

Regional Packages

There are a number of major transport projects planned that will be implemented across the region. These are in addition to the sub-regional packages that are described later in this section.

Table 5.1 and Figure 5.1 – Passenger Transport Network show the major upgrades to the passenger transport network. Additional detail is provided in the Passenger Transport Network Plan and ONTRACK's Project DART, Developing Auckland's Rail Transport Network.

Figure 5.2 – Strategic Rooding Network shows the existing and proposed strategic rooding network. This map is compiled from the proposed strategic works outlined in the individual area maps.

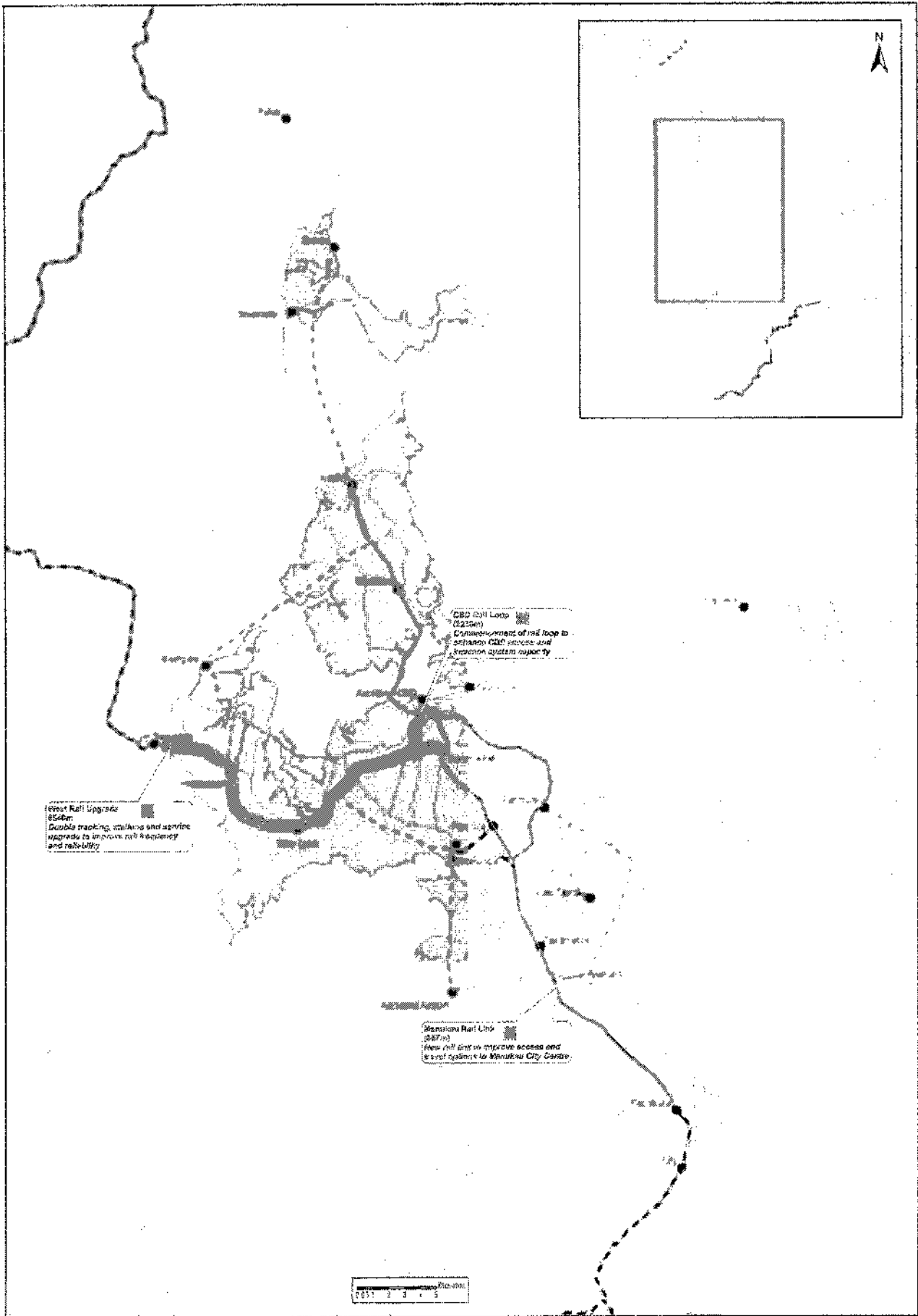
Figure 5.3 – Rail Network shows the existing and proposed rail network in the Auckland region.

Table 5.1 – Major Packages – Region-wide

Major Regional Passenger Transport Packages (Figure 5)	Agency	Total Package Exp (\$m)	Years 2006-09	Years 2009-12	Years 2012-16
Western Line Duplication	ONTRACK / ARTA	408	██████████		
Newmarket Station Upgrade	ONTRACK / ARTA	65	██████████		
Rail Station improvements	ARTA	52		██████████	
Manukau Rail Link	ONTRACK / ARTA	57	██████████		
Other Rail Infrastructure	ONTRACK / ARTA	301	██████████		██████████
Rail Rolling Stock: Interim	ARTA	102	██████████		
Rail Rolling Stock: Long Term	ARTA	200		██████████	
Rail Electrification	ONTRACK / ARTA	170		██████████	
Integrated Ticketing	ARTA	30	██████████		
Real Time Information	ARTA	10	██████████		
New Bus Services	ARTA	495			██████████
New Ferry Services	ARTA	30			██████████
Half Moon Bay Ferry Upgrade	ARTA / MCC	6			██████████
CBD Rail Loop	ONTRACK / ARTA	238			██████████

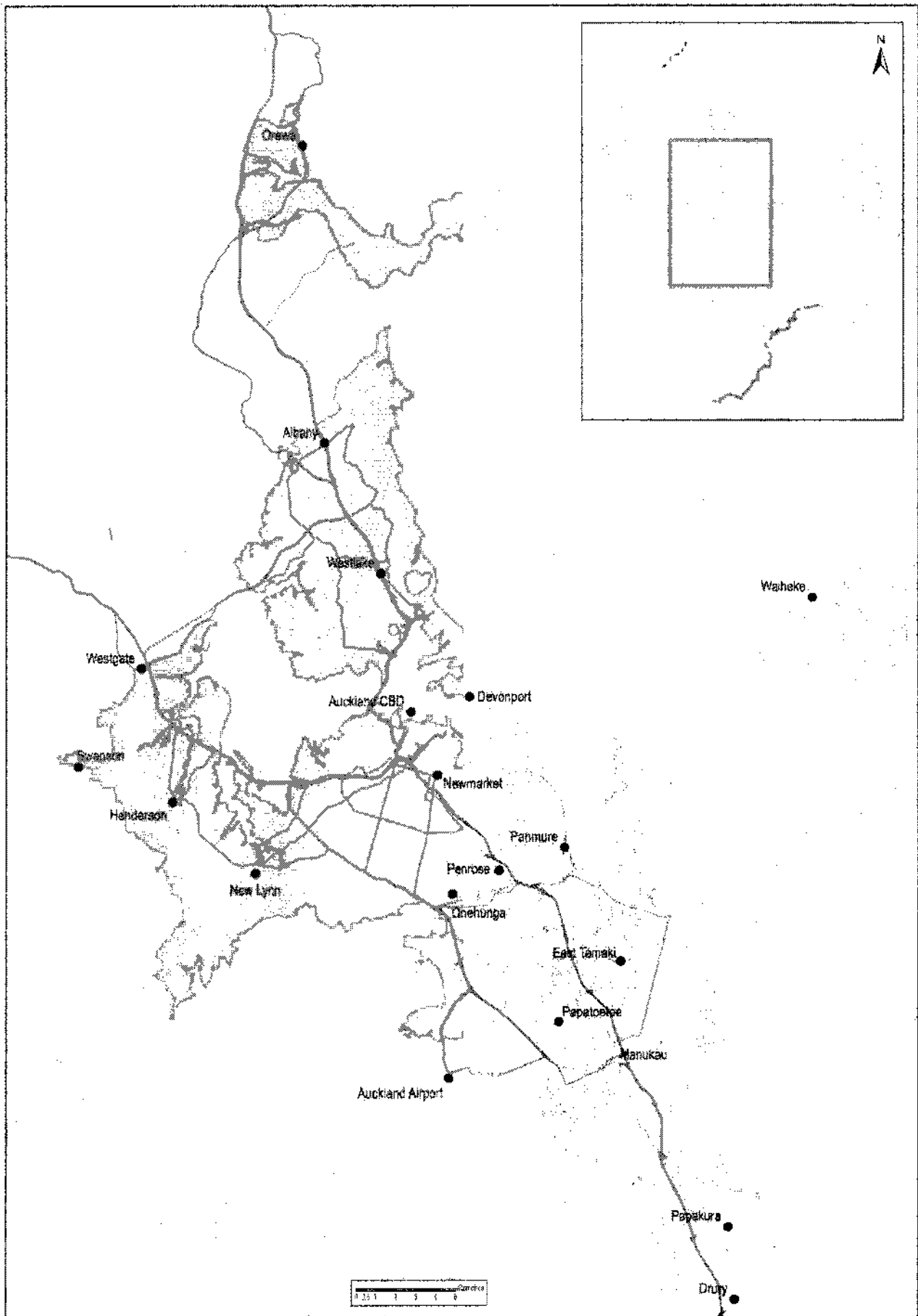
Expenditure Levels			
0%	1% – 30%	31% – 59%	60% – 100%

