

Table 7.4 – Major Passenger Transport Projects: Indicative Priority and Estimated Costs

Project/Package	Agency	Estimated 10-year Cost (\$m)	Indicative Priority
Western Line Duplication	ONTRACK/ARTA	406	Committed
Newmarket Station Upgrade	ONTRACK/ARTA	65	Committed
Rail Station Improvements	ARTA	52	Committed
Central Transit Corridor	ACC	19	Committed
Rail Electrification	ONTRACK/ARTA	170	1
Rail Rolling Stock: Long Term Directly Linked to Electrification	ARTA	284	1
New Bus Services: North	ARTA	163	1
Manukau Rail Link	ONTRACK/ARTA	57	1
Integrated Ticketing	ARTA	30	1
Real Time Information	ARTA	10	1
Rail Rolling Stock: Interim	ARTA	266	1
New Rail Services	ARTA	226	1
Half Moon Bay Ferry Wharf Upgrade	ARTA	3	1
New Bus Services: Kihimusi	ARTA	129	2
New Bus Services: West	ARTA	70	2
New Bus Services: South	ARTA	128	2
New Lynn Station Undergrounding link to Western Line double tracking	ONTRACK/WCC/ARTA	100	2
Dominion Rd	ACC	78	2
Civic Bus Station Improvements	ACC	10	3
New Ferry Services	ARTA	30	3

Investigations

The Consolidated Implementation Plan shows the planned responses of implementation agencies as set out in their 10 year plans. The ATP, however, needs to also address those areas of the transport network that go beyond the 10 year period of the current planning documents. A number of these projects will require land protection for future works and this investigative work should be carried out now to plan and protect routes for the future. This will help to ensure that when required the details are known.

Of critical importance is the investigation into the works required to bring the Regional Arterials up to an appropriate standard to complement the region's strategic routes, which in most instances are State Highways and Motorways. The specific detail around the upgrading of the Regional Arterials will be found in the Regional Arterial Road Plan, which is currently under development by ARTA and the regions' road controlling agencies.

As highlighted in Section 2 – the long-term view must be considered now so that investigation and planning can take place to ensure progress is made for high-priority longer-term projects. The following investigations have been accorded a high priority in this ATP, however the investigations must also provide for future opportunities, such as technology changes, that we are currently outside the time frame for the ATP. As the ATP will be reviewed on a three-yearly basis it is expected that future investigations will be continually added to the priority list.

Table 7.5 – Major Investigations

Major Investigations	Agency
Additional Waitemata Harbour Crossing – to provide for all transport modes across the harbour	INZ
Onehunga to East Tamaki Arterial Route	TNZ/ACC/MCC
Northern Busway Extension to Orewa – to protect future opportunities	TNZ/RDC/NSCC/ARTA
SH1/16 to Wellsford	TNZ
Whau River Crossing	ACC/MCC
Regional Arterials	TA/ARTA
CBD Rail Loop – an inner-city underground passenger rail loop connecting the Britomart station and the Western line at Mt Eden station	ONTRACK/ARTA
Rapid Transit Connections: between Avondale and Southdown, the Auckland CBD and the Auckland airport; and between Manukau City Centre and the Auckland airport	ONTRACK/ARTA/ACC/MCC
Rapid Transit Connections: between Albany, Westgate and Henderson; and between Panmure, Botany Downs and Manukau City Centre	ARTA/ACC/NSCC/ACC/MCC
Additional Ferry Terminals and Services: to provide additional capacity for connectivity by the sea	ARTA/RDC/NSCC/ACC/MCC

8 BRIDGING THE FUNDING GAP

The total level of land transport funding expected to be available from existing sources within the region over the 10 year period of this ATP is \$13.5 billion, or an average of \$1,350 million per annum. This is made up from the following sources as shown in Figure 14 below:

- > Land Transport NZ funds (\$7.0 billion)
- > Crown funding for ONTRACK (\$0.6 billion)
- > Territorial authority rates, loans and development contributions (\$3.0 billion)
- > Regional council rates and Auckland Regional Holdings (ARH) funds (\$1.6 billion)
- > Toll revenues and other user charges (\$1.3 billion).

The total cost of implementing the transport projects and packages identified in this ATP over the next 10 years is \$15.6 billion. This exceeds the total amount of funding available by approximately \$2 billion if tolls are approved for three major projects (WRRR Waterview, AMETI and Whangaparaoa access). If tolls are not available for these projects, the funding gap is \$3.3 billion.

