

Upcoming decisions on Auckland matters

Presentation from NZTA Management to the NZTA Board
10 June 2016

The Auckland challenge

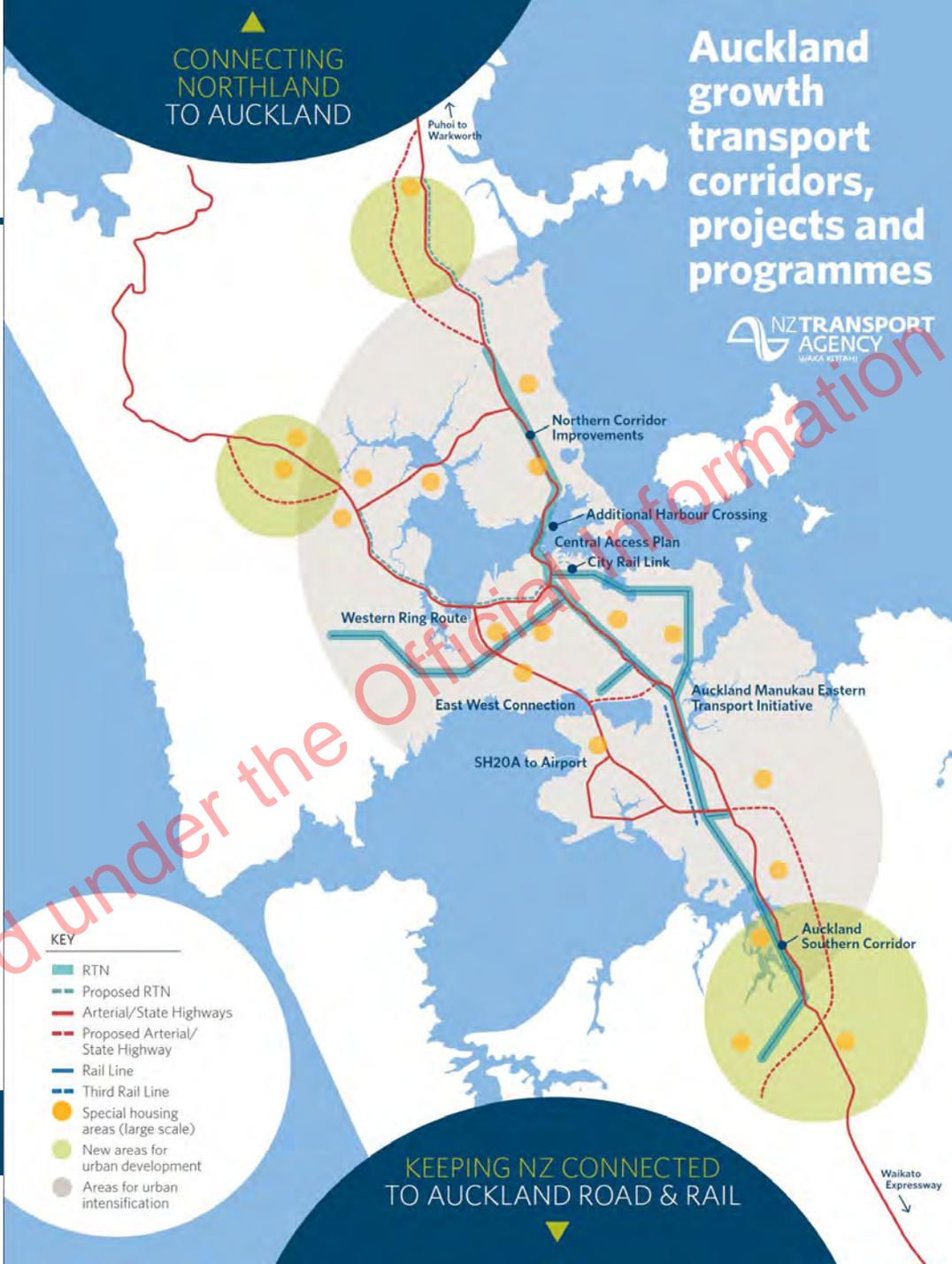
- Over the next 30 years, Auckland's population is projected to grow by 0.7-1 million people
- This will require 400,000 new dwellings
- There were 47,000 new vehicle registrations in the last 12 months
- Use of rail and bus in rapid transit corridors is increasing by >10% pa
- In short, we need to get many more people travelling safely and reliably to work, study, and play

