

DRAFT 2008/09 AUCKLAND LAND TRANSPORT PROGRAMME



**Auckland Regional
Transport Authority**

www.arta.co.nz

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CHAIRMAN'S FOREWORD

As ARTA moves into its third year of operation as Auckland's regional transport authority, a perceptible shift in the way the region approaches transport is evident.

Integration of planning and implementation, leading to much better use of resources, the prioritisation and more timely execution of transport projects, was one of the aims in setting up ARTA.

ARTA's inaugural Auckland Transport Plan (ATP), launched in June 2007, provided the first step in translating what was once a myriad of plans and policies for the region into a single implementation plan. It outlined the priorities and phasing of specific projects over the next ten years for all transport agencies and modes, including state highways.

The ATP provides a framework for developing and assessing the Land Transport Programme (LTP) for the region which, with the co-operation of Auckland's local and district councils, offers a co-ordinated approach to transport planning.

The completion of the ATP makes ARTA well placed to carry out the recommendations of the Government's recently completed Next Steps Review and the Land Transport Management Amendment Bill which, at the time of writing, is before a Select Committee.

This Draft 2008/09 LTP builds on the integrated approach shown by the ATP and includes all transport activities.

However, further refinement of the approach towards better integration of Auckland's immense transportation requirements is needed. This is particularly the case with respect to infrastructure and services in order to keep pace with population growth, congestion and environmental impacts to ensure faster implementation and better use of our regional resources.

ARTA has a clear mandate to facilitate and manage these outcomes and is increasingly well placed to do so with a 10-year and beyond programme of action now being rolled out across the region.



Mark Forc
Chairman ARTA Board

1 INTRODUCTION

This Draft Land Transport Programme (LTP) has been prepared by the Auckland Regional Transport Authority (ARTA). The LTP lists planned transport activities for the following 12 months and acts as a means to prioritise applications for government funding through Land Transport New Zealand.

ARTA is required to prepare an annual LTP covering all transport activities undertaken by Auckland territorial authorities and ARTA. Its mandate covers the Auckland region and all land transport modes except state highways and rail track responsibilities. In preparing the LTP, ARTA provides a view on the land transport priorities for the region, and may also comment on Transit's State Highway Forecast as well as the future programmes of other transport agencies acting in the region. The legislative requirements relating to the Auckland LTP are summarised in Appendix 1 on page 37.

This Draft LTP details the funding applications for the 2008/09 year. ARTA's main task is to prioritise these funding applications so that, when there is insufficient funding to carry out all the activities that we may wish to see proceed, the most important schemes are funded first. This prioritisation is based on ARTA's identification of the issues facing Auckland's transport system both now and in the future. The prioritisation process is contained in the Auckland Transport Plan (ATP), also prepared by ARTA.

2 CONTEXT

ARTA's Role

Established in 2004 as New Zealand's first regional transport authority, ARTA's purpose is to improve the integration of the management of Auckland's land transport system. ARTA adds value to existing transport agencies by having an overall, multi-modal regional view of transport priorities, unconstrained by territorial boundaries and working collaboratively with each agency involved in developing and improving Auckland's transport system.

ARTA's enabling legislation, the Local Government (Auckland) Amendment Act 2004 (LGAAA) sets out ARTA's objective:

"to plan, fund and develop the Auckland regional land transport system in a way that contributes to an integrated, safe, responsive, and sustainable land transport system for the Auckland region."

The Auckland regional land transport system is defined as "land transport within the Auckland region, managed by Auckland's local authorities, ARTA and Auckland Regional Holdings."

ARTA's roles can be defined under the following broad headings:

The operational planner for the Auckland regional land transport system

The overall transport strategy for the Auckland region is set by the 2005 Auckland Regional Land Transport Strategy (RLTS), prepared by the Auckland Regional Council (ARC). However, Auckland's RLTS cannot specify the projects required to implement the strategy or the priorities to be applied to these projects. Under current legislation, the project specification and prioritisation role is allocated to:

- > ARTA for passenger transport and local roading – specific activities are implemented by the territorial authorities
- > Transit New Zealand (Transit) for state highways
- > ONTRACK for railway track development.

The policy framework for the LTP is provided by a series of national, regional and local strategies and plans. The purpose of this framework is to develop an integrated, safe, responsive and sustainable land transport system. This framework is still evolving and is shown diagrammatically in Figure 2.1 on page 5. A key element of the policy framework is the Auckland Transport Plan (ATP). The ATP translates the high-level policies and strategies of the RLTS into a single implementation plan and outlines the priorities and phasing of specific projects over the next ten years, for all agencies and modes.

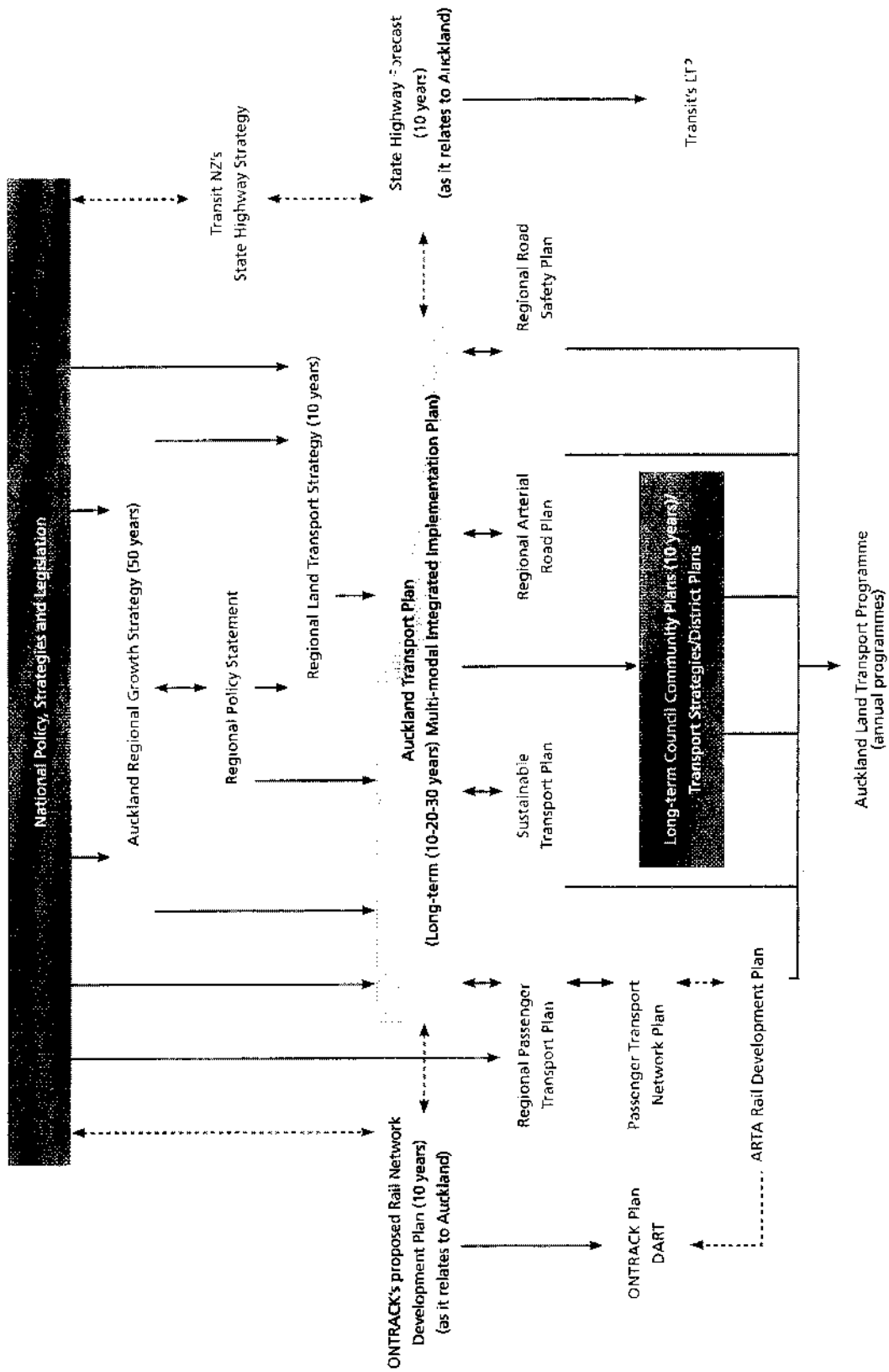
At the time of the preparation of this Draft LTP, a transport sector review ('Next Steps Review') has been completed and the Land Transport Management Amendment Bill implementing the recommendations of the Next Steps Review has been introduced into Parliament. The legislation will:

- > Introduce a Government Policy Statement (GPS) setting out the Government's high-level priorities for land transport
- > Introduce three-yearly Regional Land Transport Programmes that will identify all land transport activities in a region
- > Change the constitution of Regional Land Transport committees
- > Make the National Land Transport Programme three-yearly
- > Enable the creation of the New Zealand Transport Agency, which will be formed primarily by combining functions of Land Transport New Zealand and Transit New Zealand
- > Introduce full hypothecation (dedication) of fuel excise duty obtained from motorists to be reserved for land transport purposes
- > Introduce the option of regional fuel taxes (not part of Next Steps but included in this legislation).

With the completion of the 2007 ATP, which included state highways, and rail, ARTA is well placed to carry out the recommendations of the Next Steps Review contained in the Draft Land Transport Management Amendment Bill.

It should be noted that this Draft LTP is undertaken under the existing legislation, the Land Transport Management Act (LTMA) 2003 and LGAAA 2004. The Land Transport Amendment Bill, currently before Parliament, recommends that the first three-year Regional Land Transport Programme commence in July 2009.

Figure 2.1: Plans and strategies relationships to the Auckland Land Transport Programme



AB

Recommends Auckland priorities for government transport funding

Transport projects are generally funded from two sources – local funds¹ and central government funds. The latter is made available by Land Transport NZ to 'approved organisations', which are required to prepare LTPs, covering all the activities for which government funding is sought. ARTA is an approved organisation and, by legislation, must prepare the LTP, covering transport activities of the Auckland territorial authorities and itself.

The regional passenger transport provider

An effective, integrated passenger transport system is critical to the development of the region. ARTA has responsibility for regional passenger transport planning and management. Funding for passenger transport infrastructure and operations is sought through the Auckland LTP, going through the same evaluation and prioritisation process as for other transport activities.

ARTA's Partners

ARTA is not the implementing agency in many cases, especially for roading, and rail track and signalling projects. Therefore working with our partners and stakeholders is crucial for successful regional transport outcomes. One of ARTA's primary aims is to improve integration of transport activities amongst the various agencies in the Auckland region. In order to achieve this, ARTA has established strong collaborative relationships with agencies in the Auckland region and nationally, as described below.

The Auckland Regional Council (ARC)

The ARC is sole shareholder of ARTA. It provides funding for ARTA's activities. ARTA annually submits a budget for passenger transport infrastructure and services to the ARC for inclusion in its Annual Plan.

Land Transport New Zealand

Land Transport NZ is responsible for allocating transport funding nationally on behalf of Central Government. ARTA applies to Land Transport NZ for funding of the Auckland LTP (which includes some of ARTA's activities).

Territorial Authorities

There are seven territorial authorities in the Auckland region: Auckland City Council, Franklin District Council, Manukau City Council, North Shore City Council, Papakura District Council, Rodney District Council and Waitakere City Council.

The territorial authorities control the roads in their areas and are responsible for their upkeep and improvement. ARTA has developed close relationships with the territorial authorities, and provides advice on how their plans fit with regional objectives.

Central Government

The Ministry of Transport undertakes reviews of Auckland's transport capabilities and guides the development of future strategies nationwide. The Ministries of Economic Development, Education, Environment, Treasury and Health, NZ Police and the Accident Compensation Corporation are also involved and have an interest in improving transport in the region. Central Government also directly funds ONTRACK.

Transit New Zealand (Transit)

Transit owns and manages the state highway network nationally. To ensure the development of an integrated land transport system in the Auckland region, ARTA is working closely with Transit to establish regional priorities for funding and development, to integrate state highway and local roading projects.

ONTRACK (New Zealand Railways Corporation)

ONTRACK is the owner and manager of Auckland's rail corridors and provides the track and signalling systems on which passenger and freight train services operate. ARTA works closely with ONTRACK to ensure the seamless provision of rail services.