The prioritisation process described in the previous section is one response to this funding shortfall. As highlighted in Section 6 (Funding Constraints) however, the shortfall is unevenly divided between different activity classes, and is more acute for new works that require a local share component. Passenger transport infrastructure and new local roads are particularly affected by the shortfall, especially in the middle part of the decade when a number of large projects are planned.

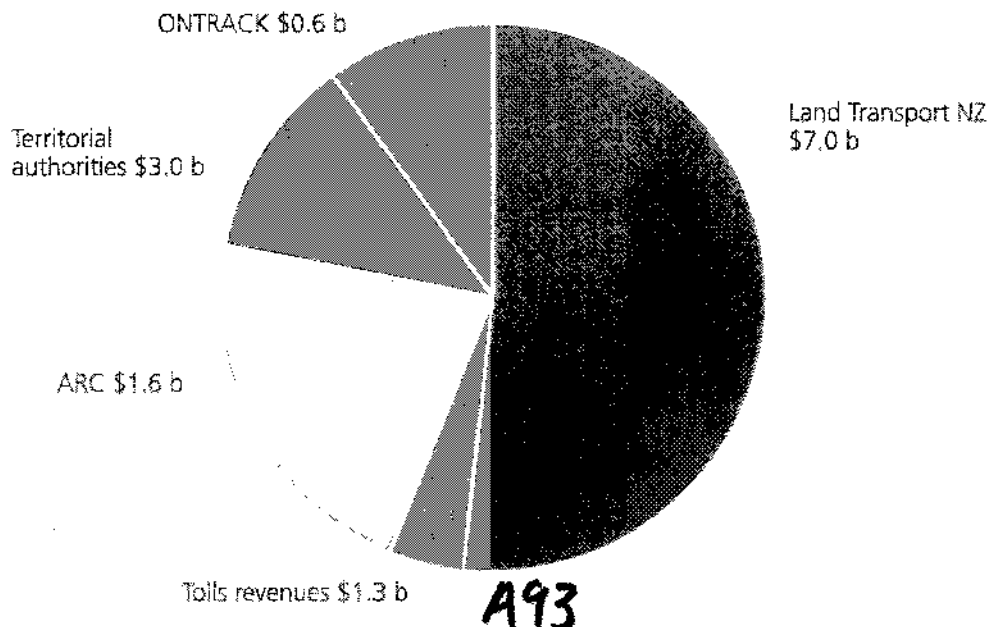
Delaying key projects in these areas may mean that the outcomes of the RLTS are unable to be achieved. To address this situation, a range of options are available:

- > Deferral of projects or parts of projects that do not make a significant contribution to RLTS outcomes
- > Reduced costs through improved efficiency
- > Increased revenues from existing sources
- > Additional funding from new sources
- > Re-allocation of resources between activity classes

Given the size of the funding gap, a combination of these options is likely to be needed. Specific proposals to address the funding gap are expected to emerge from the current Auckland Transport Strategic Alignment Project, involving regional and central government parties. In the meantime, ARTA believes that the following options need to be given serious consideration:

- > A review of major projects to identify options for cost reductions while ensuring that they continue to contribute to key RLTS objectives
- > A review of Land Transport NZ rules for the allocation of R and C funding, with a view to directing more of that money to passenger transport and local roading projects
- > Options to increase local share, through development contributions, and advocacy for additional funding options such as regional fuel tax
- > The adoption of a comprehensive tolling and/or road pricing strategy for the region.

Figure 8.1 – Expected Funding Sources, 2006/07 to 2015/16



9 EXPECTED OUTCOMES

The ATP is key to transforming the RLTS policies and strategies into actions and an investment programme. Those actions and investments have been selected and prioritised on the basis that they will contribute to the outcomes sought by the RLTS.

The tables below build from the RLTS outcomes and expected results, and show how key components of the ATP are expected to contribute to the desired outcomes.