Figure 5.1 – Passenger Transport Network



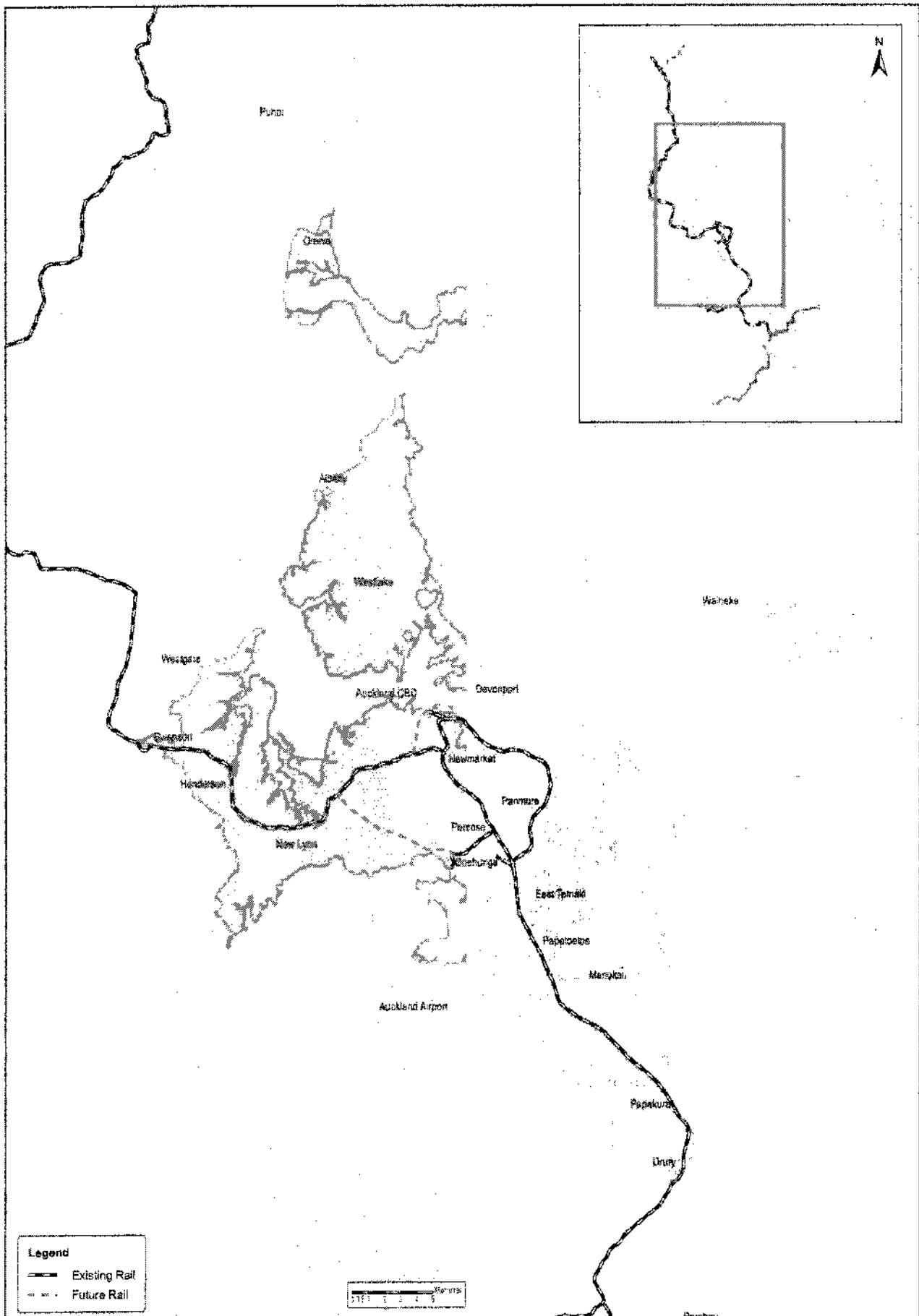
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Figure 5.2 – Strategic Roading Network



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Figure 5.3 – Rail Network



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Sub-regional packages

In the following pages the key transport packages for the sub-regions are presented. For each sub-region (rural, north, west, isthmus and south), the major transport challenges are identified, together with a summary of the strategic focus of the transport system for that sub-region, and tables and maps which show the planned expenditure and the location of the major transport packages.

Rural

The major transport challenges in the rural parts of the region, (i.e. those parts of the region outside the metropolitan area) are:

- > Dealing with increased demand from development and leisure travel on roads that are often unsuitable.
- > Ensuring the safe and efficient operation of the strategic and arterial routes
- > Supporting growth and economic development on rural town centres

The strategic focus of transport improvements in the rural parts of the region, and the planned responses are shown below. The major strategic focus in the part of the region is on improving the safety and efficiency of strategic and arterial routes, and improving access to rural town centres.

Table 5.2 – Strategic Focus – Rural

Strategic Focus	Planned Response
Improving the safety and efficiency of SH1.	Complete ALPURT B2 (see Table 5 & Figure 9). Schedewys Hill. SH1 passing lanes.
Facilitating economic development at emerging economic hubs.	Roading and other development to improve access to Warkworth.
Improving the safety and efficiency of rural arterial routes with growth pressures.	Improvements to Whitford-Maraetai corridor Improvements to Clevedon arterial routes Improvements to Pukekohe East access.
Improving the safety of other strategic routes.	SH2 improvements at Matamairua SH16 safety improvements and passing lanes.