Commercial Passenger Transport Service Providers

A wide range of transport operators supply bus, ferry and train services either under contract to ARTA or commercially (i.e. no subsidy support from ARTA).

¹ Local funding sources include council rates, development levies, revenue from user charges, and investment revenue, e.g. Auckland Regional Holdings for ARC funding of passenger transport.

3 AUCKLAND'S TRANSPORT CHALLENGES

The population of the Auckland region is growing more rapidly than any other New Zealand city and therefore the need to travel is also increasing at a faster rate than in other cities. This is putting greater strains on our existing networks and requiring improvements to our infrastructure and passenger transport services.

ARTA has identified a number of key transport challenges that have arisen from this growth. These challenges, which are summarised below, are described in more detail in the Auckland Transport Plan (ATP), and form the basis of the prioritisation process used for the LTP:

> **Managing congestion and reducing unreliable travel times**

Missing links in the strategic and regional arterial network, combined with inefficient use of existing transport network capacity and incidents such as crashes or breakdowns, hinder the efficient functioning of the network and negatively impact on development and the economic viability of key transport terminals. Prioritising the allocation of scarce road space to the movement of people and goods, not vehicles, is the aim of the Regional Arterial Road Plan currently under preparation.

> **Increasing choice and reducing reliance on private cars**

Incomplete passenger transport networks and services lead to private cars often being the only choice for a large proportion of the region's population. Providing viable transport choices results in people of all ages having broader travel options for access to employment, education, leisure and social services as well as being able to participate in their local communities.

> **Ensuring integrated land use and transport**

The phasing and planning of infrastructure and service improvements needs to be integrated with growth centres and corridors. The Regional Growth Strategy (RGS) aims to do this, and transport systems must be designed to support the RGS.

> **Encouraging and facilitating economic development**

The transport system needs to support economic development opportunities in the region, and contribute to the accessibility and efficiency of business activities and employment.

> **Providing a transport system that is safe to use**

Safety and security for people using the transport system is a critical baseline issue. Current trends in crash statistics indicate that Auckland will not meet the targets set in the Government's Road Safety to 2010 strategy. Also of concern is ensuring that any personal security concerns around the use of the passenger transport system and walking and cycling options are addressed.

> **Promoting environmental sustainability**

The transport system uses increasing volumes of non-renewable resources such as land, aggregates and fuel for construction which means that, if not managed appropriately, it will become increasingly unsustainable. Equally, the development and use of the transport system impacts on the surrounding environment through emissions as well as issues such as community connectivity and/or severance.

> **Promoting public health outcomes**

Air quality is a regional issue and, as vehicles are the largest contributors to air pollution in the Auckland region, it is important to ensure that this negative aspect of the transport system is appropriately addressed. Increasing use of active travel modes for short trips instead of relying on private cars will lead to better health outcomes.

4 STATEMENT OF PRIORITIES

Analysis of available funding against actions required to deliver the RLTS and planned work programmes indicates a funding shortfall for land transport over the 10-year period, particularly for local roads and passenger transport (both infrastructure and services). This potential shortfall highlights the need for a rigorous approach to project prioritisation and timing.

ARTA has developed a prioritisation process as part of the ATP which aims to ensure that the available funds are directed towards achieving the region's transport objectives, in line with the broad principles and policies set out in the RLTS. This reflects the following general 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, traffic management to improve the operational efficiency of the regional arterial network, and targeted investments to improve the safety performance of the existing network.

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.

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. This includes upgrading and expanding the region's passenger transport infrastructure and rolling stock, improving passenger transport service levels, upgrading and providing additional road infrastructure, and improvements and extensions to the region's walking and cycling infrastructure.

To ensure that funds are directed towards projects that best meet the region's objectives, the evaluation and prioritisation of projects within these broad priorities is based on identifying serious issues for the region and then ensuring that effective solutions are provided which give value for money. This process is discussed in more detail in Section 5.

Arising from this, Table 4.1 on page 9 summarises ARTA's land transport priorities, developed through the ATP, for the region as a whole, and also lists specific priorities for each sub-region.

Table 4.1: ARTA's region-wide and sub-regional priorities

Region-wide priorities	
	<ul style="list-style-type: none"> > Providing more efficient passenger transport, including increased services and supporting infrastructure > Facilitating economic development at emerging economic hubs > Providing transport to newly developing residential areas > Supporting development at key growth centres > Increasing the person and goods-carrying capacity of major arterials, and enhancing bus travel time and reliability > Improving intra-regional access and providing an alternative north-south corridor to SH1 via the Western Ring Route > Ensuring that the development of the motorway network is integrated with arterial road improvements > Integrated fares and ticketing > Electrification and upgrade of rail network > Implementing the Regional Cycle Network
Sub-regional priorities	
Area	Priority
Rural – Outside the metropolitan urban limit	<ul style="list-style-type: none"> > Improving the safety and efficiency of SH1 and SH2 > Improving the safety and efficiency of rural arterial routes with growth pressures > Improving the safety of other strategic routes
North – including North Shore City and the Hibiscus Coast	<ul style="list-style-type: none"> > Increased bus services utilising the Northern Busway > Improving ferry services > Improving access to the Whangaparaoa peninsula > Improving access between the North Shore and Waitakere and providing an alternative North-South corridor to SH1 via Western Ring Route
West – including Waitakere City and parts of western Rodney District	<ul style="list-style-type: none"> > Dealing with uneven commuter flows by providing viable alternatives > Improving the safety and efficiency of SH16
Isthmus	<ul style="list-style-type: none"> > Improving access to the eastern suburbs and Manukau City > Enhancing access and travel options to the Auckland Central Business District > Improving the efficiency of SH1 at the Central Motorway Junction and connectivity of the strategic network > Enhancing access between the Auckland Central Business District and Auckland International Airport > Ensuring the transport system is able to respond to the needs of the Rugby World Cup 2011
South – includes urban Manukau City and Papakura District	<ul style="list-style-type: none"> > Improving access between Manukau City and the eastern suburbs of Auckland City > Enhancing access and travel options to the Manukau City Centre > Investigating and protecting alternatives to SH1 for north-south travel in the southern sector

5 THE 2008/09 PROGRAMME

The Auckland LTP Preparation Process

A critical part of preparing the LTP is prioritising all proposals received from participating organisations. This allows funding to be allocated to the highest priority activities in times when funding is limited.

The funding of a programme of works is divided into three processes:

Funding prioritisation

All proposals submitted to ARTA are first ranked to create a list of activities in priority order. This allows the whole programme to be ranked in order of importance, using the profiling process described below. Many of the submitters to previous LTPs commented that no single process can effectively prioritise activities from all areas of the region and across all transport modes; and concern was raised that the benefit-cost analysis used favoured roading activities at the expense of alternative modes of transport.

ARTA's profiling process, as described below, has been designed to address these concerns. It should also be noted that when allocating funding, schemes are compared with similar types of schemes and monies distributed from distinct "pots", so that for example, cycling schemes are compared with other cycling schemes and the funding comes from an allocated share of the total resources.

Project profiling process

ARTA's Auckland LTP profiling process is based on the RLTS and the ATP; this process remains the same as the 2007/08 programme. It is also consistent with the Land Transport NZ profiling process.

The profiling process first extracts core items such as maintenance and passenger transport service subsidies to be placed in the programme. Next, improvement activities are ranked to establish those projects to be included in the programme. Each activity is rated on:

- > The seriousness of the issue being addressed
- > The effectiveness of the proposed solution in addressing the issue identified and in delivering regional/national strategic objectives
- > The economic efficiency (or benefit/cost ratio) of the proposed solution.

In addition to the above factors, which are given equal weighting, the urgency of a project is also considered, to rank the priority of projects with the same "seriousness" rating. For instance, road works planned adjacent to the western railway line, which is currently being duplicated, may need to be carried out before the double tracking is completed.

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

The last part of the prioritisation process provides strategic balance, for instance ensuring all areas of the region are covered and all transport modes are included. Without this strategic balance, projects in rural areas or walking and cycling may never get onto a prioritised list. In providing this strategic balance the priority of each activity is still considered.

Funding allocation

Land Transport NZ groups similar activities into activity classes such as Maintenance and Operations of Roads, Passenger Transport and Road Policing. The amount of national funding allocated to each activity class is announced annually by Land Transport NZ prior to the financial year beginning 1 July. This is then matched against the prioritised list of activities in each activity class and the highest priority activities are included on the National Land Transport Programme (NLTP) as indicative activities.

Funding approval

Land Transport NZ gives final funding approval for activities when the relevant phase of the activity is fully developed. When funding construction activities, there must be no impediments to construction starting, i.e. all consents must be in place prior to funding approval. Exceptions to this include ongoing maintenance and operational and administration programmes, which are often long-term contracts lasting at least three years – these are approved at the beginning of the financial year.

Land Transport NZ use two stages when allocating funding to activities:

- > "N" funding is allocated first in the basis of national priority order within each activity class.
- > "R" funding is allocated to proposed activities that were not judged to be of sufficient national priority to be funded from N.

At the beginning of each financial year, some activities are approved for funding by Land Transport NZ, but most are approved during the year through monthly reviews with ARTA. Not every planned activity proceeds according to the expected timeframe or cash flow requirement, so from time to time amendments are made to activity class allocations in the NLTP.

Major Activities in the 2008/09 Programme

It often takes many years for transport projects to be implemented. Land has to be acquired, various studies, feasibility reports, scheme assessments and detailed designs have to be undertaken before any work on the ground can begin. It can also take a considerable amount of time to accumulate local funding and to agree national funding. Consequently, many schemes that were proposed in the previous programmes are only now coming to fruition.

Major local roading projects which are scheduled to be constructed in 2008/09 are (see map Figure 5.1 on page 12):

- > The continuation of Tiverton Road/Wolverton Road upgrade to SH20
- > Continuation of bus priorities on link roads to the Northern Busway
- > The Central Connector
- > Major roading projects in new development areas, especially Flat Bush, East Tamaki and Pukekohe
- > Bus priority programmes
- > Major pavement reconstruction.

Major schemes proposed for investigation/design stage include:

- > Takanini Corridor Studies
- > Long Bay Structure Plan Area
- > Northern Sector Growth Area (NoSGA)
- > CBD Waterfront Access
- > Safety improvements around PT interchanges
- > Westgate Pedestrian Facilities

Whilst Travel Demand Measures and cycling and walking projects tend not to be "big ticket" activities, cumulatively these activities are exceptionally effective in achieving important transport outcomes such as reducing congestion.

In addition there will be significant funding in the following passenger transport areas:

- > Integrated fares and ticketing
The design and construction of the electronic smartcard integrated ticketing system.
- > Trains
Seat capacity will be increased to 7,550 seats as a result of additional and longer trains in service. Service kilometres will increase to 2.8 million, mainly from extended operation (to Helensville) and more evening and weekend services.
- > Buses
Service improvements will be implemented on Remuera Road, Mt Eden Road, Dominion Road and the Flat Bush developments to align with the implementation of bus priority and infrastructure improvements. Services will also be provided to the Stonefields development and service changes made in the Mt Wellington and South East Isthmus area.
- > Ferries
Bayswater Terminal – The Bayswater ferry terminal facilities will be upgraded and, once construction is complete, service frequency improved.
Beach Haven – A new ferry terminal will be constructed at Beach Haven and services commence to the Downtown ferry terminal.

Improving safety for all users of the transport system is inherently part of these projects and they would not proceed if they did not contribute to the enhancement of safety on the network.

Many of the projects listed above, whether they are road widening projects to allow bus lanes or rail improvements which will lead to greater efficiency and capacity, are delivering RUTS objectives. This will ultimately increase the person and goods-carrying capacity of Auckland's transport system.

