

AUCKLAND

In the Auckland region we remain committed to delivering our share of the Auckland Transport Alignment Project (ATAP) and working with our partners to ensure ATAP remains aligned with the government's wider investment priorities. Our proposed areas of focus for activities in the Auckland region include:

- **Improving safety** on our roads has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020–2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes.

Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We're working with Auckland Transport and our safety partners to engage and deliver the on the Road to Zero Infrastructure and Speed Management Programme and ensure an integrated approach across state highways and local roads across the region.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school.

Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We'll continue to work in partnership with key agencies including NZ Police, to deliver targeted regional enforcement and behaviour change programmes, particularly in relation to speeding and driver distractions.

- **Providing better travel options** through improving access and reducing reliance on private vehicles. This will be achieved by sustainably responding to Auckland's growth needs and delivering on our public transport, walking and cycling commitments in ATAP and Auckland's regional mode shift plan (*Better travel choices*, December 2019).
- **Improving freight connections** by increasing capacity and optimising the state highway network to reduce congestion on key freight routes, particularly in the south where road and rail freight volumes are highest. This will complement significant rail and road capacity improvements to be delivered as part of the New Zealand Upgrade Programme.
- **Responding to climate change** by supporting low carbon travel choices, enhancing the resilience of the state highway network, and operating the transport system as effectively as possible to reduce carbon emissions.

IMPACT OF COVID-19

In the medium to long-term, we don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19. The 10-year outlook remains largely unchanged. However, changes to the nature of work for professional services may see a reduction in peak trips to city centre, due to more people working remotely, and there will be ongoing need to focus on network optimisation, mode shift and climate change mitigation through emissions reductions.

In addition, effectively integrating land use and transport remains critical to support mode shift and reductions in greenhouse gas emissions. This includes sequencing of development, ensuring growth areas are serviced with active mode and public transport infrastructure and services, and linking housing to employment and essential services.

Youth, Māori and Pasifika are expected to be disproportionately impacted by job losses, particularly in areas where deprivation levels are already high. There will be an ongoing need for transport services to support COVID-19 recovery by improving access to employment, training and essential services for vulnerable communities.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we're focused on delivering infrastructure improvements and speed management through targeted investment on Auckland's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Over the next three years, we're looking to invest \$109m in the Auckland region to make 135km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by 13%.

We're working closely with the Tamaki Makaurau Transport Safety Partners to ensure an integrated approach across state highways and local roads in the region.

Better travel options

A combination of investment in better infrastructure and major service improvements has contributed to public transport use in Auckland doubling over the past 15 years and continuing to grow rapidly. Cycling levels are also increasing quickly where safe cycleways are provided. However, in recent years private vehicle travel has also grown, reflecting sustained population and economic growth. This means overall mode shift has been relatively modest.

Through ATAP and the recently released *Better travel choices*, Auckland has an ambitious transport plan that will deliver significant mode shift over the next decade. This mode shift to public transport, walking and cycling is critical to ensuring population growth of 300,000 people over the next decade does not translate into more congestion, reduced accessibility and a poorer quality city.

In line with our ATAP commitments, we will continue to work with Auckland Transport and other key partners to deliver transport infrastructure to support future growth areas. We aim to provide appropriate travel choices, so they can develop in ways that are not highly dependent on private vehicles and are well connected to existing urban areas and employment centres.

Our key areas of focus over the next three years include state highway improvements between Albany and Silverdale to improve public transport reliability and growth in North Auckland, together with capacity and safety improvements between Papakura and Drury to support transport choice and accessibility in the region's largest growth area in South Auckland. These improvements will be complemented by a wider suite of walking, cycling and public transport initiatives, many of which will be delivered through the New Zealand Upgrade Programme.

We expect to complete a key section of the Glen Innes to Tāmaki shared path, which will complete a missing link in Auckland's strategic walking and cycling network and connect into local networks and further develop cycle connections along the Northern Motorway. This work complements other strategic walking and cycling links that are being delivered through the New Zealand Upgrade Programme, particularly the Northern Pathway (Westhaven to Akoranga), and by Auckland Transport.

Our investigations into rapid transit options to improve travel choices and protect routes for future projects will continue in the next three years, with a focus on connecting employment hubs in central and southern areas with urban centres in the east and growth areas in the northwest, in line with ATAP priorities. Given the broader interest in rapid transit options in metropolitan areas, we will also be taking a sector leadership role by developing New Zealand specific guidance to facilitate consistency across the country.

In addition to infrastructure initiatives, we expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices that can be applied to the Auckland context to support our partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift, that can be adapted quickly and implemented at low cost.