Major
Growth
Challenge



CONNECTING
NORTHLAND
TO AUCKLAND

Auckland growth transport corridors, projects and programmes



KEY

- RTN
- Proposed RTN
- Arterial/State Highways
- Proposed Arterial/State Highway
- Rail Line
- Third Rail Line
- Special housing areas (large scale)
- New areas for urban development
- Areas for urban intensification

KEEPING NZ CONNECTED
TO AUCKLAND ROAD & RAIL



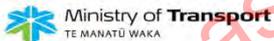
Strategic context and response

- The Agency and Auckland Transport have an agreed **current** programme for the current 3 year period (2015-18) and the Auckland Accelerated Package
- The Auckland Transport Alignment Project (ATAP) is the key strategic framework looking across the **future** response to growth and transport issues
- An agreement from the parties following ATAP will provide the context for future transport decisions in Auckland
- We need to continue to make sensible decisions in the interim so we are ready to deliver



The Auckland Transport Alignment Project – Background

- Government and Auckland Council have agreed on the need to improve alignment on transport in Auckland
- ATAP seeks alignment on a long-term strategic approach that delivers better returns from transport investment
- It should deliver a 30-year view, a 10-year prioritised programme, and identification of the scale and nature any funding gap (including options to address this)



Findings from the ATAP Foundation Report

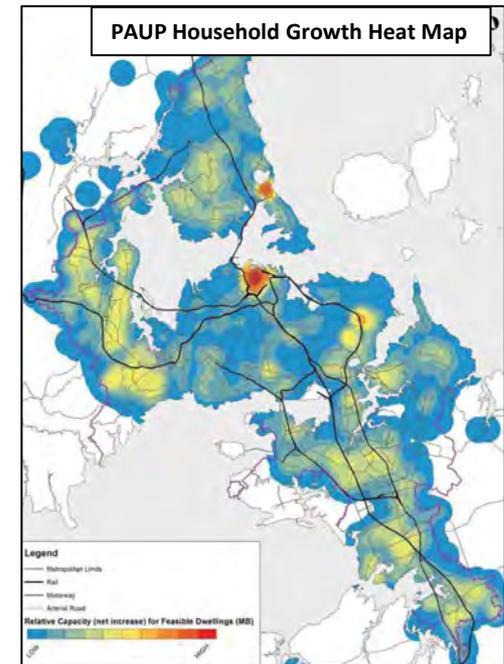
- Growth provides opportunities to capitalise on the benefits of a larger and more diverse labour force, however it also places pressure on transport networks leading to congestion, overcrowding and delays
- Some of the most significant transport challenges appear to occur over the next 10 years, with projected congestion increasing to 2026
- Planned investments beyond the next decade appear to result in some improvements in network performance
- Of particular significance is how the opportunities and challenges from growth vary across different parts of Auckland