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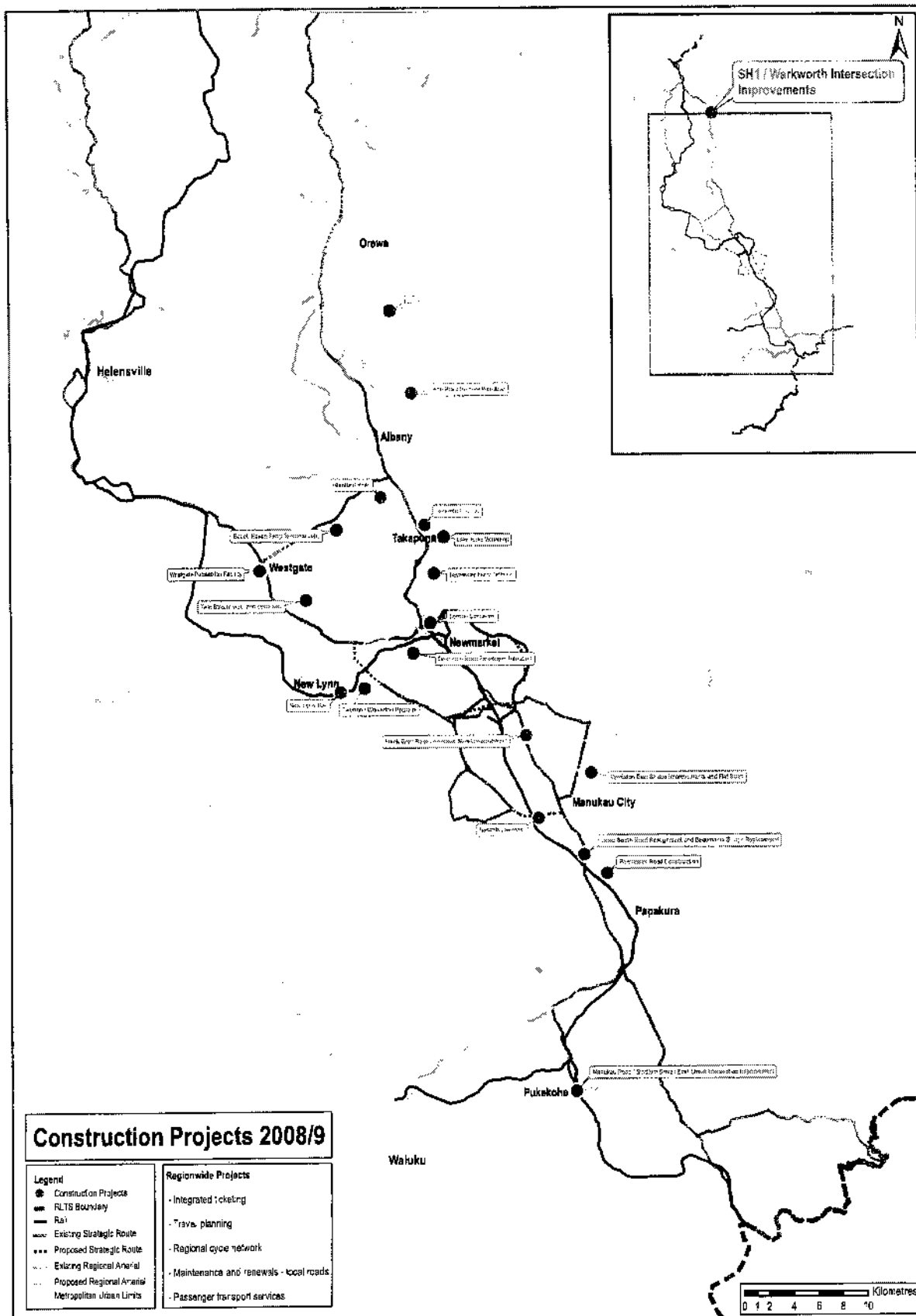


Figure 5.1 Map of major construction schemes

Comparison between the Draft 2008/09 and the Draft 2007/08 LTP

Table 5.1 below compares the requested funding from Land Transport NZ for the Draft 2008/09 LTP with last year's Draft LTP (by activity class). Overall, the funding being requested from Land Transport NZ for this Draft 2008/09 LTP is 8% more than the Draft 2007/08 LTP. Based on previous LTPs, it is likely that this difference will increase further as new activities advance between the draft submission in October and the final submission cut-off in March 2008.

Table 5.1: Summary of Draft 2008/09 and Draft 2007/08 LTP

Activity classes	2008/09 Draft LTP (\$m)	2007/08 Draft LTP (\$m)
Maintenance and renewal of local roads	193.5	189.5
Passenger transport operations	190.2	185.3
Passenger transport capital projects	31.7	25.4
Improvement of local roads	183.8	143.1
System use	25.8	28.6
Total	625.0	571.9

In order to make a meaningful comparison with previous LTPs, we have used the Land Transport NZ definitions of work categories, rather than RLTS definitions. The entire land transport programme is discussed in Section 8, including comparisons to the RLTS work categories and the 10-year targets. The following comparison highlights the differences between last year's Draft LTP and the 2008/09 Draft LTP:

- > *Maintenance and renewal of local roads*
 - > There is very little difference in maintenance requests between the two Draft LTPs.
- > *Passenger transport operations*
 - > The increase in request for passenger transport operations for the Draft 2008/09 LTP, compared to the 2007/08 Draft LTP is 3%, roughly in line with the accepted rate of inflation.

- > *Passenger transport capital projects*
 - > The increase in request for passenger transport capital projects for the Draft 2008/09 LTP compared with the 2007/08 Draft is nearly 25%. Included in this request is the \$7 million for a construction phase of the Auckland integrated fares system, as well as \$5.6 million for Rail Investigations. In addition, there are a number of capital projects associated with the transfer of ARTNL assets to ARTA which will contribute to an increase in PT capital projects.
- > *Improvement of local roads*
 - > The Draft 2008/09 LTP funding request for local road improvements is 28% more than the 2007/08 Draft LTP. This Draft LTP does not include any funding requests for AMETI or the likely construction activity requests for the TOD at New Lynn. It is likely that a funding application for AMETI and the TOD will be advanced for inclusion in the final 2008/09 LTP.
- > *System use*
 - > System use activities such as TDM and walking and cycling are a relatively small component of the requested funding – approximately 4%. Comparing the Draft 2008/09 LTP with the Draft 2007/08 LTP, there is a decrease of about 10% in system use funding requests. While there are a number of cycleway construction projects in this year's draft, their estimated cost is fairly low. There is also a decrease in traffic management activities in this year's Draft LTP.

6 COMMENT ON TRANSIT'S STATE HIGHWAY FORECAST

Transit NZ will consult on its 2008/09 State Highway Forecast (SHF) during February 2008. ARTA's initial comments on the SHF are based on the assumptions that, due to the Government's funding guarantee, there will be little change in the SHF from 2007/08, apart from the normal updating of cost and timing information due to projects being further developed. As the key deliverables of the plan have previously been consulted on, the key focus for consultation are new projects coming into the programme, the priority order in which projects are shown and maintenance activities.

ARTA and Transit are equally responsible for ensuring an integrated, safe, responsive, and sustainable land transport system for the Auckland region; however Transit's statutory focus is on state highways, whereas ARTA's responsibility is for the Auckland regional land transport system, excluding state highways. ARTA recognises that while contributing to Auckland's land transport system, Transit must also maintain a national focus on its network.

In the past year, Transit has advanced a number of activities for "R" funding. Whilst ARTA supports the completion of these schemes in principle, we have become concerned that funding a large proportion of state highway schemes through R funding could lead to an imbalance in the RLTS funding allocation, which could lead to fewer passenger transport infrastructure and travel demand management schemes being able to be funded. Consequently, we have recommended to Land Transport NZ that Transit NZ funding for the Auckland Region's State Highway roading activities from current R & C funds be capped at their current request for R funds of \$661.28 million. This should not be interpreted as a request to preclude Transit from constructing or promoting TDM, cycling or PT infrastructure activities.

ARTA sees a very strong interrelationship between the state highway and local road networks in the Auckland region, and a need for an integrated approach to projects that impact on each other. ARTA recognises the positive and constructive manner in which Transit worked with ARTA to finalise the Auckland Transport Plan, which is the vehicle for the co-ordinated approach required to ensure that both ARTA and Transit are able to deliver on their objectives.

A good example of an integrated approach is the Manukau Harbour Crossing, which is being future proofed for a rail connection to the Auckland International Airport in the longer term, and provision is made for bus shoulder lanes for high-quality express bus services to the airport in conjunction with Auckland City Council's improvements to Dominion Road in time for the Rugby World Cup.

7 DETAILED 2008/09 FUNDING REQUESTS

The following tables show the funding requests submitted to ARTA for inclusion in the Draft 2008/09 LTP. These items are reviewed for subsidy by Land Transport NZ and reflect a portion of the total land transport programme for the region. The remainder of the programme is funded from other sources and is discussed in the following section. The following requests were provided by ARTA and the Auckland

local authorities and loaded into the Land Transport NZ LTP online system at the time of submission, 1 October 2007

Table 7.1 and 7.2 below summarise the funding requests for maintenance, renewals and operational activities not required to be profiled by Land Transport New Zealand.

Table 7.1: Summary of funding requests for activities not required to be profiled by Land Transport New Zealand for maintenance and renewals

TA	Project Name	2008/09 \$
Maintenance & Renewals – Roads		
Sealed and unsealed pavement maintenance, drainage maintenance, traffic services maintenance, unsealed road metalling, emergency reinstatement, sealed road resurfacing, preventative maintenance, corridor renewals		
ACC	Maintenance & Renewals	\$65,148,147
FDC	Maintenance & Renewals	\$16,299,000
MCC	Maintenance & Renewals	\$37,668,000
NSCC	Maintenance & Renewals	\$20,497,734
PDC	Maintenance & Renewals	\$5,819,581
RDC	Maintenance & Renewals	\$27,990,000
WCC	Maintenance & Renewals	\$20,037,000
	Total maintenance	\$193,459,462

Key	
Auckland City Council	– ACC
Franklin District Council	– FDC
Manukau City Council	– MCC
North Shore City Council	– NSCC
Papakura District Council	– PDC
Rodney District Council	– RDC
Waitakere City Council	– WCC

Table 7.2: Summary of funding requests for activities not required to be profiled by Land Transport New Zealand for passenger transport

TA	Project Name	2008/09 \$
Services – Passenger Transport		
Bus and ferry services, total mobility services, replacement wheelchair hoists, passenger transport services management, passenger transport administration		
ARTA	Bus services	\$89,685,474
ARTA	Professional	\$17,799,620
ARTA	Ferry services	\$6,174,690
ARTA	Bus and ferry concessions	\$16,786,169
ARTA	Bus and ferry facilities maintenance and operations	\$9,154,069
ARTA	Passenger rail services	\$46,578,010
ARTA	Replacement wheelchair hoists	\$100,000
ARTA	Total mobility services	\$3,928,840
	Total Services – PT	\$190,206,872

Table 7.3 below lists the activities that were either under review or are committed activities at the 1 October 2007 draft submission cut-off date.