Better freight connections

Auckland has a nationally significant freight logistics function in the production and distribution of freight to the rest of New Zealand, and internationally. Travel delays and poor reliability create substantial costs to businesses that are ultimately borne across the wider region. Freight in Auckland is expected to grow substantially over the next 30 years. The key challenge identified in Auckland's 2018 Regional Land Transport Plan is to limit the growth in congestion on the freight network, particularly in the inter-peak, and to improve the efficiency of connections to major freight hubs.

Over the next 10 years, the New Zealand Upgrade Programme will deliver a number of state highway and rail improvements that will improve capacity on the freight network, reduce conflicts between rail and road freight and improve access to intermodal freight hubs at Wiri in South Auckland. In addition, we alongside Auckland Transport, will continue to invest in technology solutions which enable us to optimise the use of the transport system to make journeys more reliable and resilient to incidents.

We will continue to improve Auckland's inter-regional freight connections as well as New Zealand's global connections through improved freight access to and from the Airport (20Connect). As the region's major industrial and manufacturing centre will continue to investigate options to improve connections to the Onehunga-Penrose area.

Live discussions about the future of Auckland's port will be a significant determinant of the longer-term freight network and we will continue to be an active participant in this process.

Climate change

Vehicle emissions are a significant contributor to climate change - the impacts of which have a significant impact on the transport system. We have a dual responsibility to influence the reduction of vehicle emissions and improve the resilience of the transport network to climate change.

We propose to continue to invest in technology to enable us, with Auckland Transport, to operate the transport system effectively to minimise congestion and its harmful emissions. We also propose to invest to improve the resilience of SH1 north of the harbour bridge to sea level rise and king tides which can cause significant disruption to customers.

More widely, we're supporting the government's climate change goals through co-investment in public transport infrastructure and services as well as walking and cycling networks. Further, we will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified two major risks for the Auckland region relating to coastal inundation and landslip. The small number of risks within Auckland is predominantly due to the high density of the regional transport network and the availability of alternate routes which result in lower impacts across the land transport network as a whole.

Working together

Maintaining strong alignment with our Auckland Transport Alignment Project (ATAP) partners is critical to continuing progress, including on the Auckland mode shift plan *Better travel choices*. We will work closely with Auckland Transport and Auckland Council on six key initiatives that are important to the future development of Auckland. We will:

- work with our ATAP partners to clarify the way forward for light rail, given the strategic importance of the city centre to Māngere, and northwest corridors, to transport and urban development outcomes in Auckland. In particular, we will support our partners to engage with the public on development of these corridors before a final alignment and mode is decided
- support the Connected Communities project by looking for opportunities to accelerate the business case, implement early improvements and make procurement and consultation more efficient
- work with Auckland Council and Crown joint programme of work, Kāinga Ora and others to provide a mix of land use types that enable people to meet more of their needs locally than might otherwise be the case
- ensure the integrated planning of networks and corridors as well as ensuring project links in design and implementation to support the delivery of rapid transit corridors around Auckland
- during 2021-24, we will work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and improve customer travel choices to deliver mode shift objectives. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer term customer level of service gaps to be addressed through other means
- seek to encourage and support complementary projects to the New Zealand Upgrade Programme (Auckland Package) which positively contribute to the outcomes sought by government from the programme by looking for opportunities to accelerate business cases, align implementation and make procurement and consultation more efficient
- work with Auckland Transport and our safety partners to engage and deliver on the Road to Zero Infrastructure and Speed Management Programme, to ensure an integrated approach across state highways and local roads across the region.