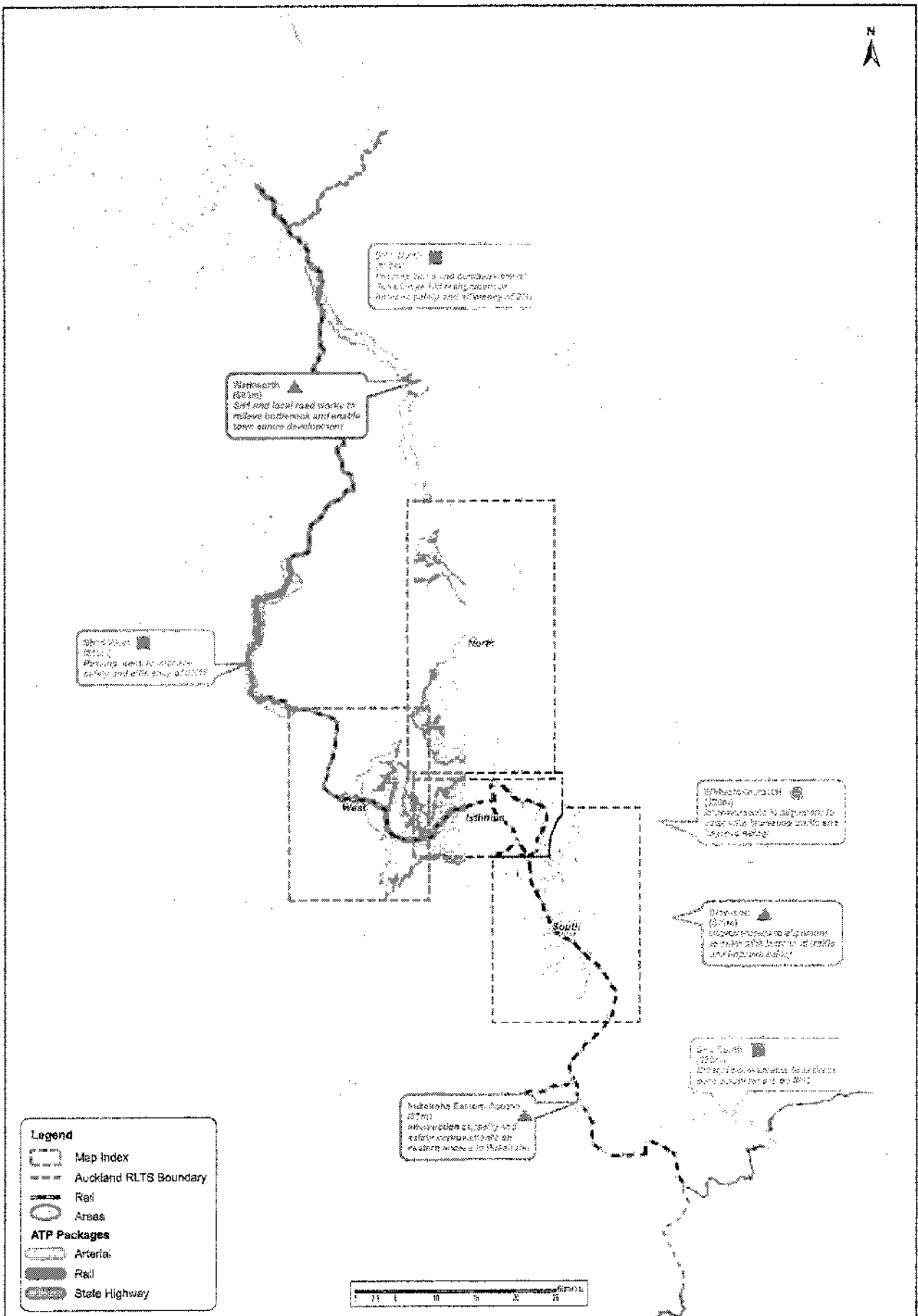
Table 5.3 shows the planned expenditure on the key transport packages in the rural area over the next 10 years. These are illustrated in Figure 5.4.

Table 5.3 – Major Packages – Rural

Major Packages: Rural (Figure 8)	Agency	Total Package Exp (\$m)	Years 2006-09	Years 2009-12	Years 2012-16
■ SH1 North: Safety Improvements	TNZ	18	██████████		
▲ Warkworth Improvements & Western Collector	TNZ / RDC	85		██████████	
■ SH16 West: Safety Improvements	TNZ	15	██████████		
● Whitford Beachlands Arterial Road Upgrades	MCC	28	██████████		
▲ Clevedon Arterial Improvements	MCC	11			██████████
▲ Pukekohe Eastern Corridor	FDC	7			██████████
■ SH2 Safety Improvements	TNZ	35			██████████

Expenditure Levels			
0%	1% – 30%	31% – 59%	60% – 100%

Figure 5.4 – Rural Packages



North

The North sub-region includes North Shore City and the Hibiscus Coast.

The major transport challenges in this sub-region are peak period congestion and lack of transport choices, resulting in heavy reliance

on private vehicles. A major strategic focus in this sub-region is on increasing the person carrying capacity of SH1 and arterial routes through the implementation of the Northern busway and associated improvements on the local road network. Improved access to growth areas is also a key focus.

Table 5.4 – Strategic Focus - North

Strategic Focus	Planned Response
Dealing with cross-harbour commuter demand.	Increased bus services utilising Northern busway.
Providing more efficient passenger transport.	Bus priority measures and intersection improvements on the Quality Transit Network and key arterial corridors connecting to the busway.
Facilitating economic development at existing and emerging economic hubs.	Roading and other development to improve access to Albany, Wairau Valley and Silverdale North.
Improving access to Whangaparaoa Peninsula.	Penlink and associated improvements.
Providing transport to newly developing residential areas.	Long Bay and Greenhithe transport developments to support growth areas including roading and passenger transport improvements as development occurs.
Supporting development at key growth centres.	Walk, cycle and passenger transport improvements in key centres (Takapuna, Albany, Orewa).
Improving access between North Shore and Waitakere and alternative north-south corridor to SH1 via Western Ring Route.	Complete Greenhithe and Constellation sections of Western Ring Route

Table 5.5 shows the planned expenditure on the key transport packages in the North sub-region over the next 10 years. These are illustrated in Figure 5.5. In addition to these packages, passenger

transport service improvements in the North sub-region have been included in the region-wide packages above.

Table 5.5 – Major Packages - North

Major Packages: North (Figure 9)	Agency	Total Package Exp (\$m)	Years 2006-09	Years 2009-12	Years 2012-16
■ ALPURT 82	TNZ	56	██████████		
▲ Silverdale North Access	RDC	17	██████████		
● Whangaparaoa Peninsula Access	RDC	200	██████████		
▲ Long Bay Access	NSCC	38			
● East Coast Road Corridor	NSCC	32			
▲ Albany Roothing Improvements	NSCC	74			
■ Greenhithe (WRR)	TNZ	40	██████████		
■ Constellation (WRR)	TNZ	19			██████████
● Glenfield Road Corridor	NSCC	29			
▲ Wairau Valley Roothing Improvements	NSCC	14			
● Taharoto-Waitau Corridor	NSCC	25			
● Akoranga Corridor	NSCC	29			
▲ Takapuna Centre Improvements	NSCC	48			
● Lake Road Corridor	NSCC	19			
● Northcote / Orewa Road Corridor	NSCC	30			
■ Northern Busway	TNZ / NSCC / ARTA	102	██████████		
■ Auckland Harbour Bridge	TNZ	17	██████████		

Expenditure Levels			
0%	1% – 30%	31% – 59%	60% – 100%

West

In the West sub-region, which includes Waitakere City and parts of western Rodney District, the key transport challenges include the need to address the high level of outward commuting activity that takes place, with consequential impacts on congestion, especially during peak periods.

The following table summarises the strategic focus of transport improvements. A major strategic focus in this sub-region is on increasing the use of the rail system, with associated improvements to access to and within key town centres. Completion of key sections of the Western Ring Route is also a major focus of planned activity.

Table 5.6 – Strategic Focus - West

Strategic Focus	Planned Response
Dealing with uneven commuter flows.	Increased rail and bus services
Providing more efficient passenger transport.	Rail upgrade, including western line double tracking, and electrification to improve system frequency and reliability Bus priority measures, intersection improvements and improved service levels on the Quality Transit Network.
Improving the safety and efficiency of SH16.	Capacity improvements & bus priority lanes on NW motorway
Supporting development at key growth centres.	Walk, cycle and passenger transport improvements in key centres (Westgate, Henderson, New Lynn)
Facilitating economic development at emerging economic hubs.	Roading and other development to improve access to Westgate.
Increasing the person-carrying capacity of major arterials.	Bus priority measures and intersection improvements on key arterial corridors, especially Quality Transit Network routes
Providing transport to newly developing residential areas.	Hobsonville transport developments.
Improving access between Waitakere and North Shore and alternative north-south corridor to SH1 via Western Ring Route.	Complete Hobsonville Deviation section of Western Ring Route.
Ensuring that the development of the motorway network is integrated with arterial road improvements.	Enhance access between SH20 and New Lynn via Tiverton-Wolverton-Clark corridor.