Table 7.3: List of committed or under review activities for the Draft 2008/09 Auckland LTP

Local Authority	Name	Phase/Type	2008/09 Budget	Work Category	ARTA Assessment		
					Seriousness & Urgency	Effectiveness	Economic Efficiency
ACC	Blockhouse Bay Road/New North Road Corridor Study	Study	\$75,000	311	H	M	ND
ACC	Ellerslie Panmure Highway Corridor Study	Study	\$150,000	311	H	M	ND
ACC	Great North Road Corridor Study	Study	\$50,000	311	H	M	ND
ACC	Onehunga Town Centre Study	Study	\$50,000	311	H	M	ND
ACC	Ponsonby Corridor Study	Study	\$50,000	311	H	M	ND
ACC	Selwyn Street Corridor Study	Study	\$100,000	311	H	M	ND
RDC	HBC Traffic Corridor Study	Study	\$150,000	311	H	M	ND
ACC	Central Transit Corridor (Construction)	Construction	\$20,200,000	324	H	H	I
ACC	Street Light Upgrades	Construction	\$2,000,000	324	M	M	H
ACC	Tiverton Road/Wolverton Street Route Upgrade	Construction	\$5,000,000	324	H	M	H
MCC	Great South Road Realignment and Beaumonts Bridge Replacement	Design	\$100,000	322	H	M	H
MCC	Great South Road Realignment and Beaumonts Bridge Replacement	Construction	\$3,301,000	322	H	M	H
MCC	Nescafe Liverpool Construction	Construction	\$4,000,000	323	H	M	H
MCC	Beachlands/Wintford - Maraetai Intersection Improvements	Design	\$80,000	324	H	M	H
MCC	Beachlands/Wintford - Maraetai Intersection Improvements	Construction	\$1,576,000	324	H	M	H
MCC	Flat Bush - Ormiston Murphys Int. and Ormiston East Bridge	Construction	\$9,960,000	324	H	H	H
NSCC	East Coast Road Widening (Hastings - Rosedale)	Construction	\$3,635,000	324	H	M	H
NSCC	Glenfield Road (Bentley-Sunae) 06/07	Construction	\$3,000,000	324	M	M	H
RDC	Warkworth SH1 Intersection Improvements	Construction	\$525,000	324	H	M	H
WCC	New Lynn TOD Project	Design	\$800,000	324	H	H	M
Total New Works/Infrastructure			\$54,802,000				

Traffic Management – Roads						
Local Authority	Name	Phase/Type	2008/09 Budget	Work Category	ARTA Assessment	
					Seriousness & Urgency	Effectiveness
WCC	Advanced Traffic Management 06/07	Construction	\$100,000	321	H	M
Total Traffic Management			\$100,000			

Travel Demand Management						
Local Authority	Name	Phase/Type	2008/09 Budget	Work Category	ARTA Assessment	
					Seriousness & Urgency	Effectiveness
WCC	Cycleway – Triangle Road thru Central Park Drive	Design	\$202,000	452	H	H
WCC	Cycleway – Twin Streams Walk and Cycleway	Construction	\$1,297,348	452	H	M
Total TDM			\$1,499,348			

New Works/Infrastructure – Public Transport						
Local Authority	Name	Phase/Type	2008/09 Budget	Work Category	ARTA Assessment	
					Seriousness & Urgency	Effectiveness
ARTA	Auckland Integrated Fares System	Investigation	\$344,008	531	H	H
ARTA	Ferry Terminal Upgrades – Downtown Remedial Works	Construction	\$500,000	531	H	H
ARTA	Real Time Passenger Information System (RTPIS) capex	Construction	\$4,688,039	531	H	H
Total New Works/Infrastructure – PT			\$5,532,047			

List of Prioritised Activities to be included in the Draft 2008/09 LTP

Note that for this Draft LTP the assessment of the efficiency of the activity has not been included. This is because at this early stage of the development of the activity insufficient detail is known about the activity to give an accurate and meaningful assessment, particularly for comparison or prioritisation of the activity.

For each activity class (Traffic Management – Roads, Safety Measures – Roads, New Works Infrastructure – PT, etc.) the activities are ordered in the following way:

- > All activities that do not need to have a profile (High, Medium or Low) entered into LTP online (some Community Focused Activities such as work category 431, which are generally less than \$150,000) are listed at the top of the table
- > Their profile, under ARTA assessment (far right hand side columns), has been designated with an asterisk (*)

- > No priority value is assigned to these activities
- > They are listed alphabetically, by local authority to assist with locating each authority's activities. We have chosen this methodology in response to feedback we received from previous Land Transport Programmes, that they were not "user friendly", particularly when looking for a specific project
- > Investigation and Study activities are also shown at the top of the list. They have a default Seriousness & Urgency of H (effectiveness and efficiency are not developed for investigations or studies)
- > Those activities within the same activity class that can be prioritised with respect to their profile (Seriousness & Urgency) have been assigned a numerical ranking from 1 to 6, with 1 designating the higher priority ranking
- > The activities' priority can be found by reading the number in the left hand column, Priority.

Table 7.4: List of activities for inclusion in the Draft 2008/09 Auckland LTP

Priority	Local Authority	Name	Phase/Type	2008/09 Budget	Work Category	ARTA Assessment	
						Seriousness & Urgency	Effectiveness
Traffic Management – Roads							
	MCC	Cycle Monitoring Project	Investigation	\$32,000	321	H	*
	RDC	Alport B2 – Orewa Calming	Investigation	\$200,000	321	H	*
2	FDC	Manukau Road/Stadium Drive/ East Street Int Imp	Construction	\$1,200,000	321	H	M
2	FDC	Manukau Road Intersection Improvements	Construction	\$400,000	321	H	M
3	FDC	Bombay Stock Effluent Disposal Facility	Construction	\$150,000	321	M	M
2	PDC	East Street – Wood Street intersection improvements	Construction	\$250,000	321	H	M
2	RDC	Speed Management – Threshold Treatments	Construction	\$525,000	321	H	M
Total Traffic Management				\$2,757,000			

Priority	Local Authority	Name	Phase/Type	2008/09 Budget	Work Category	ARTA Assessment	
						Seriousness & Urgency	Effectiveness

Safety Measures – Roads

Minor improvements, community programmes and community advertising

ARTA	Regional Road Safety Small Project Fund	Implementation	\$50,000	432	*	*
ARTA	TDM 08/09 Community Accessibility Service Trial	Implementation	\$50,200	432	*	*
ARTA	TDM 08/09 Workplace Travel Plans	Implementation	\$112,102	432	*	*
ARTA	Road Safety Advertising	Implementation	\$150,000	433	*	*
ARTA	TDM 08/09 Walking and Cycling Social Marketing	Implementation	\$138,000	433	*	*
FDC	Community Programmes 2008/09	Implementation	\$15,000	432	*	*
FDC	Community Advertising 2008/09	Implementation	\$5,000	433	*	*
MCC	Community Programmes – Alcohol and Driver Licensing 2008/09	Implementation	\$150,000	432	*	*
MCC	Community Advertising 2008/09	Implementation	\$125,000	433	*	*
MCC	Comm Prog – Child Restraints, Road Safety Education 2008/09	Implementation	\$150,000	432	*	*
MCC	Comm Programmes – Youth Focused Road Safety 2008/09	Implementation	\$145,000	432	*	*
NSCC	NSCC NAP2 Pedestrian and Cycle Network Project – Albany Cent	Implementation	\$100,000	432	*	*
NSCC	NSCC 08/09 CFA Advertising	Implementation	\$100,000	433	*	*
PDC	Community Activities CFA Papakura District Council	Implementation	\$127,000	432	*	*
PDC	Community Advertising CFA Papakura District Council	Implementation	\$5,000	433	*	*
RDC	Road Safety – CFA – Rodney District Council 2008/09	Implementation	\$40,000	432	*	*
RDC	Road Safety – CFA – Rodney District Council 2008/09	Implementation	\$53,000	433	*	*
RDC	Community Car Pool – CFA – Rodney District Council 2008/09	Implementation	\$25,000	432	*	*
RDC	Walking & Cycling – CFA – Rodney District Council 2008/09	Implementation	\$130,000	432	*	*
RDC	Walking & Cycling – CFA – Rodney District Council 2008/09	Implementation	\$50,000	433	*	*
WCC	NAP – Massey	Implementation	\$150,000	432	*	*
WCC	WCC 08/09 Community Advertising 433	Implementation	\$146,500	433	*	*
ACC	Workplace Travel Plan CFA 2008/09 – Auckland City	Investigation	\$240,000	432	H	*

Priority	Local Authority	Name	Phase/Type	2008/09 Budget	Work Category	ARTA Assessment	
						Seriousness & Urgency	Effectiveness
	ACC	School Travel Plan CFA 2008/09 – Auckland City	Investigation	\$75,000	432	*	*
	ARTA	TDM 08/09 Neighbourhood Accessibility Plans	Investigation	\$384,412	432	H	*
	MCC	Neighbourhood Accessibility Plan Preparation	Investigation	\$180,000	432	H	*
	NSCC	NSCC NAP4 Akoranga/Barry's Point	Investigation	\$50,000	432	*	*
	PDC	School Travel Plan CFA 2008/09 – Papakura District Council	Investigation	\$20,000	432	*	*
	RDC	School Travel Plan CFA 2008/09 – Rodney District Council	Investigation	\$60,000	432	*	*
	RDC	Workplace Travel Plan CFA 08/09 Rodney District Council	Investigation	\$10,000	432	*	*
2	ACC	Community Programme (2008/09)	Implementation	\$542,750	432	H	M
2	ACC	Community Advertising (2008/09)	Implementation	\$345,000	433	M	H
2	ARTA	School Travel Plan CFA 2008/09 – ARTA	Implementation	\$1,586,855	432	H	M
2	ARTA	TDM 08/09 Workplace Travel Plans	Implementation	\$451,417	432	H	M
2	ARTA	TDM 08/09 Workplace Travel Plans	Implementation	\$254,000	432	H	M
2	ARTA	School Travel Plan CFA 2008/09 – ARTA	Implementation	\$244,500	433	M	H
2	ARTA	TDM 08/09 Workplace Travel Plans	Implementation	\$180,000	433	H	M
2	ARTA	TDM 08/09 Community Event Travel Plans	Implementation	\$102,000	433	M	H
2	FDC	Directional Signage Improvements in Franklin	Construction	\$50,000	341	H	M
2	NSCC	NSCC Safety Improvements Programme	Construction	\$1,122,569	341	H	M
3	NSCC	NSCC NAP1 Northcote Central Greenway	Implementation	\$4,000,000	432	M	M
3	NSCC	NSCC NAP3 Browns Bay Town Centre – Tairātea Stream	Implementation	\$350,000	432	M	M
5	NSCC	NSCC 08/09 CFA Programmes	Implementation	\$555,000	432	M	ND
5	NSCC	NSCC NAP5 Design of Streets	Implementation	\$250,000	432	M	ND
2	RDC	Travel Plans - Community Programmes	Implementation	\$165,000	432	M	H
2	WCC	WCC 08/09 Community Programmes 432	Implementation	\$445,000	432	H	M
Total Safety Measures – Roads				\$13,680,305			

Priority	Local Authority	Name	Phase/Type	2008/09 Budget	Work Category	ARTA Assessment	
						Seriousness & Urgency	Effectiveness
New Works/Infrastructure – Roads							
Road studies, new roads and structures, seal extension, property purchase							
	ACC	Upgrading Railway Level Crossings	Investigation	\$100,000	324	H	*
	ACC	Bus Priority Investigations (2008/09)	Investigation	\$350,000	324	H	*
	ACC	Crash Reduction Studies 2008/09	Study	\$334,000	311	H	*
	ACC	Mt Albert Corridor Study	Study	\$100,000	311	H	*
	ACC	Owairaka/Richardson Road Corridor Study	Study	\$75,000	311	H	*
	NSCC	Glenfield Road/Pupuke Road 08/09	Investigation	\$107,423	324	H	*
	NSCC	Okura River Road/Vaughans Road Upgrading 08/09	Investigation	\$64,454	324	H	*
	NSCC	Sunnybrae Road (Northcote to Archers) 08/09	Investigation	\$70,000	324	H	*
	NSCC	Chivalry Road/Diana Drive/Chartwell Avenue Intersection 08/09	Investigation	\$51,855	324	H	*
	NSCC	Long Bay Structure Plan Area	Investigation	\$103,710	323	H	*
	NSCC	Ocean View Road/Raleigh Road Intersection 08/09	Investigation	\$53,711	324	H	*
	PDC	Takanini Corridor studies	Study	\$300,000	311	H	*
	RDC	Crash Reduction Study 08/09	Study	\$50,000	311	H	*
	WCC	Local Area Freight Management Plans	Investigation	\$30,000	311	H	*
1	ACC	School Travel Plan Infrastructure 2008/2009 – Auckland City	Construction	\$4,148,000	324	H	H
1	ACC	Dominion Road PT	Construction	\$12,353,400	332	H	H
1	ACC	Dominion Road PT	Construction	\$350,000	324	H	H
1	ACC	Bus Priority Implementation (2008/09)	Construction	\$1,000,000	324	H	H
2	ACC	Frank Grey Place/Princes Street Intersection Improvements	Construction	\$1,400,000	324	H	M
2	ACC	Neilson Corridor Improvements	Design	\$300,000	324	H	M
2	ACC	Sandringham Road/Walters Road improvements	Design	\$600,000	324	H	M
3	ACC	Aotea Seal Extension Stage 1	Construction	\$1,000,000	325	M	M
3	ACC	Makora Road Seal Extension	Construction	\$220,000	325	M	M
3	ACC	Pavement Reconstruction	Construction	\$13,600,000	324	M	M
3	ACC	The Esplanade Stage 1 Seal Extension	Construction	\$160,000	325	M	M
3	ACC	Te Wero Bridge	Design	\$200,000	323	M	M
4	ACC	Cricket Ave extension	Design	\$100,000	323	L	M
2	FDC	East Street/Prospect Terrace Intersection Improvement	Construction	\$440,000	324	H	M
3	FDC	Hamilton Bridge Widening	Construction	\$300,000	322	M	M
3	FDC	Road Reconstruction 2008/09	Construction	\$2,913,000	324	M	M