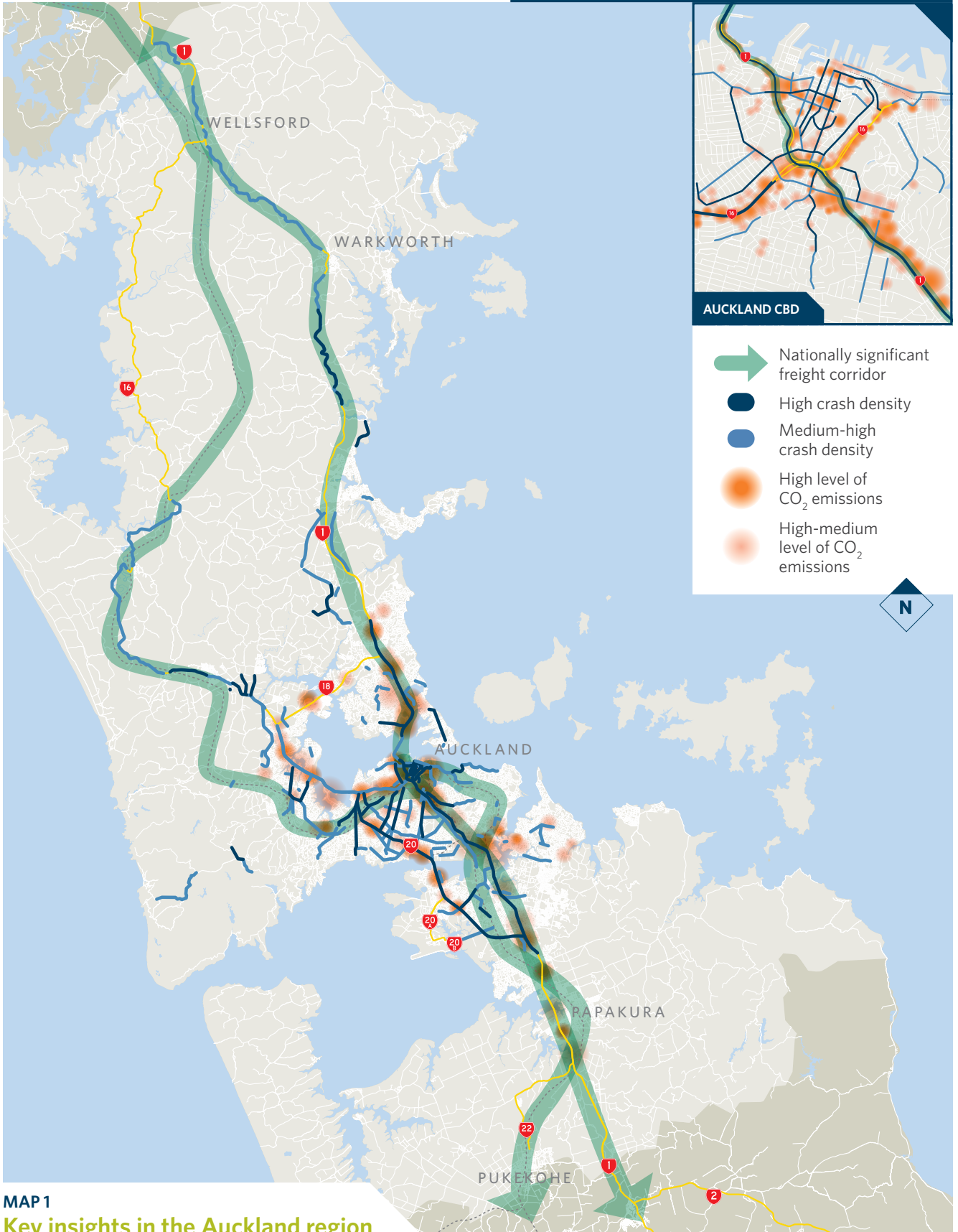
AUCKLAND

1,399,590
Urban area
population

82%
Of journeys to
work by private
motorised
vehicle

27%
Jobs accessible
within 45 mins by
private motorised
vehicle

13%
Jobs accessible
within 45 mins
by the next best
mode (cycling)



MAP 1
Key insights in the Auckland region

Based on the evidence presented on the gaps across this region’s transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Auckland region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
ASR1	<p>Auckland Transport Alignment Project (ATAP, 2018) committed projects:</p> <ul style="list-style-type: none"> ▪ Puhoi-Warkworth motorway ▪ Northern corridor improvements and Northern busway extension to Albany ▪ Manukau-Papakura motorway widening (Southern Corridor improvements) – debt repayment ▪ SH16 Brigham Creek-Waimauku ▪ Kirkbride Rd grade separation – debt repayment ▪ Dome Valley Safety Improvements ▪ Warkworth to Wellsford designation ▪ Manukau Harbour Crossing and Cycling Bridge ▪ Supporting Growth Alliance ▪ SH20B PT improvements ▪ Glen Innes to Tāmaki cycleway ▪ SH16 Interim Bus Improvements (NLTF portion) ▪ ITS Improvement Programme (Transport OS) ▪ Road to Zero Infrastructure, Speed Management, and Education programmes ▪ Other minor state highway improvements 	All	Assessed through NLTP process
ASR2	<p>Government’s support to get our cities moving, save lives and boost productivity:</p> <ul style="list-style-type: none"> ▪ Northern Pathway – Westhaven to Akoranga ▪ Mill Road corridor ▪ Penlink ▪ SH1 Papakura to Drury South 	All	New Zealand Upgrade Programme