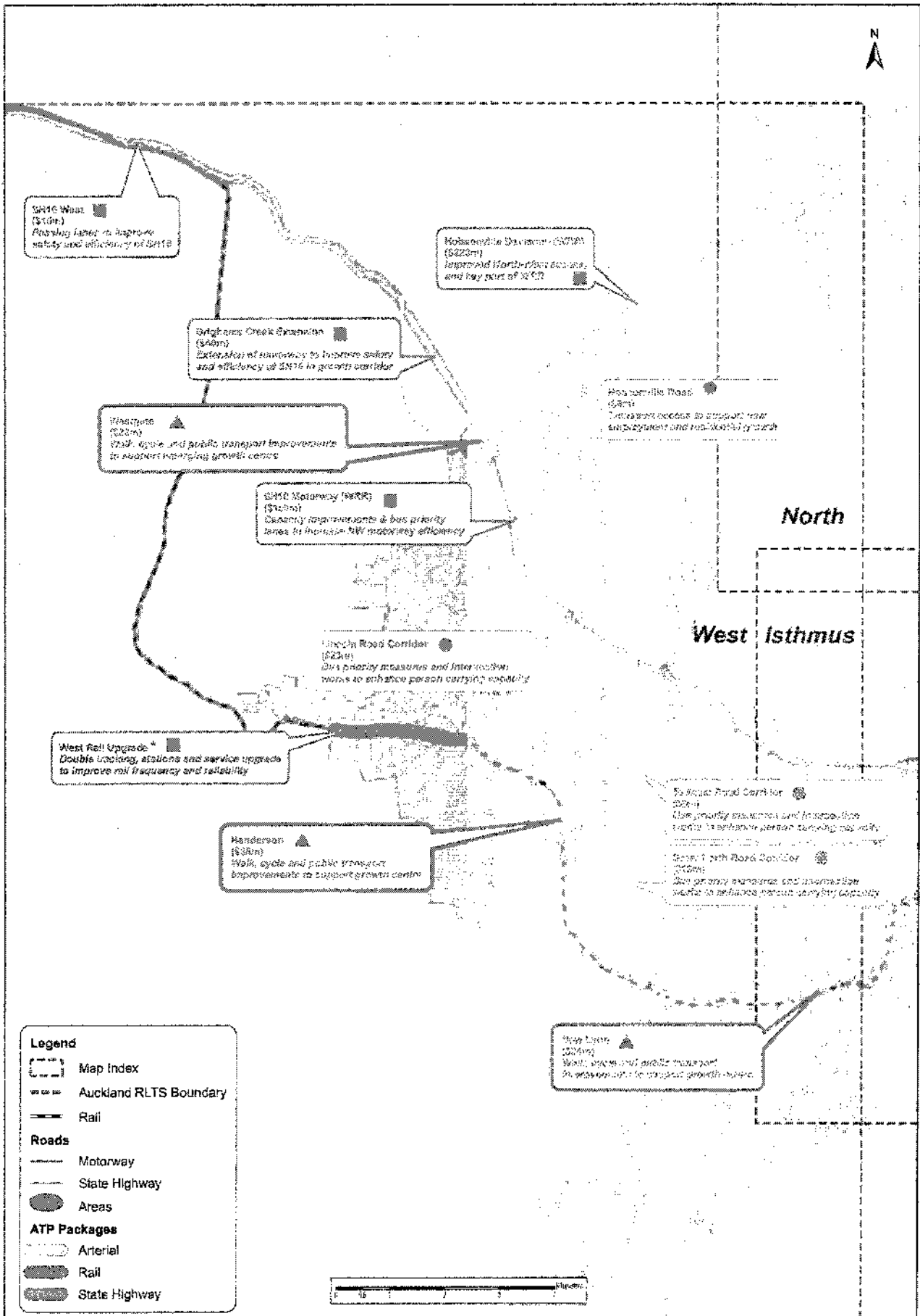
Table 5.7 shows the planned expenditure on the key transport packages in the West sub-region over the next 10 years. These are illustrated in Figure 5.6. In addition to these packages, a significant amount of rail infrastructure development and rail and bus service improvements are planned. These were included in the region-wide packages in Table 5.1.

Table 5.7 – Major Packages - West

Major Packages: West (Figure 10)	Agency	Total Package Exp (\$m)	Years 2006-09	Years 2009-12	Years 2012-16
■ Brigham Creek Extension	TNZ	40	██████████		
■ Hobsonville Deviation (WRR)	TNZ	223	██████████	██████████	
● Hobsonville Road	WCC	9			██████████
▲ Westgate Centre Improvements	WCC	23		██████████	
■ SH16 Motorway (WRR)	TNZ	150		██████████	
● Lincoln Road Corridor	WCC	23		██████████	
▲ Henderson Centre Improvements	WCC	38		██████████	
● Te Atatu Road Corridor	WCC	8		██████████	
● Great North Road Corridor	WCC	19		██████████	
▲ New Lynn Centre Improvements	WCC	24	██████████		

Expenditure Levels	
0%	1% – 30%
31% – 59%	60% – 100%

Figure 5.6 – West Packages



* See figure 5.1 and table 1 for detail.

Isthmus

The Isthmus sub-region includes most of Auckland City. The key transport challenges in the Isthmus arise from its central position in the region, and the fact that it is the destination for a large proportion of work, education, business and leisure trips. This means that congestion is a significant issue in many parts of the Isthmus, and this is increasingly occurring outside of peak periods. Increasing traffic volumes are having increasingly negative impacts on safety, environmental and public health outcomes.

The following table summarises the strategic focus of transport improvements in the Isthmus over the next 10 years. A major strategic focus in this sub-region is on promoting the use of passenger transport, walking and cycling to and within the CBD and major town centres; and increasing the efficiency of the strategic highway network, particularly through the completion of key sections of the Western Ring Route.

Table 5.8 – Strategic Focus - Isthmus

Strategic Focus	Planned Response
Providing an alternative north-south corridor to SH1 via Western Ring Route.	Complete Mt Roskill extension, Manukau Harbour crossing, and Waterview extension of SH20
Improving access to the Eastern suburbs and Manukau City.	Progress the Auckland-Manukau Eastern Transport Initiative (AMETI).
Providing more efficient passenger transport.	Rail upgrade, including western line double tracking and electrification, and bus infrastructure and service improvements to improve system frequency and reliability.
Enhancing access and travel options to the Central Business District.	Complete the Central Transit Corridor (CTC), complete rail upgrade, improve rail and bus frequencies, and undertake planning to protect the CBD Rail loop corridor.
Supporting development at key growth centres.	Walk, cycle and passenger transport improvements in key centres
Facilitating economic development at emerging economic hubs.	Roading improvements focused on Industrial Edge, including Manukau Crossing, Neilson St and AMETI.
Increasing the person-carrying capacity of major arterials, and enhancing bus travel time and reliability.	Bus priority measures and intersection improvements on Quality Transit Network routes, and development of the Dominion Road priority lane.
Providing transport to newly developing residential areas.	Mt Wellington Quarry transport developments, including provision of passenger transport services.
Improving the efficiency of SH1 at CMI, and filling missing links in the strategic network.	Completing Central Motorway improvements, including Victoria Park Tunnel and Newmarket Viaduct projects.
Ensuring that the development of the motorway network is integrated with arterial road improvements.	Enhance access between SH20 and New Lynn via Tiverton-Wolverton-Clark corridor, and progress improvements to Neilson St to connect SH20 and SH11

Table 5.9 shows the planned expenditure on the key transport packages in the Isthmus sub-region over the next 10 years. These are illustrated in Figure 5.7. In addition, the passenger transport

infrastructure and service improvements listed in the region-wide section (Table 5.1) will include significant expenditure within the Isthmus.

Table 5.9 – Major Packages - Isthmus

Major Packages: Isthmus (Figure 11)	Agency	Total Package Exp (\$m)	Years 2006-09	Years 2009-12	Years 2012-16
■ SH20 Waterview Connection (WRR)	TNZ	1,000			
● Dominion Road	ACC	78			
● AMETI	ACC / MCC	860			
▲ Mt Wellington Quarry Developments	ACC	79			
■ SH20 Mt Roskill (WRR)	TNZ	43			
● Neilson Street	ACC	24			
● Eastern Access to New Lynn	ACC	20			
■ Central Motorway Improvements	TNZ	625			
● Wynyard Point Access	ACC	166			
● Central Transit Corridor	ACC	19			

Expenditure Levels	
0%	1% – 30%
31% – 59%	60% – 100%

South

The South sub-region includes the urban parts of Manukau City and Papakura District. As a major area of residential and employment growth, the key transport challenges in this sub-region are focused on the need to provide access to existing and new business

development, and to provide a range of transport choices for the growing population. The following table summarises the strategic focus of transport improvements in the South sub-region. It highlights a focus on improving access to major new areas of economic and residential growth.