Priority	Local Authority	Name	Phase/Type	2008/09 Budget	Work Category	ARTA Assessment	
						Seriousness & Urgency	Effectiveness
2	MCC	Flat Bush – Chapel Road Realignment and Bridge Replacement	Design	\$320,000	324	H	M
2	MCC	Flat Bush – Chapel Road Realignment and Bridge Replacement	Construction	\$735,000	324	H	M
2	MCC	Flat Bush – Chapel Road Realignment and Bridge Replacement	Construction	\$4,100,000	324	H	M
2	MCC	Flat Bush – Murphys Road Upgrade and Bridge Renewal (Orm to FBS)	Construction	\$2,775,000	324	H	M
2	MCC	Flat Bush – Murphys Road Upgrade and Bridge Renewal (Orm to FBS)	Construction	\$2,775,000	324	H	M
2	MCC	Flat Bush – Murphys Road Upgrade and Bridge Renewal (Orm to FBS)	Design	\$235,000	324	H	M
2	MCC	Flat Bush – Murphys Road Upgrading South of Orm - Ch 485-2215	Design	\$350,000	324	H	M
2	MCC	Flat Bush – Murphys Road Upgrading South of Orm – Ch 485-2215	Construction	\$2,940,000	324	H	M
2	MCC	Flat Bush – Murphys Road Upgrading South of Orm – Ch 485-2215	Construction	\$920,000	324	H	M
2	MCC	Flat Bush – Ormiston Road Upgrade (150-975 east Murphys Road)	Design	\$205,000	325	H	M
2	MCC	Flat Bush – Ormiston Road Upgrade (150-975 east Murphys Road)	Construction	\$1,500,000	324	H	M
2	MCC	Flat Bush – Ormiston Road Upgrade (150-975 east Murphys Road)	Construction	\$1,800,000	324	H	M
2	MCC	Mahia Coxhead Traffic Signal Installation	Design	\$135,000	324	H	M
2	MCC	Mahia Coxhead Traffic Signal Installation	Construction	\$260,000	324	H	M
2	MCC	Mahia Coxhead Traffic Signal Installation	Construction	\$1,325,000	324	H	M
3	MCC	Road Reconstructions 2008/09	Construction	\$6,500,000	324	M	M
3	MCC	Whitford Maraetai Road – Jack Lachlan to Okaroro	Design	\$200,000	324	M	M
3	MCC	Whitford Maraetai Road – Jack Lachlan to Okaroro	Construction	\$750,000	324	M	M
3	MCC	Whitford Maraetai Road – Jack Lachlan to Okaroro	Construction	\$2,110,000	324	M	M
3	MCC	Bus Priority Initiatives – 12-Year Plan 2005/2017	Construction	\$400,000	324	M	M
3	MCC	Flat Bush School Road Bridge Replacement	Design	\$217,000	322	M	M
3	MCC	Flat Bush School Road Bridge Replacement	Construction	\$1,950,000	322	M	M
3	MCC	Flat Bush School Road Bridge Replacement	Construction	\$205,000	324	M	M
3	MCC	Flat Bush Roads and Bridges	Design	\$510,000	323	M	M

Priority	Local Authority	Name	Phase/Type	2008/09 Budget	Work Category	ARTA Assessment	
						Seriousness & Urgency	Effectiveness
3	MCC	Flat Bush Roads and Bridges	Construction	\$1,160,000	323	M	M
3	MCC	Flat Bush Roads and Bridges	Construction	\$800,000	323	M	M
1	NSCC	Anzac Street Corridor 06/07	Construction	\$1,636,564	324	H	H
1	NSCC	BPM – North Harbour Industrial 07/08	Construction	\$163,282	324	H	H
2	NSCC	Albany Highway Corridor Upgrade 06/07	Construction	\$322,685	324	H	M
2	NSCC	Lake Road Widening 06/07	Construction	\$4,470,937	324	H	M
2	NSCC	Massey Link Road (Coliseum Drive Extension) 06/07	Construction	\$2,789,000	324	H	M
2	NSCC	Akoranga Drive Stage 2 06/07	Design	\$53,711	324	H	M
2	NSCC	Albany Highway (Sunset to SH18) 06/07	Design	\$100,000	324	H	M
2	NSCC	Beach Road (Milford to Browns Bay) – 2006/07	Construction	\$100,000	324	H	M
2	NSCC	Carlisle Road BPM (East Coast Road to Browns Bay) 06/07	Construction	\$1,056,000	324	H	M
2	NSCC	Chivairy Road/Diana Drive/Hartwell Avenue intersection 08/09	Design	\$85,938	324	H	M
2	NSCC	ECR/Forrest Hill Road Intersection Improvements 07/08	Design	\$112,000	324	H	M
2	NSCC	East Coast Road BPM (Milford to Forrest Hill) 06/07	Construction	\$1,400,000	324	H	M
2	NSCC	Glenvar Road 06/07	Construction	\$500,000	324	H	M
2	NSCC	Lake Road (Jutland to Eversleigh) 06/07	Construction	\$2,000,000	324	H	M
2	NSCC	Lonely Track Road (Fairview to East Coast Road)	Construction	\$429,691	324	H	M
2	NSCC	SH17/The Avenue 06/07	Construction	\$1,000,000	324	H	M
2	NSCC	Sunset Road/Ramp Road	Construction	\$400,000	324	H	M
2	NSCC	Target Road Corridor 06/07	Construction	\$1,150,000	324	H	M
2	NSCC	Wairau Road Improvement Works 08/09	Design	\$211,357	324	H	M
3	NSCC	Fairview Ave Improvements	Construction	\$794,929	324	M	M
3	NSCC	Pavement Smoothing 2008/09	Construction	\$4,025,000	324	M	M
4	NSCC	Gills Road (Living Stream Avenue to Oteha Valley Road) 07/08	Design	\$100,000	323	L	M
4	NSCC	Long Bay Structure Plan Area	Construction	\$1,074,228	323	L	M
4	NSCC	Long Bay Structure Plan Area	Design	\$1,015,416	323	L	M
2	PDC	Hingaia Road Hinau Road to Pararekau Road improvements	Construction	\$1,860,000	324	H	M
2	PDC	Implementation of Mill Road Corridor & Related Projects	Design	\$300,000	323	H	M
2	PDC	Ingram Street Realignement	Construction	\$157,591	324	H	M
2	PDC	Porchester Road Construction	Construction	\$1,864,132	324	H	M
2	PDC	Takanini Grade separation	Design	\$307,000	323	H	M

Priority	Local Authority	Name	Phase/Type	2008/09 Budget	Work Category	ARTA Assessment	
						Seriousness & Urgency	Effectiveness
3	PDC	District-wide street light improvement	Construction	\$200,000	324	M	M
3	PDC	Pavement Smoothing	Construction	\$945,000	324	M	M
2	RDC	Mahurangi East Safety Improvements	Construction	\$500,000	324	H	M
3	RDC	Seal Extn – Anuroa Road (13020-13340)	Construction	\$107,000	325	M	M
3	RDC	Seal Extn – Anuroa Road (13703 – 14069)	Construction	\$125,500	325	M	M
3	RDC	Seal Extn – Anderson Road (238-960)	Construction	\$246,700	325	M	M
3	RDC	Seal Extn – Matakana Valley Road (8380-9380)	Construction	\$351,200	325	M	M
3	RDC	Seal Extn – Ngarewa Drive (125-1125)	Construction	\$375,000	325	M	M
3	RDC	Seal Extn – Old Woodcocks Road (4370-5370)	Construction	\$354,500	325	M	M
3	RDC	Seal Extn – Pakiri Road (6115-7446)	Construction	\$486,000	325	M	M
3	RDC	Seal Extn – Run Road (5447-6980)	Construction	\$250,000	325	M	M
3	RDC	Seal Extn – Wellsford Valley Road (150-1160)	Construction	\$394,000	325	M	M
3	RDC	Seal Extn – Weranui Road (12850-13850)	Construction	\$365,000	325	M	M
3	RDC	Seal Extn – Whakapirau Road (2427-2819)	Construction	\$173,000	325	M	M
3	RDC	Seal Extn – Whakapirau Road (368-1500)	Construction	\$370,000	325	M	M
3	RDC	Seal Extn – Whitmore Road (2000-3000)	Construction	\$355,000	325	M	M
3	RDC	Bridge Replacement – Dyers	Construction	\$200,000	322	M	M
3	RDC	Bridge Replacement – Pearmans	Construction	\$400,000	322	M	M
3	RDC	PENLINK Construction	Construction	\$52,200,000	323	M	M
3	RDC	Pavement Smoothing 2008/09	Construction	\$2,190,000	324	M	M
3	RDC	Bridge replacement – Anderson No 2	Construction	\$150,000	322	M	M
2	WCC	AIS Physical Works 08/09	Construction	\$630,000	324	H	M
2	WCC	Greenview Road – Grade Separation	Design	\$300,000	323	H	M
3	WCC	Rolano Hill Pavement Smoothing	Construction	\$762,000	324	M	M
3	WCC	Street Lighting Improvements 08/09	Construction	\$531,000	324	M	M
4	WCC	NoSGA Strategic Roads	Design	\$1,571,000	323	L	M
Total New Works infrastructure – Roads				\$170,062,914			

Priority	Local Authority	Name	Phase/Type	2008/09 Budget	Work Category	ARTA Assessment	
						Seriousness & Urgency	Effectiveness

New Works/Infrastructure – Passenger Transport

Regional transport studies, bus and ferry facilities maintenance and operations, and passenger transport road improvements

	ACC	CBD Waterfront Access	Investigation	\$150,000	531	H	-
	ARTA	Ferry Terminal 08/09 Investigations	Investigation	\$250,000	531	H	-
	ARTA	Rail Investigations	Investigation	\$5,606,000	532	H	-
	NSCC	Bus Station – Browns Bay 08/09	Investigation	\$51,855	533	H	-
	NSCC	Suburban Bus Station – Rosedale/Greville stations 08/09	Investigation	\$53,711	531	H	-
1	ACC	Civic bus station (West Bledisloe)	Design	\$500,000	531	H	H
1	ACC	Safety improvements around PT interchanges (2008/09)	Design	\$100,000	531	H	H
1	ARTA	Ferry Terminal Upgrade Bayswater Ferry Terminal Construction	Construction	\$7,502,000	531	H	H
1	ARTA	Auckland Integrated Fares System	Construction	\$7,161,140	531	H	H
1	ARTA	Bus Stop Information Upgrade	Design	\$650,000	531	H	H
1	ARTA	Bus Stop Information Upgrade	Construction	\$650,000	531	H	H
1	ARTA	Ferry Terminal Upgrade – Beach Haven Jetty Construction	Construction	\$2,500,000	531	H	H
1	ARTA	Ferry Terminal Upgrades – Other Remedial Works	Construction	\$100,000	531	H	H
1	MCC	Half Moon Bay Park and Ride extensions	Construction	\$400,000	533	H	H
1	MCC	Otahuhu Bus/Rail Interchange	Construction	\$600,000	533	H	H
1	MCC	Papatoetoe Park and Ride Extension Phase 2	Construction	\$450,000	533	H	H
1	NSCC	Bus Station – Browns Bay 08/09	Design	\$107,423	533	H	H
1	NSCC	Bus Station – Browns Bay 08/09	Construction	\$161,134	533	H	H
1	WCC	Henderson Park and Ride	Construction	\$1,100,000	531	H	H
1	WCC	Swanson Park and Ride	Construction	\$1,750,000	531	H	H
1	WCC	Sturges Park and Ride	Construction	\$1,900,000	533	H	H
Total New Works infrastructure – PT				\$31,743,263			