Table 9.1 – ATP’s Contribution to the RLTS Outcome ‘Assisting Economic Development’

Objective 1: Assisting Economic Development		
Desired Outcome	RLTS Expected Results	ATP Contributions
Effective, efficient and integrated transport links to key locations to allow full participation in the community and economy	More households within 30 minutes travel time of employment opportunities	Projects focused on improving access to key locations have been given high priority
Effective and efficient transport links between key business areas for the movement of goods and services without unnecessary delays	Inter-peak travel times between key business centres decrease by 5.6 per cent	High priority has been given to projects that address congestion in and around key business areas, and commercial vehicle movements
Effective links to key import and export points, including the port and airport	Average a.m. peak speeds decrease to port by 9 per cent, and to airport by 8 per cent	Projects to improve access to the port and airport have been given high priority
A transport system that will help to promote business and tourism	Visitors have excellent information that can be used to access major tourist destinations without undue delay	Public transport improvements are expected to enhance access to major tourist destinations
Predictable travel times that enable effective travel planning	Less variation in travel speeds on motorways and major arterials, and more reliable public transport	Roading and public transport improvements which improve trip time reliability have received high priority
A transport system resilient enough to deal with unforeseen and unforeseen events	More ability to change travel plans due to increased transport choices and real-time information on travel conditions	The ATP includes projects that will improve transport options, including WRR and public transport alternatives

**Table 9.2 – ATP's Contribution to the RLTS Outcome
'Assisting Safety and Personal Security'**

Objective 2: Assisting Safety and Personal Security		
Desired Outcome	RLTS Expected Result	Key Performance Indicators
An established road safety culture, with transport rules obeyed, among all transport users	Improved driver attitudes towards drink driving, speed and general traffic enforcement	Expenditure allocations for road safety initiatives
A safe and secure environment for vulnerable users of the transport system	Decreased crashes, deaths and injuries involving pedestrians and cyclists	Significant improvement to pedestrian and cycling environment
Passenger transport that is safe to ride without personal threat, on the vehicle or in the surrounds of the stop or terminal	Improved user perceptions of the safety of getting to and from and using passenger transport	Significant improvements to the rapid transit system will enhance security
Significantly reduced crash deaths and injuries	Road injury crashes per 10,000 people decline by 6 per cent	Priority funding allocations to address known safety problems

**Table 9.3 – ATP's Contribution to the RLTS Outcome
'Improving Access and Mobility'**

Objective 3: Improving Access and Mobility		
Desired Outcome	RLTS Expected Result	Key Performance Indicators
A high level of travel choice to all key destinations including employment areas, retail centres, tertiary institutions, major health facilities	Increase in the average number of employment, retail, education and health opportunities within 30 minutes travel of households	Improved passenger transport opportunities through significant upgrade to rail, bus and ferry services
A high level of integration between all transport modes	A far greater choice of travel modes than now, and easier to change between modes	Better integration between modes through integrated ticketing and service and interchange improvements
Aucklanders and visitors are able to access all significant destinations within the urban area by passenger transport	11 per cent of peak trips by public transport, up from 7 per cent	Significant improvement in passenger transport access through improved service levels, facilities and priorities, leading to faster travel times and increased patronage
Pedestrians and cyclists are able to access all local destinations easily and safely	More children choose to walk and cycle to school, and more adults walk and cycle as part of their daily commute	Strong focus on sustainable school travel via school travel plans, supported by walking and cycling investments
A transport system that allows people with disabilities to participate more fully in society	Significantly improved access opportunities for people with disabilities	Improvements to passenger transport system, including access improvements
A transport system which provides affordable and reliable access and mobility	Improved user perceptions of transport system affordability and reliability	Improvements to passenger transport system with better reliability

**Table 9.4 – ATP's Contribution to the RLTS Outcome
'Protecting and Promoting Public Health'**

Objective 4: Protecting and Promoting Public Health		
Desired Outcome	RLTS Expected Result	ATP Contribution
Fewer and cleaner vehicle emissions	Reduced emissions of NOX (21 per cent), PM10 (23 per cent) and VOC (54 per cent)	Projects to reduce congestion, rail electrification
Transport choices which contribute to making healthier choices easier and which promote a more active population	15.5 per cent of trips by active modes by 2016 (currently 15.1 per cent)	Significant investment in active modes and passenger transport, supported by travel plans
Reduced effects on communities from noise and vibration which originate from the transport system	District plans contain policies and methods to address noise and vibration	Not specifically addressed in ATP