Table 5.10 – Strategic Focus - South

Strategic Focus	Planned Response
Providing an alternative north-south corridor to SH1 via Western Ring Route.	Complete SH20 Manukau extension, Manukau Harbour crossing, and Mangere-Puhinui capacity improvements.
Improving access between Manukau City and the Eastern suburbs of Auckland City.	Progress AMETI.
Providing more efficient passenger transport	Rail upgrade including the Manukau rail link, and bus service improvements to improve system frequency and reliability
Enhancing access and travel options to Manukau City Centre.	Complete the Manukau rail link, SH20 Manukau extension and local road improvements to remove through-traffic from Manukau City.
Supporting development at key growth centres.	Walk, cycle and passenger transport improvements in key centres including bus services to the airport.
Facilitating economic development at emerging economic hubs.	Roading improvements focused on East Tamaki, Waiouru peninsula and the airport.
Increasing the person-carrying capacity of major arterials, and enhancing bus travel time and reliability.	Bus priority measures and intersection improvements on Quality Transit Network routes.
Providing transport to newly developing residential areas.	Flat Bush, Takanini and Hingaia Peninsula transport developments, including passenger transport services.
Taking steps to provide for alternatives to SH1 for north-south travel in the southern sector.	Route protection and initial development of Mill Road corridor.
Ensuring that the development of the motorway network is integrated with arterial road improvements.	Undertake local road improvements to complement SH20 Manukau extension.

Table 5.11 shows the planned expenditure on the key transport packages in the South sub-region over the next 10 years. These are illustrated in Figure 5.8. In addition, region-wide passenger transport packages in Table 5.1 involve significant expenditure and service level

improvements in South Auckland (including the Manukau rail link, continuation of the rail network upgrade, and bus service improvements).

Table 5.11 – Major Packages - South

Major Packages: South (Figure 12)	Agency	Total Package Exp (\$m)	Years 2006-09	Years 2009-12	Years 2012-16
● AMETI (see isthmus, Figure 5.7)	MCC / ACC	860			
■ SH20 Manukau Harbour Crossing (WRR)	TNZ	330			
■ SH20 Mangere to Puhinui 6-laning (WRR)	TNZ	100			
■ Manukau Rail Link	ONTRACK	57			
■ SH20 Manukau Extension (WRR)	TNZ	232			
■ Waiouru Access & Highbrook	TNZ / MCC	45			
▲ Flat Bush	MCC	43			
● Mill Road Corridor	MCC / PDC	27			
▲ Takanini	PDC	20			
▲ Hingaia	PDC	22			
▲ Central Papakura	PDC	23			

Expenditure Levels			
0%	1% – 30%	31% – 59%	60% – 100%

Other Transport Activities

In addition to the major projects highlighted above, a significant amount of expenditure will be needed for maintenance of the existing transport system and improvements. The following table summarises the expenditure for other planned transport expenditure in the region that has not been included in the region-wide or sub-regional packages outlined above. This expenditure covers generic activities such as maintenance, renewals and minor safety, as well as smaller transport improvements that are not included in the sub-regional packages.

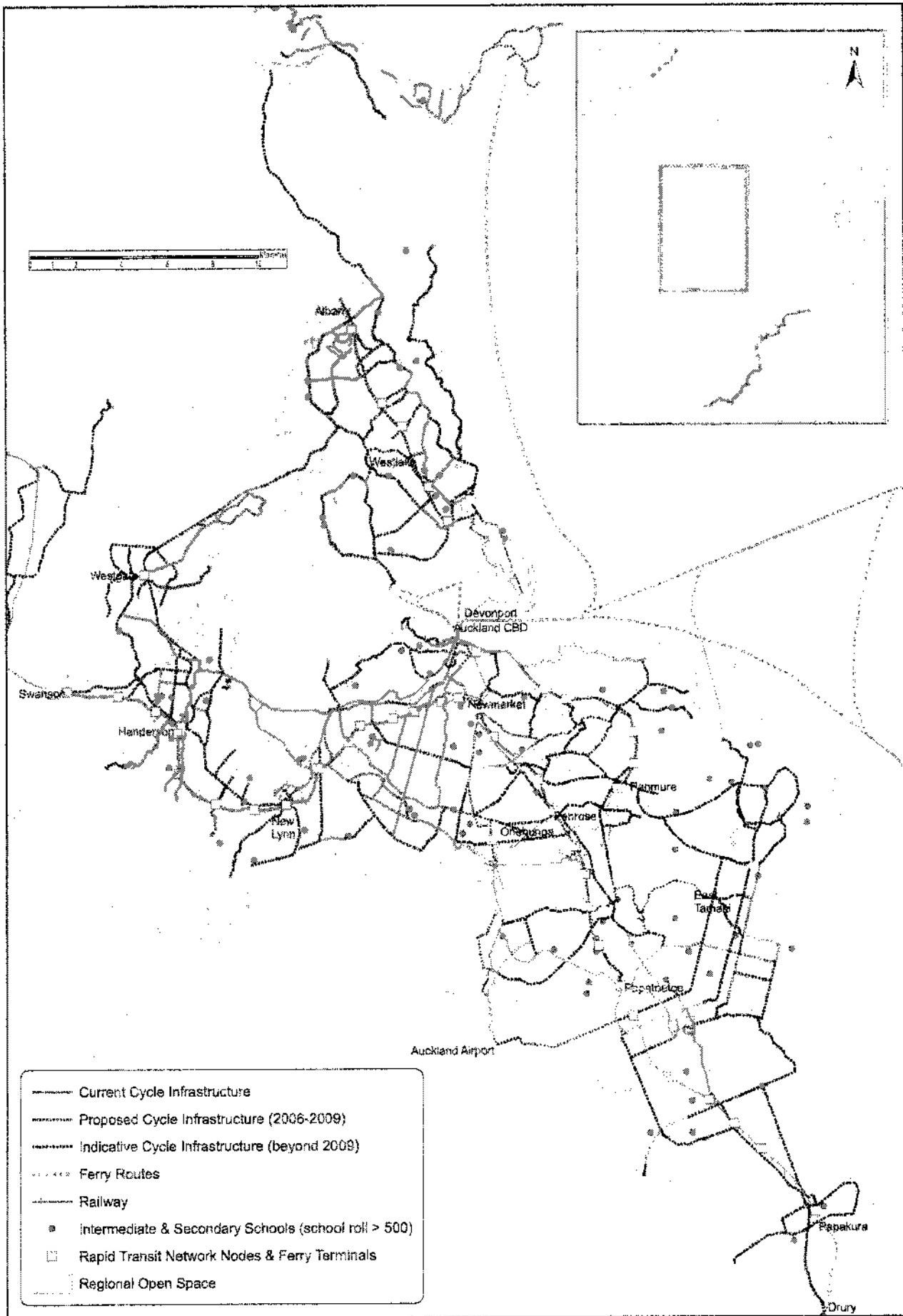
Table 5.12 – Other Transport Activities

Other Activities	Total Exp (\$m)
Maintenance: State Highways	695
Maintenance: Local Roads	2,378
Minor Road Safety	315
Demand Management, Walking and Cycling	840
Other New Works (not included in packages)	2,517 ¹
Existing Public Transport Services	1,741

Figure 5.9 – Cycle Infrastructure shows the current cycle network, planned network to 2009, and complete network post 2016. Additional details on the proposed walking and cycling networks investments is provided in the Sustainable Transport Plan.

¹ See Appendix B for details of types of New Works.

Figure 5.9 – Regional Cycle Infrastructure



10-Year Expenditure Summary

The following table summarises the land transport expenditure proposed for the region over the next 10 years. It is a summary of the information that has been presented in the previous tables in this section, and shows the main categories of expenditure. The total planned transport expenditure for the region over the next 10 years is approximately \$15.5 billion.

Table 5.13 – 10-Year Expenditure Summary

	\$m
Region-wide passenger transport	2,645
Major Packages: Rural	199
Major Packages: North	789
Major Packages: West	557
Major Packages: Isthmus	2,064
Major Packages: South	899
Other Transport Activities	8,486
Total Planned Expenditure	15,639

The diagram below shows how the total proposed expenditure of \$15.6 billion is divided between roading, passenger transport and travel demand management (TDM) activities: 59% of total expenditure is earmarked for roading, 37% for passenger transport, and 4% for demand management. These proportions are close to the RLTS allocations of 62%, 34% and 4% respectively.