Priority	Local Authority	Name	Phase/Type	2008/09 Budget	Work Category	ARTA Assessment	
						Seriousness & Urgency	Effectiveness
Travel Demand Management							
System use studies, travel demand management, pedestrian and cycle facilities							
	ARTA	Community Funding Co-ordinator	Implementation	\$140,000	431	*	*
	ARTA	Road Safety Co-ordination	Implementation	\$140,000	431	*	*
	FDC	Community Co-ordination Activities 2008/09	Implementation	\$84,000	431	*	*
	RDC	Community Car Pool – CFA – Rodney District Council 2008/09	Implementation	\$55,000	431	*	*
	RDC	Walking & Cycling – CFA – Rodney District Council 2008/09	Implementation	\$65,000	431	*	*
	ACC	Workplace Travel Plan CFA 2008/09 – Auckland City	Investigation	\$215,000	431	H	*
	ACC	School Travel Plan CFA 2008/09 – Auckland City	Investigation	\$270,400	431	H	*
	ARTA	School Travel Plan CFA 2008/09 – ARTA	Investigation	\$1,379,780	431	H	*
	ARTA	School Travel Plan CFA 2008/09 – ARTA	Investigation	\$150,000	431	H	*
	ARTA	TDM 08/09 Workplace Travel Plans	Investigation	\$217,271	431	H	*
	ARTA	SP 08/09 CBD & Southeast Rapid Transit Multimodal Study	Study	\$600,000	412	H	*
	ARTA	TDM 08/09 Community Event Travel Plans	Investigation	\$200,000	431	H	*
	MCC	Workplace Travel Planning Projects 08/09	Investigation	\$225,000	431	H	*
	NSCC	NSCC Strategic Studies 08/09	Study	\$765,000	412	H	*
	RDC	School Travel Plan CFA 2008/09 – Rodney District Council	Investigation	\$140,000	431	H	*
	RDC	Workplace Travel Plan CFA 08/09 Rodney District Council	Investigation	\$40,000	431	H	*
2	ACC	University Travel Plan	Construction	\$500,000	421	H	M
2	ACC	Community Co-ordination (2008/09)	Implementation	\$641,000	431	H	M
2	ACC	NAP Physical Works 2008/09	Construction	\$150,000	451	H	M
2	ACC	Cycling & Walking Implementation (2008/09)	Construction	\$1,000,000	452	H	M
2	ACC	Ian McKinnon Drive Transport Improvements	Construction	\$900,000	452	H	M
2	FDC	Pedestrian Facility Construction 2008/09	Construction	\$100,000	451	H	M
2	FDC	Cycling Facility Construction	Construction	\$75,000	452	H	M
1	MCC	Flat Bush Off-Road Cycle and Walkway Network	Construction	\$1,233,000	452	H	H
1	MCC	Neighbourhood Accessibility Plan Implementation	Construction	\$380,000	451	H	H

Priority	Local Authority	Name	Phase/Type	2008/09 Budget	Work Category	ARTA Assessment	
						Seriousness & Urgency	Effectiveness
1	MCC	Cycle Parking Implementation	Construction	\$50,000	452	H	H
1	MCC	Cycle Routes 2008/09	Construction	\$1,480,000	452	H	H
2	MCC	Community Co-ordination 2008/09	Implementation	\$295,000	431	H	M
2	NSCC	NSCC 08/09 CFA Co-ordination	Implementation	\$1,580,000	431	H	M
2	NSCC	Travelwise to School Programme 07/08	Construction	\$1,503,919	451	H	M
2	PDC	Community Co-ordination CFA Papakura District Council	Implementation	\$60,000	431	H	M
2	PDC	School Travel Plan Infrastructure 2008-09 Papakura District	Construction	\$145,000	451	H	M
2	PDC	Implementation of Pedestrian Facilities	Construction	\$392,975	451	L	M
3	PDC	Implementation of Cycling Facilities	Construction	\$199,616	452	M	M
1	RDC	School Travel Plan Infrastructure 2008/09 – Rodney District	Construction	\$630,000	451	H	H
1	RDC	Walkway – Shelly Beach Road	Construction	\$200,000	451	H	H
2	RDC	Road Safety – CFA – Rodney District Council 2008/09	Implementation	\$170,000	431	H	M
2	RDC	Travel Plans Community Co-ordination	Implementation	\$300,000	431	H	M
2	RDC	Cycleway – Gulf Harbour Drive Snakespeare Road	Construction	\$877,000	452	H	M
2	RDC	Cycleway/Walkway – Helensville Parakai (inv. & dsn)	Design	\$204,000	452	H	M
1	WCC	Westgate Pedestrian Facility	Design	\$150,000	451	H	H
1	WCC	Westgate Pedestrian Facility	Construction	\$2,500,000	451	H	H
2	WCC	WCC 08/09 Community Co-ordination 431	Implementation	\$382,500	431	H	M
2	WCC	Cycleway – Edmonton Road	Construction	\$825,000	452	H	M
2	WCC	Cycleway – Hobsonville Road	Design	\$200,000	452	H	M
2	WCC	Cycleway – Te Atatu Peninsula	Construction	\$765,000	452	H	M
2	WCC	Cycleway – Te Atatu South	Design	\$65,000	452	H	M
3	WCC	Cycleways – Massey North	Design	\$700,000	452	M	M
3	WCC	Cycleways – New Lynn	Design	\$200,000	452	M	M
Total TDM				\$23,040,461			

2 We have elevated this activity from a priority 4 (as assessed) to a priority 2 using the application of strategic balance to address a shortfall of higher priority pedestrian facility activities.

Figure 7.1 below shows the Land Transport NZ subsidised funding forecast from ARTA and the seven territorial authorities for public

transport and improvement activities. Note that this forecast excludes maintenance and renewal activities.

Figure 7.1 LTP 10-year funding forecast for improvement activities and PT services

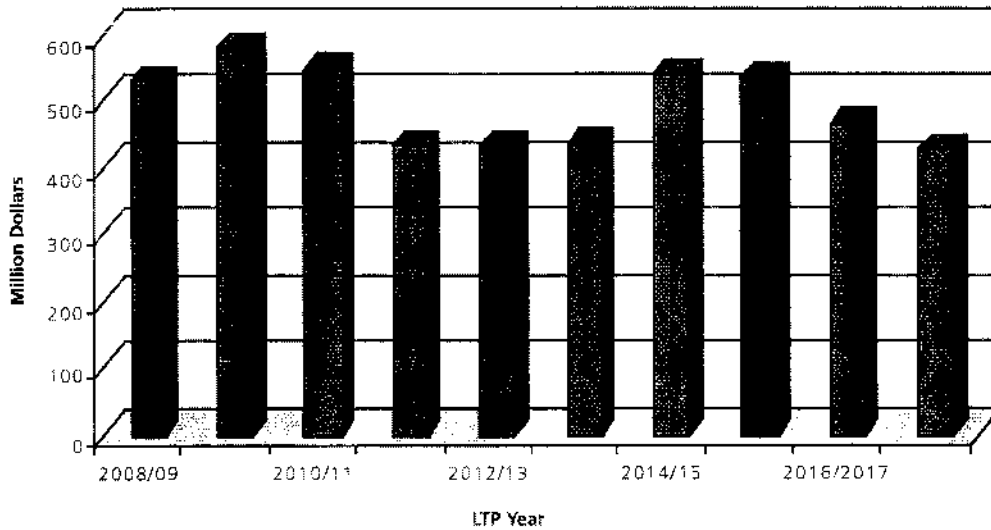


Figure 7.1 shows an increase in expected spending activity up through 2011, then there is a slight decrease with a plateau during 2011/12 through 2013/14 and then a slight increase again, followed by a decrease. A key reason for this is that there are a number of large construction projects being budgeted for throughout the region:

- > New Lynn TOD – 2008/09
- > PENLINK: 2008/09–2010/11
- > AMETI: 2008/09–2015/16 (ACC), 2012/13–2017/18 (MCC)

Furthermore, it should be noted that the reliability of the forecast is less certain in the outlying future years compared with those in the near future.

Unsubsidised Schemes

In preparing the Auckland LTP, ARTA is required to include all significant expenditure from sources other than Land Transport NZ, ONTRACK and Transit NZ. As in previous LTPs, we provide a list of the unsubsidised activities from each local authority. We will provide this list in our final 2008/09 Auckland LTP as sufficient detailed information was not available from all of the local authorities at the time of writing this Draft LTP. However, Section 8 considers significant unsubsidised expenditure from agencies other than Land Transport NZ.

8 IMPLEMENTING THE REGIONAL LAND TRANSPORT STRATEGY

The Auckland RLTS

The Land Transport Programme is the mechanism through which the Auckland Regional Land Transport Strategy (RLTS) is implemented. Table 8.1 shows the general allocation of funding required by the 2005 RLTS to be taken into account when preparing the Land Transport Programme.

Table 8.1: RLTS funding allocation

> Travel Demand Management	4%
> Public Transport	34%
> Infrastructure	18%
> Services	16%
> Roads	62%
> Infrastructure	30%
> Safety measures	4%
> Traffic management	2%
> Maintenance & Renewals	26%

Assessment against the 2005 RLTS Funding Categories

To provide a complete picture of transport funding in relation to the RLTS funding categories, the estimated cost of each activity and the contribution made to each category was analysed from the information provided by the submission as well as information from ONTRACK, Transit New Zealand and the Auckland Regional Council (including Auckland Regional Holdings) and then apportioned appropriately to one or more of the RLTS funding categories. The overall results are shown in Figure 8.1, which shows a total planned transport expenditure of \$1.5 billion. This analysis is based on the best information available on 1 October 2007 and will be updated and refined for the final 2008/09 LTP. The RLTS targets are shown in Figure 8.2 for comparison.

Figure 8.1 Draft 2008/09 LTP funding by RLTS work category

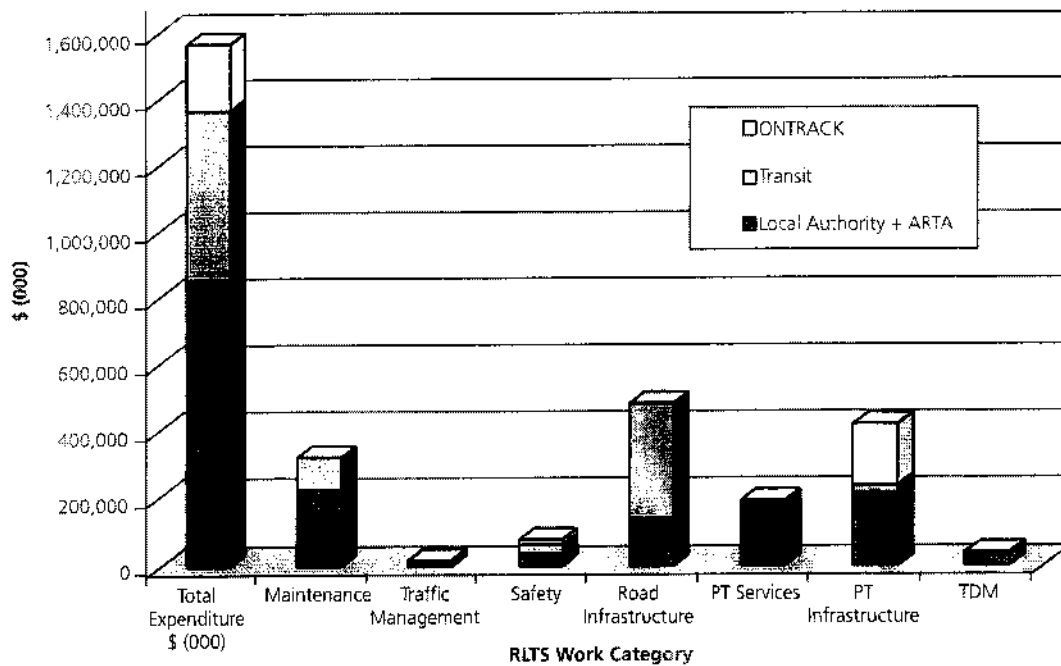
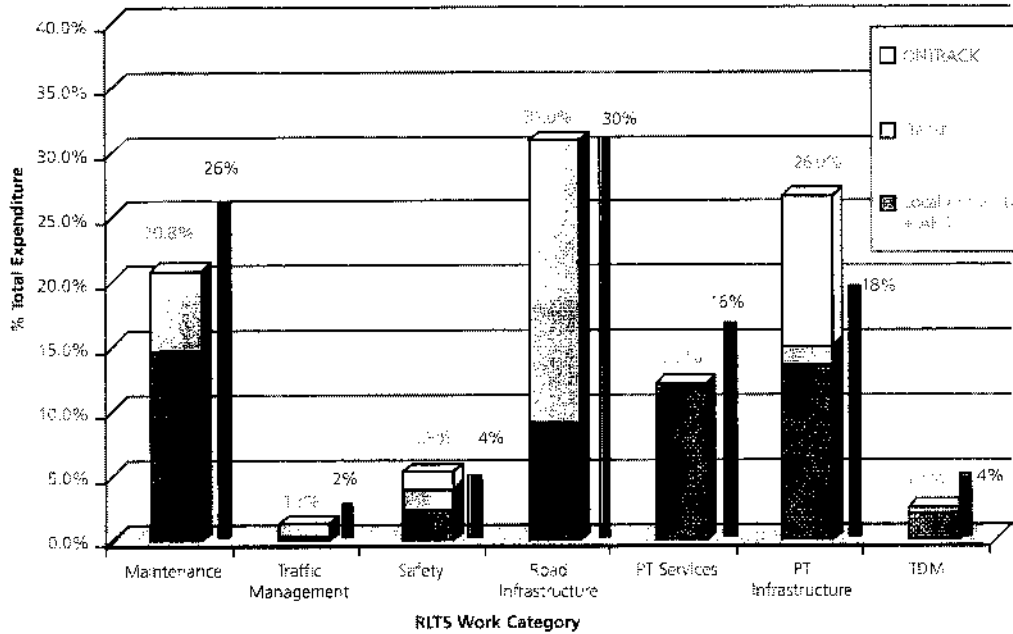


Figure 8.2 compares the planned transport expenditure and the RLTS 10-year percentage targets. The Local Authority + ARTA figures include activities subsidised by Land Transport NZ plus additional ARC funding to ARTA for non-Land Transport NZ subsidised activities.

