (RLTP)?**

ATAP 2021-31 sets the strategic direction to the Auckland Regional Transport Plan (RLTP). The RLTP will contain the detail that enables the ATAP direction to be delivered as well as proposed scheduling and funding across the decade.

#### **Why are you introducing a pilot public transport concession for community service card holders in Auckland?**

The introduction of this pilot in Auckland will see positive benefits for card holders including improved access to social and economic opportunities, direct financial savings by lower public transport costs and lower costs as compared to operating a car.

Māori and Pasifika are disproportionately represented within the Community Service Card holders and will benefit from the pilot.

#### **Why have you chosen Auckland for a pilot?**

It is useful to test any new programme on a reasonably large and complex system to ensure we have covered off all implementation angles. Auckland has the most complex public transport system in the country at the moment, so it makes sense to test in Auckland.

Also, Auckland Council is willing to fund some of the operating expenditure for this pilot, combined with a share from the NLTF this makes a pilot financially feasible.

#### **Is light rail included in the ATAP package?**

Seed funding continues to be included in the ATAP 2021-31 programme. This is to support initial work in the City Centre to Mangere corridor.

#### **Will the package support the City Rail Link?**

Yes. The programme includes a range of projects, including new trains and network upgrades to make sure that the City Rail Link will operate effectively on day one. This has been given priority within the programme to ensure the CRL functions smoothly on opening.

### **How does ATAP support the provision of housing in Auckland?**

Transport spending across the ATAP programme enables intensification. In addition, just under half (\$764 million) of the discretionary spend for the programme is focussed on the Government's Auckland Housing Programme, the north west to support private sector developments and investment in Drury to build on the New Zealand Upgrade Programme investment. The largest part of this investment is for the Auckland Housing Programme (\$401 million).

### **What is the Auckland Housing Programme?**

The Auckland Housing Programme is delivered by Kāinga Ora and will deliver more quality homes at pace and scale in areas such as Mt Roskill, Oranga, Mangere and Tāmaki. The programme includes renewing and increasing social housing, affordable housing and market-led housing. This ATAP funding will enable a number of supporting transport infrastructure projects to be delivered in these areas including additional bus lanes, upgrades to train stations, local neighbourhood roading and asset renewals in these areas.

### **Is investment spread across the region?**

Yes the ATAP 2021-31 programme sees investment spread across the Auckland region.

Some key sub-regional projects are:

- In the North the Northern Corridor will receive an upgrade that includes additional busway stations, Penlink, and the Westhaven to Akoranga walking and cycling connection
- In the CBD, the City Rail Link will be completed and significant investment allows for further development of the connected communities bus priority and walking and cycling programme
- In the East, the Eastern Busway will deliver a step-change in rapid transit for the area
- In the South, the Mill Road Corridor, investment in rapid transit for the Drury area, and route protection for an Airport-Botany connection will enhance the network
- In the West investment in an interim busway will increase access to public transport.

### **How will ATAP 2021-31 support Māori living in Tāmaki Makaurau?**

Improvements in accessibility and safety across Auckland will result in positive impacts for Māori in Auckland as will new investment of \$13 million in road safety improvements at marae and papakāinga housing.

### **What is the resulting reduction in transport emissions from this investment?**

The 2021-31 ATAP investment programme reduces per capita emissions over the period by 13%. Increased investment in public transport projects and walking and cycling encourage the move from private car to public transport supporting emissions reduction. Significant population increase means that while there is a decrease per person, overall emissions increase slightly by 6% when the package is viewed in isolation of other Government and Council emission reduction policies.

To achieve meaningful reductions, changes are required in the vehicle fleet which require wider Government policy levers to be implemented to encourage electric and hybrid private vehicles.

As Government, we are developing multiple policies to reduce vehicle emissions in order to achieve forthcoming 2022-2035 emission budgets and the long term goal of net zero CO<sub>2</sub> emissions by 2050, as required under the Climate Change Response Act 2002. We recently introduced to a CO<sub>2</sub> reduction on light vehicles imports by 2025 (the Clean Car Standard), to introduce a biofuel mandate in principle, to decarbonise the public transport bus fleet by 2035.

### **What specifically does the ATAP programme do for emissions?**

A significant proportion of the capital programme is directly invested in public transport - supporting a step-change in rapid transit with projects such as CRL and Eastern Busway – and cycling. Investment in areas such as safety and community infrastructure will also support mode change from the car to public transport and active modes.

Most of the operating expenditure is for public transport services. This will see an increase in rail network frequency as the City Rail Link comes on line along with increased services on the Eastern Busway, between Puhinui and the Airport, and to the north-west.

Other important initiatives include:

- Extending rail electrification to Pukekohe to enable Auckland Transport to retire the last of its diesel trains, and thereafter provide a fully electric fleet of passenger trains in Auckland
- Accelerating the conversion of the bus fleet from diesel to zero emission options. Auckland is ceasing purchasing diesel buses for its public transport fleet from 2021, with only zero emission electric or potentially hydrogen buses being purchased from July 2021.

### **How is ATAP 2021-31 funded?**

Around \$31 billion of transport funding is available for investment in Auckland over the next decade. It is a fully funded programme based on existing funding plans of Government and Auckland Council.

Funding is made up of:

- \$16.3 billion from the National Land Transport Fund (NLTF)
- \$10 billion from Auckland Council which includes \$1.3 billion for the City Rail Link
- \$1.3 billion Crown funding for the City Rail Link
- \$3.4 billion from the New Zealand Upgrade Programme

The Auckland Council funding includes revenue from the Auckland Regional Fuel Tax of \$1.5 billion.

### **What are the next priorities for Auckland as additional funding becomes available?**

If further funding became available, we would look to invest further in public transport, walking and cycling to further encourage a shift from car to other modes which would in turn contribute to the climate challenge.

We would be looking at project such as:

- Increased funding for greenfield growth infrastructure projects.
- more extensive cycling, bus priority and safety programmes
- upgrades to the rail network to enable frequent increased service patterns once CRL is built
- Upgrades to the Northern Busway
- Rapid transit for City Centre to Mangere and Northwest
- An expansion of the connected communities project

### **What kind of new funding and financing tools are being investigated?**

The work highlights the need to investigate alternative ways of funding transport infrastructure for Auckland. This could include the Infrastructure Funding and Financing (IFF) legislation which allows the use of targeted levies, or working with the private sector, such as with property developers.