**Our
current
response
will not be
sufficient**



Land use changes are a key factor in the required transport response

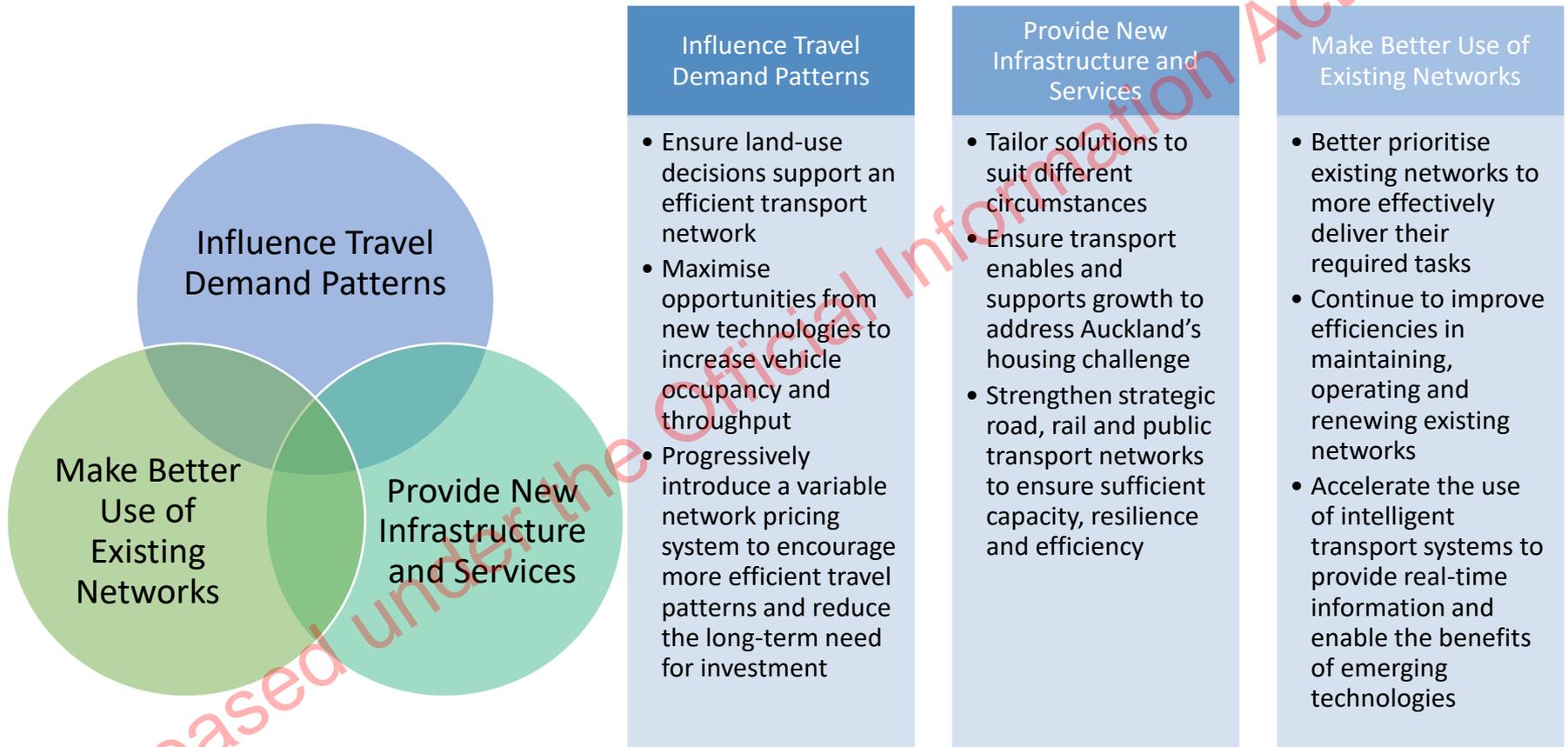
- The assumed pattern of household growth includes a substantial amount of growth throughout Auckland, including in inner parts of the urban area:
 - Intensification of existing urban areas forecast to be 60-70% of new residential growth in next 30 years
 - Expansion into new urban areas forecast to be 30-40% of new residential growth in next 30 years



Interim Report: Findings and Conclusions

- Short-term funding plans are mostly committed
- Changing the investment mix will not achieve a step change
- A greater focus on influencing demand patterns has significant benefits
- A variety of transport challenges need to be addressed

The emerging strategic approach involves an integrated combination of three types of intervention



Next Steps on ATAP

- The parties have the Interim Report for their consideration and feedback
- Work is underway to refine the emerging strategic approach, provide further evidence, and implementation actions (including first decade priorities)

**Final ATAP
Deliverable
August
2016**

Upcoming Board Decisions

- Over the next few months, before ATAP is finalised or endorsed, a number of project decisions will come to the Board
- The Board will need to consider these in light of the emerging direction from ATAP, as well as continuing to make progress on sensible and timely steps that don't commit us to implementation
- Key examples are progressing the transport needs for future urban areas and advancing route protection on key corridors

Transport for Future Urban Growth -

- Established late 2015 as a partnership between Auckland Council, Auckland Transport and the Transport Agency.
- Aim is to accelerate work to develop a single Programme Business Case for future urban areas (see green areas on the right and following network maps):
 - North west
 - Silverdale, Wainui East and Dairy Flat
 - South
 - Warkworth
- Outcome will be a series of integrated multimodal transport networks that support the future urban areas over the next 30 years.
- Progress to date has included confirmation of strategic case, development and assessment of options and public and stakeholder consultation.