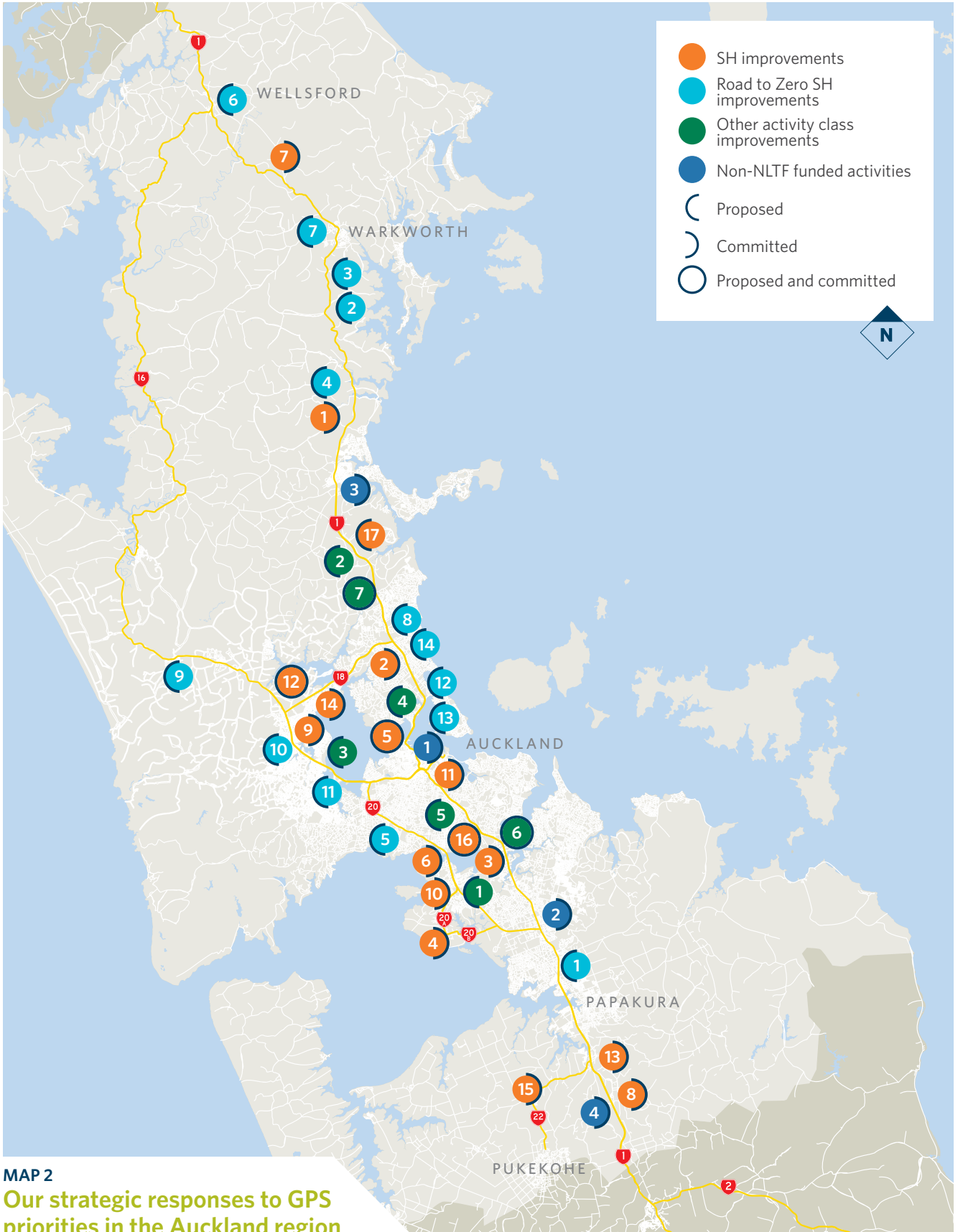


TABLE 2

Proposed state highway programme for Auckland region

(Subject to review following ATAP 2020 update)