Figure 5.10 – Total Expenditure by RLTS Allocations

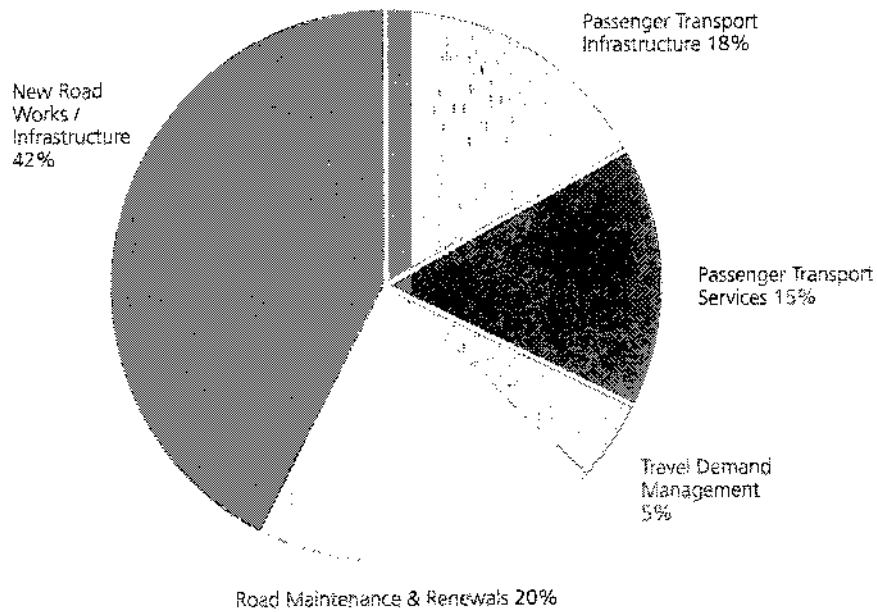
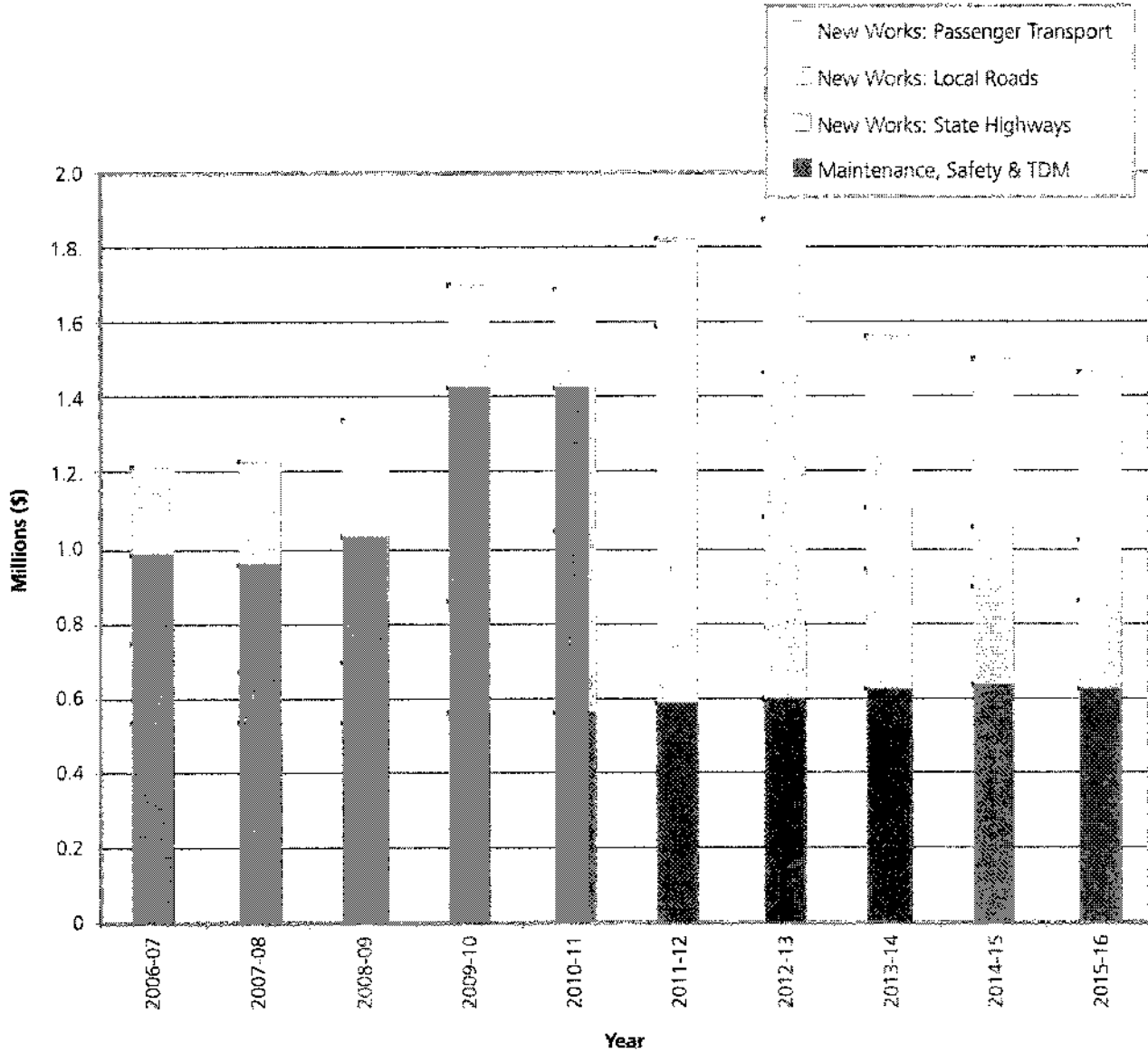


Figure 5.10 shows the spread of planned expenditure over the 10-year planning period. It highlights a major "bulge" in planned expenditure during the middle part of the decade, due to the combination of a number of major State Highway and local roading projects being planned for construction at that time.

Figure 5.11 – Planned Annual Spread of Expenditure (\$m)



6 FUNDING CONSTRAINTS

Table 6.1 summarises the expected funding for transport in the region over the next 10 years, as shown in the various plans and programmes. The main sources of funding are Land Transport NZ (made up of National (N), Regional (R) and Crown (C) funding, totalling approximately \$7.0 billion) and local sources (including rates

and development contributions, totalling approximately \$4.6 billion). In addition \$600 million in funding for rail network development is available via ONTRACK funding, and \$1.3 billion in debt funding served by toll revenues has been assumed for some major projects (the Western Ring Route, AMETI and Whangaparaoa Access).

Table 6.1 – Indicative Funding Allocations 2006/07 to 2015/16 (\$m)

	N Funding	R&C Funding	Total Land Transport NZ	Debt/Tolls	ONTRACK	Local	Total Funds Available
S. Highway Maintenance	\$40		940				940
Local Road Maintenance	955		955			1,260	2,215
PT Services	1,250		1,250			1,075	2,325
Total Maintenance & Services	3,145	0	3,145	0	0	2,335	5,480
Local Roads	615	210	825	450		1,170	2,445
TDM, Walk & Cycle	100	25	125			540	665
PT Improvements	175	70	245		600	545	1,390
State Highways	1,990	715	2,705	800		0	3,505
Total New Works	2,880	1,020	3,900	1,250	600	2,255	8,005
Grand Total	6,025	1,020	7,045	1,250	600	4,590	13,485

Table 6.1 indicates total funding of approximately \$13.5 billion over the next 10 years. This is approximately \$2 billion less than the total level of planned expenditure identified, and highlights a number of potential funding constraints that may make it difficult to fully implement those plans. The following funding constraints are expected to have an impact:

- > In some cases, projects have been included in expenditure plans subject to new funding sources becoming available. For example, toll funding is assumed for the WRR Waterview Connection, Peniink (Whangaparaoa Access), and AMETI, but tolling is not yet approved for these projects
- > The sum of the individual organisations' assumptions for Land Transport NZ contributions to their projects exceeds the indicative funds available from that source. For example, Land Transport NZ funding for new local road works in LTCCP totals \$1.35 billion, but the indicative allocation by Land Transport NZ is only \$825 million
- > ARTA's passenger transport programme includes items that are currently not funded by the ARC Long Term Council Community Plan
- > The availability of R funding from Land Transport NZ for local road and passenger transport projects depends on the availability of local share.

Taking these constraints into account, Table 6.2 compares the planned expenditure over the next decade against the indicative funding allocations. It shows that for maintenance and services there is only a small funding gap overall (although local road maintenance appears to be underfunded). Some significant gaps are evident in the funding for new works, however. The key areas of funding shortfall over the next decade are local roads and passenger transport infrastructure.