**Table 9.5 – ATP's Contribution to the RLTS outcome
'Ensuring Environmental Sustainability'**

Objective 5: Ensuring Environmental Sustainability		
Desired Outcome	RLTS Expected Result	ATP Contribution
Reduced non-renewable energy use by the transport system	Fuel use increase by 26 per cent to 2016	Projects to reduce congestion and promote alternatives to private vehicle use
Reduced carbon dioxide emissions from the transport system	CO ₂ emissions from transport increase by 21 per cent to 2016	Projects to reduce congestion and promote alternatives to private vehicle use
Improved water quality from stormwater discharges originating from transport infrastructure	Discharges to water from the transport system increase by 20 per cent to 2016	Projects to reduce congestion, and specific improvements such as Harbour Bridge stormwater upgrade
The protection of sites and areas of natural and cultural heritage value from the adverse effects of new transport infrastructure	Improved level of protection of sites and areas of natural and cultural heritage value	Not specifically addressed in ATP

**Table 9.6 – ATP's Contribution to the RLTS Outcome
'Supporting the Auckland Regional Growth Strategy'**

Objective 6: Supporting the Auckland Regional Growth Strategy		
Desired Outcome	RLTS Expected Result	ATP's Contribution
A transport system which supports and assists in instigating growth within higher density growth centres and corridors identified in the RGS and sector agreements	Easier to get to and between growth centres, enabling them to contain a higher proportion of the region's population and employment	Priority for projects that improve access to and within growth centres
Walking and cycling opportunities which improve the cohesion of and movement in higher density centres	63 per cent increase in walking and cycling trips in centres by 2016	Focus on walking and cycling improvements to and within growth centres
A transport system which provides better linkages to and between higher density centres	Rapid transit services linking regional growth centres on the rapid transit network not more than 10 minutes apart in the morning peak time	Priority to development of rapid transit system with increased frequencies
Reduced community severance from the transport system	Reduced severance impact through improvements to the pedestrian environment	Pedestrian improvements

**Table 9.7 – ATP's Contribution to the RLTS Outcome
'Achieving Economic Efficiency'**

Objective 7: Achieving Economic Efficiency		
Desired Outcome	RLTS Expected Result	ATP's Contribution
The cumulative transport investment decisions deliver the greatest cumulative amount of benefit	Projects giving effect to the RLTS are chosen to ensure maximum benefit in relation to objectives, while avoiding unnecessary costs	ATP prioritisation process has given weight to achievement of RLTS objectives

The achievement of RLTS outcomes is dependent on adequate funding. Whilst funding for the first six years of the State Highway Forecast has been guaranteed by the Crown, the funding available for local roading development and passenger transport enhancement and development is constrained.

The funding gap identified in Section 6 suggests that the outcomes that rely on passenger transport or local road investments may be at risk, as the planned improvements included in Section 5 may not be fully fundable.

In particular, the achievement of RLTS outcomes is heavily dependent on passenger transport development. Achieving decongestion, access and mobility and public health outcomes are closely related to developing a significantly upgraded passenger transport network that is well used. As noted in the Passenger Transport Network Plan, failure to address the projected funding shortfall is expected to result

in lower passenger transport patronage than expected in the RLTS. This in turn will impact on a number of the outcomes listed above.

The risk of not achieving these outcomes draws attention to the way transport funding is allocated at top level. In terms of achieving the outcomes desired by the RLTS, prioritising transport development within funding budgets set around state highway development, local road development, and passenger transport development may not provide the best solution to Auckland's transport problems.

It should also be noted that while Crown funding for state highway development is guaranteed, some of the most critical projects and packages, such as completing the Western Ring Route, are dependent on the availability of new revenue streams, such as tolling. Approval of tolling is reliant on acceptance of the concept by both the Auckland public and the Minister of Transport.

10 IMPLEMENTATION, MONITORING AND REVIEW

The responsibility for implementation of the ATP falls on a number of different agencies, including ARTA, Transit, territorial authorities, ONTRACK, the Auckland Regional Council and Land Transport NZ. A key role for ARTA will be to coordinate the actions of these organisations and to review progress against the outcomes sought. It will also be essential for ARTA to ensure that all agencies adhere to the integrated approach inherent in the ATP. This is particularly important for those packages which require multi-modal and multi-agency actions.

To ensure that this ATP is implemented, ARTA will:

- > Prepare the annual Auckland Land Transport Programme in accordance with the evaluation and prioritisation framework established in this ATP
- > Work with implementation agencies to ensure that the priorities established in the ATP are understood, and reflected in their annual expenditure programmes. This will include working with all agencies to guide changes to future projects towards meeting the desired RLTS outcomes as identified in Section 9 of the ATP
- > Coordinate the development of implementation agreements where multi-agency actions are required to successfully implement an ATP package
- > Work with funding agencies and Government to ensure that the sufficient funding is available to enable the ATP to be implemented in a timely manner.