Draft preferred transport network for the north west

Creating well connected and accessible urban areas

April 2016



Projects

- 1 Rapid transit network (RTN) route connecting Huapai and Kumeu to Westgate
 - 2 RTN connecting Westgate to Albany
 - 3 RTN route connecting Westgate to CBD
 - 4 Alternative corridor parallel to SH16
 - 5 A more direct connection from SH16 to SH18
 - 6 Improved connections to better connect growth areas
 - 7 Improved east-west connections to Red Hills
 - 8 Improved connections to Coatesville, Riverhead and North Shore
 - 9 New north-south connection
 - 10 Whenuapai new connections
 - 11 Safety improvements on SH16
 - 12 Higher frequency on Hobsonville and West Harbour Ferries
- P** Park and ride

The aim is to progress transport projects in line with the staging development in the Future Urban Land Supply Strategy, but will be dependent on funding and planning processes.

- Future urban zone
 - New or improved road corridor
 - Rail corridor
 - New or improved public transport corridor
 - Safety improvements
- (Special Housing Areas shown in map are up to tranche B)

All future urban zones are subject to the Proposed Auckland Unitary Plan Independent Hearings Panel decision. Refer to the Future Urban Land Supply Strategy.

Have Your Say Have we got it about right?



New Zealand Government

Draft preferred transport networks in the south

Creating well connected and accessible urban areas April 2016



The aim is to progress transport projects in line with the staging development in the Future Urban Land Supply Strategy, but will be dependent on funding and planning processes.

- Future urban zone
- Drury South Industrial Precinct
- New or improved road corridor
- Rail corridor upgrade
- New or improved public transport corridor
- Safety improvements

(Special Planning Areas shown in response to structure B)
All future urban zones are subject to the Proposed Auckland Unitary Plan Independent Hearings Panel decision. Refer to the Future Urban Land Supply Strategy.

Projects

- 1 Rail electrification from Papakura to Pukekohe
- 2 Rail upgrade to provide high frequency and express services
- 3 Additional stations at Drury, Drury West, Paerata and Tironui
- 4 High frequency bus corridor connecting Drury West, Drury, Hingaia, Papakura, Takanini and Manukau
- 5 Rapid transit between Airport, Manukau and Botany with good connections to rail
- 6 Park and Ride facilities provided at new stations
- 7 Improve connections around Pukekohe
- 8 New north-south corridor between Manukau, Drury and Pukekohe
- 9 Improve Takanini east-west routes and remove level crossings
- 10 Provide capacity improvements on SH1
- 11 Improve connections to Waikato
- 12 Safety improvements on SH22

Have Your Say Have we got it about right?

Draft preferred transport network for Silverdale, Wainui East and Dairy Flat

Creating well connected and accessible urban areas April 2016



Projects

- 1 Rapid transit network (RTN) extending from Albany to Grand Drive
- 2 A high frequency bus route connecting Orewa and Silverdale with the bus RTN
- 3 Penlink and new east west connection to Dairy Flat
- 4 New north south connection between Albany and Orewa
- 5 Upgraded Dairy Flat Highway
- 6 Upgraded East Coast Road
- 7 New and upgraded east west connections (including Wilks Road and Kahikatea Flat Road)
- 8 Curly Avenue extension east west connection
- 9 New connection to Grand Drive
- 10 Increased capacity on SH1
- 11 Upgrade Pine Valley Road

The aim is to progress transport projects in line with the staging development in the Future Urban Land Supply Strategy, but will be dependent on funding and planning processes.

- Future urban zone
- New or improved road corridor
- New frequent bus route or RTN

(Special Housing Areas shown in response to the strategy)
All future urban zones are subject to the Proposed Auckland Unitary Plan Independent Hearings Panel decision. Refer to the Future Urban Land Supply Strategy.

Have Your Say Have we got it about right?