Table 6.2 – Planned Expenditure and Indicative Funding 2006/07 to 2015/16 (\$m)

	Planned Exp	Available Funds	Difference
SH Maintenance	695	940	245
Local Road Maintenance	2,378	2,215	- 163
Passenger Transport Services	2,418	2,325	- 93
Total Maintenance & Services	5,491	5,480	- 11
Local Roads	3,230	2,445	- 785
TDM, Walk & Cycle	840	665	- 175
PT Improvements	2,676	1390	- 1,286
State Highways	3,402	3,505	103
Total New Works	10,148	8,005	- 2,143
Grand Total	15,639	13,485	- 2,154

It should be noted that the indicative funding in Table 6.2 includes toll revenues of \$1.25 billion. Should tolling revenues not be available, the local roads funding gap becomes much larger, and Transit's State Highway programme will also come under pressure.

This funding shortfall presents a significant challenge to the region's ability to implement its transport strategy, and highlights the need for a rigorous approach to project prioritisation and timing. The key questions that need to be addressed are:

- > How well do the individual expenditure plans collectively contribute to our strategic objectives?
- > Can we fund all of the expenditure plans?
- > How will we prioritise within and between these plans to ensure that resources are directed to achieving our strategic objectives?
- > Are our transport resources being allocated appropriately between different activity classes?

These issues are addressed in the next Sections, which deal with how transport resources should be prioritised within the region, and how the funding gap could be bridged.

7 PRIORITISATION

The options for improvement to Auckland's transport system are many and varied, but the resources available to implement them are limited. Despite significant recent increases in the level of land transport funding available to the Auckland region, it is not possible to undertake all of the desired improvements within the funding available and within a 10-year time frame.

Previous sections have shown that the consolidated expenditure plans have a total required expenditure of \$15.6 billion over the next decade, which exceeds likely funds available under current arrangements by approximately \$2 billion – more if tolling revenues are not available.

Further work aimed at securing additional funding sources is being undertaken as part of the Auckland Transport Strategic Alignment Project, which is discussed in Section 8. Even with these additional sources, however, limits on funding will necessitate choices and trade-offs to be made between projects and their timing.

For this reason, a key element of the ATP has been the development of an evaluation and prioritisation process. This provides a tool for establishing the ranking of all the various land transport projects in the Auckland region over the next 10 years and beyond.

It is not the role of the ATP to determine how funding will be allocated between specific transport projects. This is done by ARTA, Transit, ONTRACK and Land Transport NZ as part of the development of their annual land transport programmes, following a detailed consideration of individual projects.

To assist in that process, however, the ATP has established a set of prioritisation principles and criteria which are designed to assist in directing the available resources towards projects that will address the region's most pressing transport challenges in the most effective and efficient manner, and contribute to achieving the strategic objectives of the RLTS. Table 7.1 demonstrates the linkages between the RLTS strategic policies and the ATP response.

Table 7.1 – ATP Response to RLTS Policies

RLTS Policy	ATP Response
Contribute to an integrated, safe, responsive and sustainable transport system.	These policies have been reflected in the prioritisation principles (see Appendix 1).
Make best use of the existing transport system.	The ATP has allocated top priority to activities that are necessary to ensure the safe, efficient and effective performance of the existing transport system. These activities should have the "first call" on funds.
Manage travel demand.	The ATP's second priority for funding is for activities that are focused on travel demand management, with a particular focus on activities that encourage a reduction in the use of single occupant vehicles in situations where alternatives are available.
Increase the capacity of the transport network.	The ATP has developed a number of multi-modal transport system improvement packages that increase system capacity and efficiency. These have a particular focus on improving the region's passenger transport system, increasing the efficiency and effectiveness of the strategic roading network, and enhancing walk and cycle access, particularly in town centres. Priorities for these activities will be established through reference to the principles in Appendix 1.
Allocate the available transport funding to ensure the policies of the Regional Land Transport Strategy are achieved.	The ATP prioritisation process (see Appendix 1) includes principles and criteria that are aimed at reflecting the RLTS strategic option. In particular, the strategic balance principles allow the RLTS funding allocations to be taken into account.

The prioritisation process has been designed to ensure that funds are allocated in line with the broad principles and policy hierarchy set out in the RLTS. This has resulted in the following approach:

Priority 1: Make best use of the existing transport system

Activities that are necessary to ensure the safe, efficient and effective performance of the existing transport system should have the "first call" on funds, ahead of any additional improvements to the network. These activities include:

- > Maintenance and renewal of the road system
- > Maintenance of existing passenger transport service levels
- > Investment in traffic management to improve the operational efficiency of the regional arterial network
- > Targeted investments to improving the safety performance of the existing network.

These activities account for \$5,129 million over the next 10 years. This represents around 38% of the current expected funding.

Priority 2: Manage travel demand

The next priority for funding is for activities that are focused on travel demand management, with a particular focus on activities that encourage a reduction in the use of single occupant vehicles in situations where alternatives are available.

A number of these activities are included in ARTA's Sustainable Transport Plan, and include travel planning, walking and cycling activities. In total, these activities account for a further \$840 million over the next 10 years, or 6% of the current expected funding.

Priority 3: Increase the capacity of the transport system

The third area of priority is for investments in infrastructure and services that increase the capacity of the transport system. The RLTS includes policies to invest in the following improvements:

- > Upgrade and expand the region's passenger transport infrastructure
- > Improve passenger transport service levels

- > Upgrade and provide additional road infrastructure to improve network efficiency and effectiveness
- > Upgrade and provide additional rail infrastructure and rolling stock to improve network efficiency and effectiveness
- > Provide additional infrastructure to improve conditions for walking
- > Provide additional infrastructure to improve conditions for cycling.

It is in this area that the competition for available funds is most acute. Funding priority will be given to projects for which major investments have already been made or committed, but for other projects, an objective process is needed to ensure that funds are directed towards projects which are the most cost effective in delivering positive transport impacts, and/or contribute towards the preferred long-term development of the network.

To assist in this process, the ATP includes a set of evaluation and prioritisation principles that can be used as a tool for establishing the ranking of all land transport projects.

As well as reflecting the policy approach in the RLTS, the prioritisation process has also built on the processes used by Land Transport New Zealand and ARTA, with amendments to reflect the need to develop a 10-year plan, rather than an annual expenditure programme. It is based on consideration of the following factors:

- > Seriousness
- > Urgency
- > Effectiveness
- > Efficiency
- > Strategic balance.

The prioritisation principles and assessment criteria that have been used to evaluate these factors and establish the ATP priorities are outlined in Appendix A.

Application of Prioritisation Process to Major Projects

The prioritisation process has been used to provide a high-level assessment of major transport projects planned over the next 10 years, to assess how well they contribute to the strategic objectives of the RCTS.

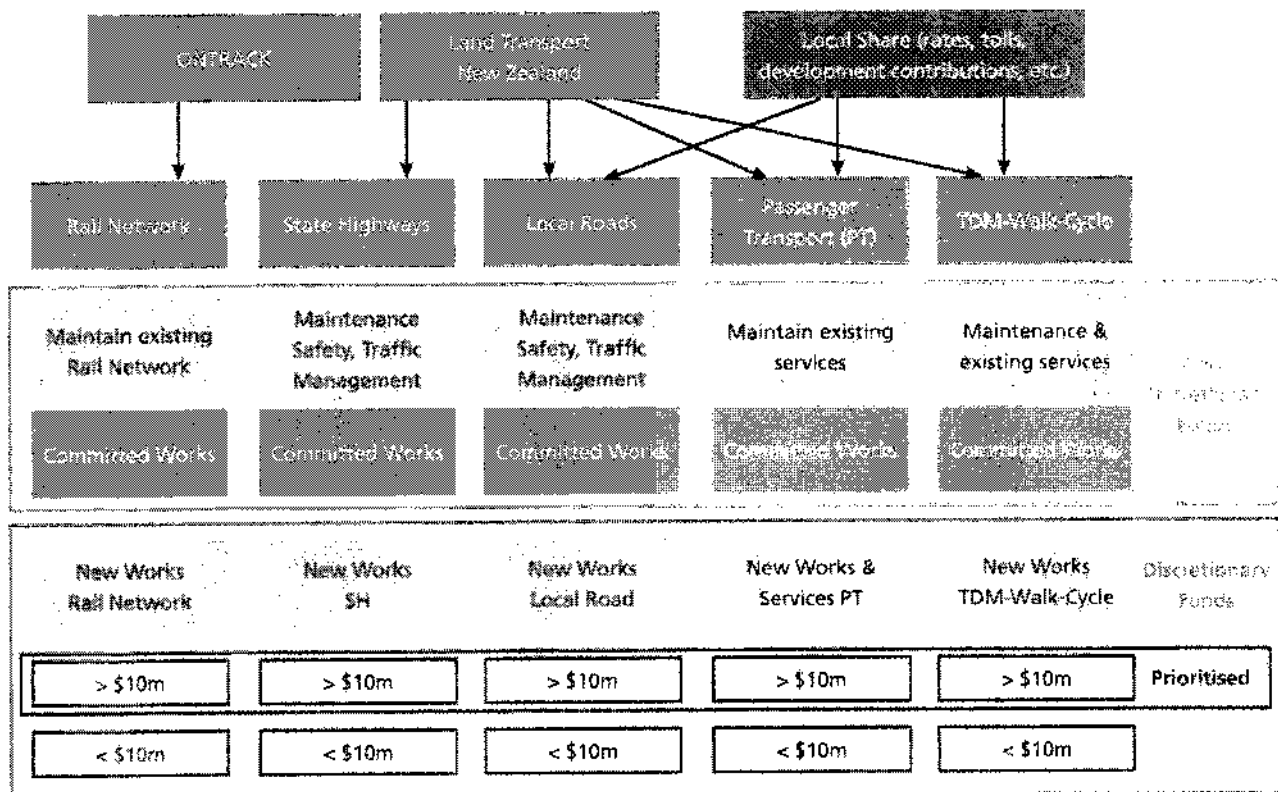
For this information to be of value in assisting annual funding decisions, it has been necessary to undertake an initial prioritisation within each of five expenditure categories, as they are subject to different funding arrangements which can affect the amounts available to be allocated from year to year. The strategic balance principles are then applied to determine whether the resulting