These figures are a snapshot of a single year compared with the RLTS targets which are averaged over ten years. Furthermore the 2005 RLTS assumed that approximately \$11 billion over 10 years would be available for transport funding in the Auckland region.

Figure 8.2: Planned 2008/09 transport expenditure compared with RLTS targets

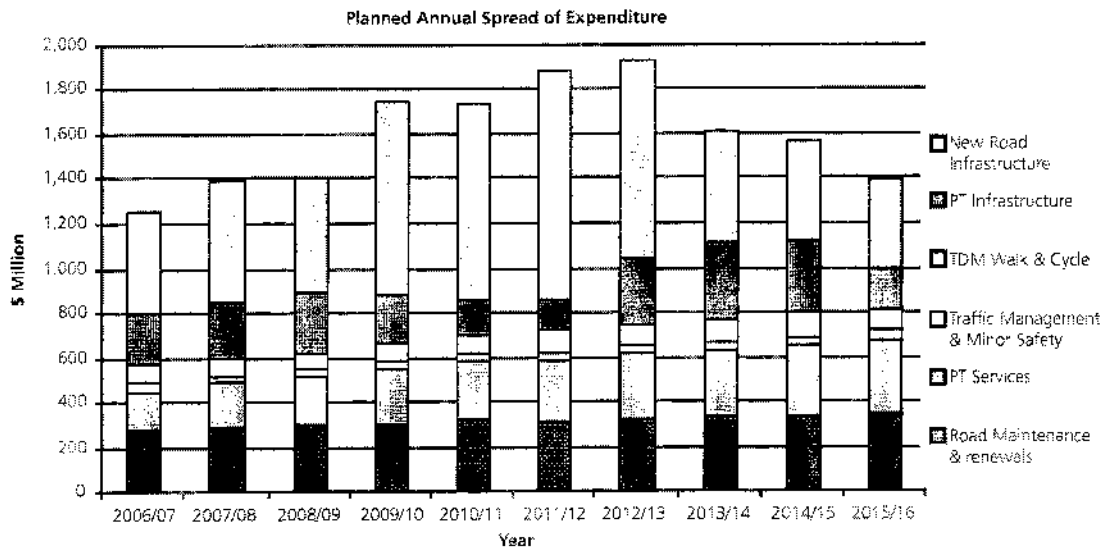


Regional funding allocation

In June 2007, ARTA released its Auckland Transport Plan (ATP), which provided an estimate of the expenditure spread by RLTS work category over the next 10-year planning period for the region. Figure 8.3 is from the ATP and shows the 10-year planning period with the expected spread amongst work categories. The funding plan includes

the estimated expenditure from ONTRACK and Transit NZ. It shows that the planned annual expenditure for 2008/09 was estimated at approximately \$1.4 billion. This compares quite closely to the draft expenditure of just over \$1.5 billion.

Figure 8.3 Planned annual expenditure



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Comparison of the Draft 2008/09 expenditure with previous expenditure requests

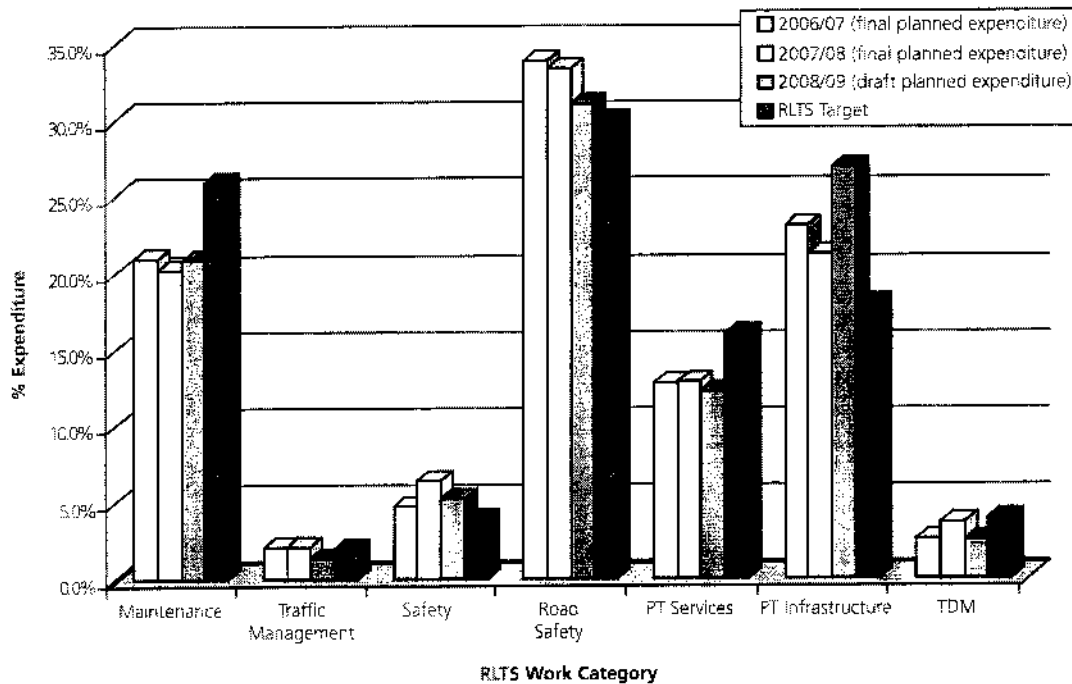
Table 8.2 compares the programmed expenditure of previous final LTPs (2006/07 and 2007/08) with the 2008/09 draft expenditure by RLTS category in dollar terms and as a percentage of the total expenditure request. The RLTS 10-year target, expressed as a percent, is also shown in Table 8.2 as well as in Figure 8.4.

Table 8.2 Planned expenditure by RLTS category (2006/07 to 2008/09)

Year	Expenditure \$('000)	Expenditure Against RLTS Category						
		Maintenance	Traffic Management	Safety	Road Infrastructure	PT Services	PT Infrastructure	TDM
2006/07	1,233,017	258,853	26,181	58,047	417,361	156,434	284,168	31,973
2007/08	1,346,844	273,159	29,316	86,631	448,718	174,035	285,678	49,307
2008/09	1,569,887	326,180	20,460	83,038	486,787	192,294	421,657	39,471

Year	RLTS Category						
	Maintenance	Traffic Management	Safety	Road Infrastructure	PT Services	PT Infrastructure	TDM
RLTS Target	26%	2%	4%	30%	16%	18%	4%
2006/07	21.0%	2.1%	4.7%	33.8%	12.7%	23.0%	2.6%
2007/08	20.3%	2.2%	6.4%	33.3%	12.9%	21.2%	3.7%
2008/09	20.8%	1.3%	5.3%	31.0%	12.2%	26.9%	2.5%

Figure 8.4: Annual planned expenditure by RLTS category 2006/07 through 2008/09



Note that the comparison made in Figure 8.4 of the 2008/09 draft expenditure is made with the 2006/07 and 2007/08 final expenditure. There can be large differences in requested expenditure between draft and final programmes. However there are some underlying trends that are apparent and useful.

**Planned expenditure for the three-year period
2006/07-2008/09**

The following assessment refers to the final 2006/07, final 2007/08 and Draft 2008/09 Auckland LTPs.

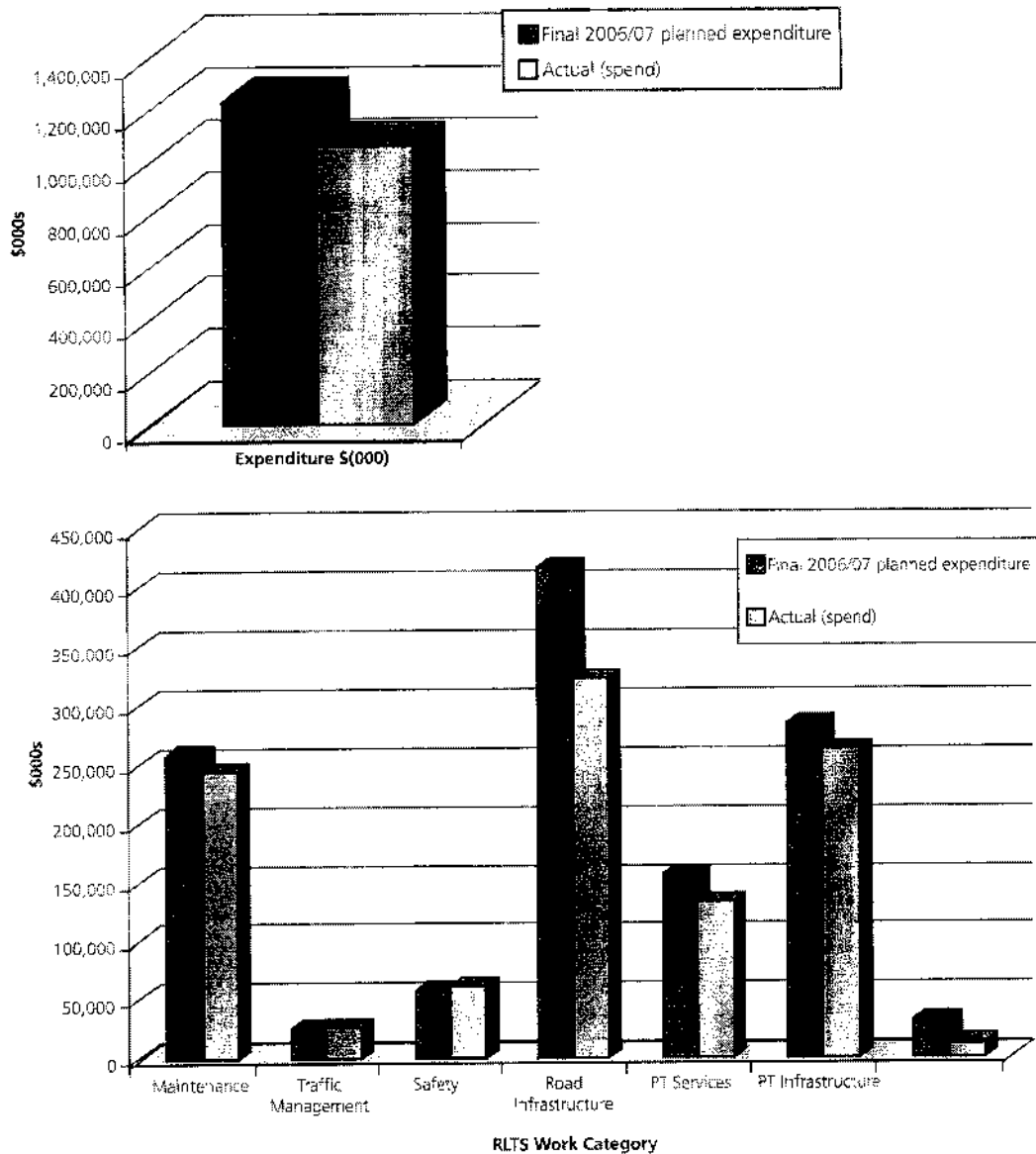
- > The road maintenance percentage of the LTP in each year has been fairly constant at around 21% of the total LTP. This is less than the RLTS 10-year target of 26%.
- > The proportion of expenditure on passenger transport services has averaged nearly 13% p.a. compared to the target expenditure of 16%. As a proportion of yearly expenditure, passenger transport services has been fairly steady each year.
- > The 2008/09 planned expenditure shows a continued decrease in the percentage funding request for road infrastructure. At 31% this level of funding is very near the RLTS target of 30%. With the exception of PENLINK and the assorted Fiat Bush improvement activities, there are very few road infrastructure construction phases in this Draft LTP. There are a large number of investigation and study phases in this year's Draft LTP and these tend to be of smaller value than the construction phases.
- > The expenditure on road safety has been slightly more than the RLTS target of 4%. In 2007/08, Land Transport NZ introduced a new activity class called Community Focused Activities. A large number of the safety-related activities, particularly those involving community groups and advertising have been requested through this new activity class.