Released under the Official Information Act 1982

Draft preferred transport network for Warkworth

Creating well connected and accessible urban areas

April 2016



Released under the Official Information Act 1982



New Zealand Government

Transport for Future Urban Growth – Urgency

Land development pressures

- Developer plans for Special Housing Areas across the North West (14,000 dwellings), South (11,800 dwellings) and North (2,400 dwellings) are progressing at pace, with much of this land already 'live zoned'.
- Structure planning for Whenuapai (8,000 to 9,600 dwellings and 8,600 jobs) in the North West has now also commenced.
- In total, by the end of this decade, land for approximately 50,000 to 62,000 new dwellings and 30,000 new jobs will be 'live zoned'. This includes all of the North West Future Urban Area, as well as large parts of the South and Warkworth.

Transport response

- **Scale** – work to date suggests that the investment required is in the order of \$8-10 billion over 30 years.
- **Route protection** – is a priority in the short term. In the absence of a protected network, developer plans could compromise long term urban form and transport outcomes.
- **Implementation of priority infrastructure** – to resolve both existing issues (i.e. safety and congestion 'hot spots') and enable growth for areas where there is increasing demand.



Key projects that we propose to keep progressing, pending ATAP decisions

	State Highway programme	Rapid (Public Transport) Transit Network – With Auckland Transport	Key Local Road Projects – With Auckland Transport	Cycling – With Auckland Transport
Construction Underway	Auckland Accelerated Package : <ul style="list-style-type: none"> Southern Corridor (SH1) Northern Corridor (SH1) Kirkbride Road Grade Separation (SH20A) Western Ring Route (SH16)	City Rail Link		Waterview connection shared path Auckland Urban Cycleway Programme <ul style="list-style-type: none"> City centre network Eastern connections to city
Programmed – but decision on implementation funding still to be made	Puhoi to Wellsford (SH1) Auckland Accelerated Package : <ul style="list-style-type: none"> Northern Corridor (SH1) East West Link 	AMETI – Stage 2a Panmure to Pakuranga (Sylvia Park Bus Lanes & Pakuranga bus station)	AMETI – Stage 2a Panmure to Pakuranga (Roading elements) Mill Road Corridor (Northern section)	Auckland Urban Cycleway Programme <ul style="list-style-type: none"> Western connections to city Link to public transport
Proposed – continue with investigation phases and route protection	Transport for Future Urban Growth Additional Waitemata Harbour Crossing SH20B Airport Access	Transport for Future Urban Growth Rapid transit corridor to airport (SH20A/B) North-western rapid transit corridor Central Access Plan	Transport for Future Urban Growth AMETI – Stage 2b Pakuranga to Botany AMETI – Stage 3 Te Horeta Rd northern extension AMETI – Stage 4 Mt Wellington Highway upgrade	Skypath Seapath

Upcoming decisions for the Board

Month	Board Paper
June	<ul style="list-style-type: none"> Northwestern rapid transit corridor – indicative business case for route protection State Highway 20A/Kirkbride – rapid transit corridor protection Rapid transit to the airport – proposal to exclude heavy rail from further investigations Puhoi to Warkworth – Update on process
July	<ul style="list-style-type: none"> Puhoi to Warkworth – Approve preferred bidder Warkworth to Wellsford – Indicative Route approval prior to consultation
August	<ul style="list-style-type: none"> Southwestern Auckland & Airport Corridor Programme & State Highway 20B – strategic case & indicative business case Auckland Transport Alignment Project – Update and report on the second deliverable. Puhoi to Warkworth – lease of a State highway and delegation powers as a Road Controlling Authority Skypath
October (meeting not currently scheduled – to be agreed)	<ul style="list-style-type: none"> Puhoi to Warkworth – approve contractual and financial close for approved consortium Transport for Future Urban Growth – support for programme business case and indication of priority for a programme of indicative business cases Auckland Transport Alignment Project – final deliverable and next steps Options for funding the Auckland and inter-regional routes
November	<ul style="list-style-type: none"> Auckland Northern Corridor improvements Auckland Unitary Plan Warkworth to Wellsford – approval of detailed business case East West Connections – approval to lodge Additional Waitemata Harbour Crossing – route confirmation and approval to lodge statutory approval documents