priorities deliver the most effective overall programme. The five funding categories are:

- > Rail network improvements (by ONTRACK)
- > State highways
- > Local roads
- > Passenger transport
- > Travel demand management (including walk & cycle).

Figure 7.1 illustrates the approach used.

Figure 7.1 – Prioritisation Application



No attempt has been made to assess the categories shown as "non-discretionary" in Figure 7.1. These include maintenance, safety, traffic management and existing passenger transport services (i.e. the activities that are in the Priority 1 and Priority 2 categories above), which are assumed to have "first call" on the available funding. Similarly, committed works (for which construction funding has already been approved) have not been assessed.

For the remaining new works, the ATP includes an indicative priority for projects with expenditure above \$10 million, with an emphasis on projects that are expected to be ready for a construction start within the first five years. These larger projects generally reflect those that are regionally significant. The results are summarised in Tables 7.2-4.

The priorities for state highways for the first part of the planning period reflect the recent agreement between Transit and the Government over the projects that are to be subject to a funding guarantee over the next six years.

While an indicative priority has been given for projects with expenditure over \$10 million, this in no way implies that projects less than \$10 million are not worth prioritising. Collectively these projects have a significant impact on funding availability. Applying the prioritisation process to these projects as they come through the programme stage will ensure consistency with the projects greater than \$10 million that have been prioritised in the ATP.

The following priorities are evident from the table:

- > There is a strong emphasis on bringing forward projects which effectively address current congestion problems, especially in and around major areas of economic activity
- > There has been a strong focus on projects which contribute towards the achievement of the growth framework in the RGS.

Expenditure & Project Status

The projects, packages and indicative costs provided in the following tables are based on the information provided in the council's LTCCP, Transit's State Highway Forecast, Land Transport NZ's National Land Transport Programme and ARTA and ONTRACK's plans and programmes. In a number of cases, due to the status of the particular project and/or package, the indicative costs are early estimates and will be subject to change as projects / packages evolve.

The current status of the project, e.g. feasibility, investigation, design or construction, will influence the level of certainty around expenditure levels and as projects move through the stages of development costs will become more certain.

The priorities for state highways for the first part of the planning period reflects the recent agreement between Transit New Zealand and the Government's guarantee of funding to Transit for the next six years. This funding guarantee has come from National, Regional and Crown funds administered by Land Transport NZ and has implications for the region's ability to fund non-state highway projects over the next six years. The ATP has not prioritised these Transit projects.

ONTRACK's rail upgrade projects relate to the \$500 million that has been identified in Project DART: Developing Auckland's Rail Transport Network for projects until 2009. As a result of uncertainty around rail funding beyond 2009 there are no capital construction projects identified in the ATP post 2009 for rail, although investigations e.g. CBD rail tunnel, have been identified and prioritised.

Table 7.2 – Major Local Roads Projects: Indicative Priority and Estimated Costs

Project	Agency	Estimated 10 year Cost (\$m)	Indicative Priority
Tiverton / Waiwerton (New Lynn Eastern Access Package)	ACC	14	1
AMETI	ACC/MCC	834	1
Neilson Street Four Lining	ACC	24	1
Onewa Road – Corridor Improvements	NSCC	11	2
Warkworth SH1 and other Intersections (Warkworth Package)	RDC	20	2
Taharoto / Wairau Corridor	NSCC	24	3
Anzac Street Corridor (Takapuna Package)	NSCC	12	3
Wynyard Pt Access	ACC	166	3
Mt Wellington	ACC	79	3
Whangaparaoa Access Road – Penlink	RDC	200	4
Mill Road Corridor and Related Projects	PDC/MCC	13	4
Whitford Arterial Road Upgrades	MCC	20	4
Henderson Town Centre – Hickory/Dora or Cranwell Link (Henderson Package)	WCC	11	4
Bracken/Burns/Auburn/Killarney (Takapuna Package)	NSCC	15	4
Lincoln Rd Corridor	WCC	22	4
Warkworth Western Collector (Warkworth Package)	RDC	30	4
Takanini Grade Separation	PDC	11	5
Kyle Road Reconstruction (Albany Package)	NSCC	11	5
Greenhithe Streets Upgrading	NSCC	12	5
Takapuna to Barry's Point (Takapuna Package)	NSCC	18	5
Clevedon Railway Bridge (Central Papakura)	PDC	12	5
Great North Road Corridor	WCC	19	5
Silverdale North	RDC	20	5

Note:

ACC	Auckland City Council
ARTA	Auckland Regional Transport Authority
FDC	Franklin District Council
MCC	Manukau City Council
NSCC	North Shore City Council
PDC	Papakura District Council
RDC	Rodney District Council
TNZ	Transit New Zealand
WCC	Waikare City Council

Table 7.3 - Major State Highway Projects as per Transit and Government funding agreement

Project Name	Estimated 10 year Cost (\$m)	
SH1 ALPURT B2	56	Built & opened by 2011
SH1 Northern Busway	139	
SH1 Esmonde Rd Interchange	13	
Northern Motorway Ramp Signalling	14	
Southern Motorway Ramp Signalling	25	
SH1 Northcote to Sunnyvale Auxiliary Lane	10	
SH1 Central Motorway Junction – Stage 2	24	
SH16 Newton Road to Western Springs Auxiliary Lane	4	
SH1 Auckland Harbour Bridge Moveable Lane Barrier	10	
SH1 Auckland Harbour Bridge Stormwater Upgrade	4	
SH20 Mt Roskill Extension	43	
SH20 Manukau Extension	210	
SH18 Greenhithe Deviation	35	
SH16 Ramp Signalling	11	
SH2 Mangatawhiri Deviation	46	
SH1 Waiouru Connection	8	
SH1 Newmarket Viaduct to Greenlane Auxiliary Lane	19	Built and opened by 2011 subject to investigation and design being completed as planned
SH16 Pungarehu Bridge Replacement	4	
SH1 Papakura Interchange Upgrade Stage 1	13	
SH18 Hobsonville Deviation	222	Substantive construction starts by 2011
SH16 Rosebank to Te Atatu Six Laning	32	
Advanced Traffic Management Systems (ATMS)	87	
SH1 Warkworth Improvements Stage 1	17	Substantive construction starts subject to investigation and design being completed as planned
SH16 Te Atatu – Royal Six Laning	39	
SH16 Waterview Connection	1,300	
SH20 Manukau Harbour Crossing	330	
SH18/20 Ramp Signaling	24	
SH1 Victoria Park Tunnel	389	
SH1 Newmarket Viaduct	189	
SH16 Te Atatu Interchange Westbound Off-ramp	7	Prepared for a construction start
SH16 Rosebank to Te Atatu Six Laning	26	
SH16 Waterview to Rosebank Eight Laning	58	
SH1 Schedewys Hill Deviation	6	Prepared for a design start
SH2 Kopuku Realignment	50	