- > There has been a slight decrease in funding requests for traffic management activities. The overall average for the last three years is very close (1.9%) to the RLTS target of 2%.
- > Funding requests for TDM activities are consistently less than the RLTS target. ARTA is working closely with the local authorities and Land Transport NZ to encourage additional TDM-related activities in the region.

While these figures in some cases show differences to some work categories compared with the 10-year RLTS funding targets, it should be noted that these final expenditure figures are an indication for funding of specific activities and do not necessarily reflect the actual spending or implementation of activities for a particular work category. In some cases, particularly where there are large construction schemes being promoted, local authorities include additional activities in their LTP submissions to compensate for delays in obtaining consents or other delays in getting an activity underway. This allows the local authorities to promote an alternative project from their list of projects should one be delayed.

This Draft LTP is able, for the first time, to compare historically the funding request through the LTP with the actual expenditure.

Figure 8.5 final 2006/07 planned expenditure vs. actual (spend)



Comparison of actual expenditure versus 2006/07 planned expenditure

Figure 8.5 shows a difference between the final 2006/07 planned expenditure and the actual expenditure. Overall, for 2006/07, the actual expenditure was only 88% of that which was indicated in the final 2006/07 planned expenditure.

General observations of historical data

Considering figure 8.5, the following observations and comments about requested funding compared to the actual spending can be made:

- > The region's maintenance, traffic management, safety and PT services expenditure is very nearly the same as the amount requested.

- > The region spent nearly \$100 million less on road infrastructure than it indicated it would. Likely reasons for this include:
 - > Unforeseen delays attributed to consenting related requirements
 - > Delays due to a shortage in professional service skills for design and evaluation analysis.

ARTA continues to work with the local authorities and Land Transport NZ, to streamline the planning process to provide greater certainty to priority activities and thus focus efforts and resources on implementing the highest priority activities.

9 THE CONSULTATION PROCESS

This Draft Auckland Land Transport Programme identifies the activities submitted for funding recommendation by ARTA during the 2008/09 financial year. These activities have been ordered by priority using the prioritisation process outlined in Section 5.

Whether (or not) individual schemes should progress is a matter for your local council (via the LTCOP and Annual Plan process) and your comments on this should be addressed to your local council.

Scope of submissions considered by ARTA

The Auckland LTP overlaps the Annual Plans being prepared and consulted on by each territorial authority and the ARC. Each organisation has a statutory duty to publicly consult on their document and there may be potential for confusion about which organisation to submit to. The following guidelines are not a complete list but are intended to assist submitters when making their submissions. ARTA is looking for submissions in the following areas:

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

Submissions on the areas listed below should be directed to the relevant territorial authority during the preparation of their Annual Plan (please contact them directly regarding the timing of their submission process):

- > Territorial authority expenditure
- > Local issues
- > Specific projects/activities.

Comments and feedback on the details of passenger transport services and infrastructure should not be submitted as part of the Auckland LTP submission process. ARTA consulted on this separately in 2006 through the development of the Passenger Transport Network Plan (PTNP) and will conduct further consultation on detailed passenger transport sector designs for the region in 2008-2009. This will cover specifics such as routes and timetables, and develop the strategic PTNP into activities for the region over the next 10 years.

Timeline

Public consultation commences with the release of this draft on 7 December 2007, with submissions closing at 4pm on 29 February 2008. Public hearings will commence on 11 March 2008. The final Auckland LTP will be available from 1 July 2008.

Where documents are available for viewing

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

- > ARTA's website, www.arta.co.nz
- > ARTA's office at Level 3, 21 Pitt Street, Auckland
- > Head office of each territorial authority
- > All libraries within the Auckland region.

Copies of both documents may be collected from the above locations or requested from ARTA reception by phoning (09) 379 4422 or emailing aucklandLTP@arta.co.nz

How to make a submission

Written submissions must be accompanied by the submission form at the back of this document, with the exception of online submissions which can be made at www.arta.co.nz. All written or online submissions must be received at ARTA's office no later than 4pm on 29 February 2008. Additional information may be included with the submission form.

Submitters wishing to speak in support of their submission should indicate this on their submission form. Public hearings will commence on 11 March 2008 at the ARTA office, Level 3, 21 Pitt Street, Auckland. The submitter will be advised of their allocated time slot by 5 March 2008. If any submitter is unable to attend at the specified time they should inform ARTA by no later than 4pm on 7 March. Submitters will speak and then the Hearings Panel may ask questions to clarify the submission.

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

10 GLOSSARY

Auckland LTP	Auckland Land Transport Programme
ARC	Auckland Regional Council
ARTA	Auckland Regional Transport Authority
ARTNL	Auckland Regional Transport Network Ltd
ATP	Auckland Transport Plan
Land Transport NZ	Land Transport New Zealand
LGAAA	Local Government (Auckland) Amendment Act 2004
LTCCP	Long Term Council Community Plan
LTMA	Land Transport Management Act 2009
LTP	Land Transport Programme
NLTP	National Land Transport Programme
PTNP	Passenger Transport Network Plan
RLTS	Regional Land Transport Strategy
RTPIS	Real Time Passenger Information System
SHF	State Highway Forecast
Transit	Transit New Zealand

Useful websites:

Auckland Regional Council	www.arc.govt.nz
Auckland Regional Transport Authority	www.arta.co.nz
Land Transport New Zealand	www.landtransport.govt.nz
MAXX	www.maxx.co.nz
ONTRACK	www.ontrack.govt.nz
Roadsafe Auckland	www.roadsafeauckland.org.nz
Transit New Zealand	www.transit.govt.nz
Auckland City Council	www.aucklandcity.govt.nz
Franklin District Council	www.franklin.govt.nz
Manukau City Council	www.manukau.govt.nz
North Shore City Council	www.northshorecity.govt.nz
Papakura District Council	www.pdc.govt.nz
Rodney District Council	www.rodney.govt.nz
Waitakere City Council	www.waitakere.govt.nz

APPENDIX 1:

AUCKLAND LTP'S LEGISLATIVE REQUIREMENTS

A Land Transport Programme is a document required under the Land Transport Management Act (LTMA) to be prepared each year by approved organisations seeking funding from Land Transport NZ. ARTA prepares a land transport programme known as the Auckland LTP covering all transport activities undertaken by Auckland territorial authorities and ARTA (as required by the LGAAA).

In preparing the Auckland LTP ARTA must:

1. Include a statement of its view of land transport priorities (including the priorities of other approved organisations) for the Auckland region. In preparing this statement of priorities, ARTA:
 - > Must take into account the 10-year financial forecasts of the land transport expenditure of Land Transport NZ and Auckland territorial authorities, the priorities in the latest LTP of Transit, and
 - > May include comment on Transit's latest LTP; and
 - > Must be satisfied that the priorities contribute to its objective, including its social and environmental responsibilities, and contribute to the following goals:
 - > Assisting economic development
 - > Assisting safety and personal security
 - > Improving access and mobility
 - > Protecting and promoting public health
 - > Ensuring environmental sustainability
 - > It must also include all significant expenditure from sources other than Land Transport NZ.
2. Take into account how each activity or activity class contributes to the goals listed above.
3. Take into account any current National Land Transport Strategy and the National Energy Efficiency and Conservation Strategy.
4. Give effect to the matters in the Auckland RLTS, unless it is required to do otherwise by operational considerations that affect the sequencing and timing of activities, the funding available to it, or its statutory functions or powers.
5. Consider the needs of persons who are transport disadvantaged.

Submission form Draft 2008/09 Auckland Land Transport Programme



Auckland Regional
Transport Authority

Auckland 2008/09 LTP Consultation
Auckland Regional Transport Authority
Private Bag 92 236
Auckland Mail Centre
Auckland 1142

SUBMISSION: Draft 2008/09 Auckland Land Transport Programme

Please fill in and return this form to ARTA by 4pm on 29 February 2008 (you can also complete the form online at www.arta.co.nz).

Date: _____

Comments: _____

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

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

You have an opportunity to speak to ARTA at a hearing. Please tick the box if you would like to speak at a hearing

Your name: _____ Your organisation: _____

Your postal address: _____

Your daytime phone number: _____ Your email address: _____

Signed: _____ Date: _____

Please post your completed feedback form to reach ARTA by 4pm on 29 February 2008 to:

Auckland LTP Consultation, Auckland Regional Transport Authority, Private Bag 92 236, Auckland Mail Centre, Auckland 1142

Notes:

If you have any questions relating to the Draft Auckland Land Transport Programme please phone ARTA reception on 09 379 4422 or email your query to AucklandLTP@arta.co.nz.

ARTA must receive written submissions by 4pm on 29 February 2008.

The hearings will commence on 11 March 2008 at 21 Pitt Street, Auckland.

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February 2008

Auckland 2008/09 LTP Consultation
Auckland Regional Transport Authority
Private Bag 92236
Auckland Mail Centre
AUCKLAND 1142

Dear Sir/Madam

DRAFT 2008/2009 AUCKLAND LAND TRANSPORT PROGRAMME

Thank you for the opportunity to make a submission on the Draft 2008/2009 Auckland Land Transport Programme (Draft ALTP). The Council considered the Draft ALTP and endorsed this submission at its Policy and Strategy Committee meeting on 7 February 2008. I wish to congratulate ARTA for the inclusive manner in which the Auckland region's projects have been incorporated into this draft document.

1. Support for the approach and purpose of the Draft ALTP

Issue: There is a need for transport projects to be prioritised according to agreed criteria in order to give effect to the Regional Land Transport Strategy 2005.

Submission: The Council supports the approach taken in the Draft ALTP of identifying and applying prioritisation criteria (developed with stakeholders in accordance with the objectives of the Regional Land Transport Strategy 2005 and Land Transport Management Act 2003) to the region's transport programme.

2. The key transport challenges identified in the Auckland region

Issue: The Draft ALTP identifies the transport challenges as:

- *Managing congestion and reducing unreliable travel times*
- *Increasing choice and reducing reliance on private cars*
- *Ensuring integrated land use and transport*
- *Encouraging and facilitating economic development*
- *Providing a transport system that is safe to use*
- *Promoting environmental sustainability*
- *Promoting public health outcomes.*

These relate well to the Auckland Regional Land Transport Strategy and should be supported. Consideration should also be given to issues of affordability as proposed in the Land Transport Management Act Amendment Bill.

Submission: The transport challenges identified in the Draft ALTP are well identified and relate to the Auckland Regional Land Transport Strategy. The challenge of affordability should also be included once that is added as an objective of the Land Transport Management Act 2003.

3. The transport priorities for the Auckland region

Issue: The Draft ALTP identifies regionwide and sub-regional priorities. The priorities in the West are stated as "*Dealing with uneven commuter flows by providing viable alternatives*" and "*Improving the safety and efficiency of State Highway 16*". These do not accurately reflect the priorities in the West for 2008/2009.