In order to ensure that the process proposed for the development of the ATP is adopted by all agencies, ARTA will focus on the development of the next ATP. The key focus will be to begin the process of reversing the direction of influence – such that the ATP is playing a larger role in setting the agenda for the State Highway Forecast, territorial authorities' LTCCP and ONTRACK's rail development plans for Auckland, rather than these documents forming the basis of the ATP, as is the case with this first iteration.

With regard to monitoring and reviewing the progress made, ARTA will:

- > Review the ATP in 2008, ahead of the next round of LTCCP, and thereafter, review the ATP on a three-yearly basis
- > Develop a monitoring programme to ensure progress is being made to implement the ATP in a timely manner, and that objectives are being met.
- > Use the ATP as the basis for influencing the development of Transit's State Highway Forecast and ONTRACK's rail network development plan, as they pertain to the Auckland region.
- > Coordinate the monitoring programme with other agencies, including the ARC, Transit, ONTRACK and territorial authorities.



APPENDICES

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Appendix A – Prioritisation Principles and Assessment Criteria

Seriousness: the scale and importance of the transport problem to which the project/activity or package responds.	
Challenges	Prioritisation Principles
Minimising the impact of congestion and unreliable travel times	<ul style="list-style-type: none"> > Highest priority will be given to addressing congestion which impacts on freight and commercial traffic movements; and all-day congestion that constrains business and community development > Congestion that impacts on the safe and efficient operation of strategic corridors and the needs of inter-regional travel will receive a high priority > Congestion that impacts travel to and from vital emergency and social services will receive a high priority > The first response to commuter congestion will be cost-effective alternatives to single-occupant vehicles > Other solutions to commuter peak travel congestion will be accorded a high priority where a viable sustainable transport alternative, or only a partial solution, is unavailable
Increasing travel choices and reducing reliance on private cars	<ul style="list-style-type: none"> > Highest priority will be given to the needs of those travelling to employment, education centres, and vital social services > Ensuring viable alternative transport choices to and within town centres will be a priority > Priority will be accorded to providing transport mode choice in areas of high social deprivation and to the transport disadvantaged > Priority will be accorded to the provision of transport choices in growing communities where existing transport choices are limited > Priority will be given to parts of the network with poor linkages and a lack of integration between modes
Ensuring integrated land use and transport provision	<ul style="list-style-type: none"> > The Regional Growth Strategy (RGS) growth concept, as contained in the Regional Policy Statement (RPS), will be a key determinant in deciding priorities for investment in transport, with particular emphasis on: <ul style="list-style-type: none"> > encouraging higher density development and employment in growth nodes and corridors > investment in alternative and active modes to support higher density development in towns and sub-regional centres > ensuring that land use patterns are consistent with the RPS and RGS and an integrated transport system > priority will be given to projects which help to achieve a better balance between employment, education and residential locations, and to projects that reduce the need to travel
Encouraging and facilitating economic Development	<ul style="list-style-type: none"> > Priority to projects which support increased economic productivity, including intensification of employment, economic clusters, and effective heavy-goods vehicle access > Improving accessibility to areas of intensified economic activity, including visitor concentrations > Priority to projects which support regionally agreed areas of new business activity > Priority will be given to incident management in those parts of the strategic and arterial network where limited alternative routes exist
Providing a transport system that is safe to use	<ul style="list-style-type: none"> > Areas with demonstrated safety problems (both current and potential) will be addressed first (i.e. accident black-spots, recognised unsafe sites, etc) > Safety improvements for vulnerable users will be given a high priority > Priority will be given to responding to perceived personal security risk issues where this is likely to restrict use of alternatives in favour of the private car > Provision of alternative/additional capacity required in the event of critical failures on the network will be given priority to ensure security of the transport network in the event of emergencies
Promoting environmental sustainability	<ul style="list-style-type: none"> > Priority will be given to reducing dependence on non-renewable resources (including fuel, land, and aggregate) > Reductions in fuel use and CO₂ emissions will be prioritised > Priority will be given to addressing transport-related water quality issues in sensitive catchments > Priority will be given to addressing transport-related community dislocation in areas where this is significant.
Promoting public health outcomes	<ul style="list-style-type: none"> > Priority will be given to addressing air emissions from vehicles in areas with high population exposure > Priority will be given to those parts of the region where low participation in active modes is likely to result in health problems > Priority will be given to addressing noise and vibration in areas with high residential exposure