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed activities funded from state highway improvements*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$\$
-	Supporting Growth Alliance	SHI	NLTF	BTO	DBC, PRE	PTY	PRE, IMP	\$\$
-	Auckland Transport System Optimisation	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	SH1 Puhoi to Warkworth	SHI	NLTF	BTO	IMP, PTY			\$\$\$
2	Auckland Accelerated Programme: Northern Corridor improvements	SHI	NLTF	BTO	IMP, PTY			\$\$\$
3	Auckland Accelerated Programme: Southern Corridor improvements (debt repayment)	SHI	NLTF	BTO	DBT	DBT		\$\$\$
4	SH20A to Airport (debt repayment)	SHI	NLTF	BTO	DBT			\$\$
5	SH1 Additional Waitematā Harbour Connections	SHI	NLTF	BTO	INV, PTY	INV, PTY		\$\$
6	Manukau Harbour Crossing Walking and Cycling bridge	SHI	NLTF	BTO	IMP			\$\$
7	SH1 Warkworth to Wellsford	SHI	NLTF	BTO	PTY			\$\$
8	Weigh Right Bombay	SHI	NLTF	IFC	IMP, PTY			\$
9	Western Ring Road	SHI	NLTF	BTO	IMP			\$
10	20Connect – Airport Access Improvements	SHI	NLTF	BTO	PTY, PRE		IMP	\$\$\$
11	Weigh Right Stanley Street	SHI	NLTF	IFC	IMP			\$
12	SH16-SH18 Connections	SHI	NLTF	BTO	DBC			\$
13	SH1 Drury South to Bombay	SHI	NLTF	BTO	DBC, PRE	PTY	PTY	\$\$
14	SH16 Brigham Creek to Waimauku	SHI	NLTF	BTO	PRE, IMP			\$\$\$
15	SH22 Crown Road Improvements	SHI	NLTF	BTO	IMP			\$
16	East West Link	SHI	NLTF	BTO		PTY		\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
-	Preventing Wrong Way Drivers	SHI	NLTF	Safety	IMP			\$
-	Programme business case development	SHI	NLTF	All		DBC	DBC	\$\$

*Commitments made under the 2018 GPS, contribution as indicated.

Proposed activities funded from state highway improvements

5	SH1 Additional Waitematā Harbour Connections	SHI	NLTF	BTO			IMP	\$\$\$
12	SH16-SH18 Connections (Squadron Drive)	SHI	NLTF	BTO		IMP	IMP	\$\$\$
16	East West Link	SHI	NLTF	BTO		IMP	IMP	\$\$\$
17	HOV Support for Penlink (supporting NZUP)	SHI	NLTF	All	IMP	IMP		\$\$\$
-	Noise Mitigation improvements	SHI	NLTF	CC	IMP	IMP	IMP	\$\$\$

Proposed Road to Zero state highway safety activities (greater than \$2m per activity)

-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$\$
-	Regional Speed Management and Safety Infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH1 Dilworth Foot Bridge to Papakura Stream Bridge	R2Z	NLTF	Safety	IMP			\$\$
2	SH1N Pohuehue Bridge to Hikaue Bridge	R2Z	NLTF	Safety	IMP			\$\$
3	SH1N McKinney Road to Pohuehue Bridge	R2Z	NLTF	Safety	IMP			\$\$
4	SH1N Hikaue Bridge to Billing Road	R2Z	NLTF	Safety	IMP			\$
5	SH20 Great South Road to Ernie Pinches Bridge	R2Z	NLTF	Safety	IMP			\$
6	SH1 Centennial Park Road to Wayby Valley Road	R2Z	NLTF	Safety		IMP		\$
7	SH1 Hudson Road to Phillips Road	R2Z	NLTF	Safety	IMP			\$
8	SH1 and Greville Road off-ramp intersection	R2Z	NLTF	Safety		IMP		\$
9	SH16 and Main Road intersection	R2Z	NLTF	Safety	IMP			\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
10	SH16 and SH18 intersection	R2Z	NLTF	Safety		IMP		\$
11	SH16 Waima Haslett Bridge to Whau River Bridge	R2Z	NLTF	Safety	IMP		IMP	\$
12	SH1N Onepoto Bridge to Dilworth Bridge	R2Z	NLTF	Safety	IMP			\$
13	SH1N Onepoto Stream Bridge	R2Z	NLTF	Safety		IMP		\$
14	SH1N Oteha Valley Road to Onepoto Bridge	R2Z	NLTF	Safety		IMP		\$

Proposed public transport infrastructure activities

-	Supporting Growth route protection programme	PTI	NLTF	BTO	DBC			\$
1	20Connect – SH20B Early Improvements	PTI	NLTF	BTO	PRE, IMP			\$\$
2	SH1 North of Albany PT Improvements	PTI	NLTF	BTO	DBC	PRE	IMP	\$\$\$
3	North West Rapid Transit improvements	PTI	NLTF	BTO	DBC, PRE	PRE, IMP	IMP	\$\$\$
4	Auckland Accelerated Programme Northern Corridor improvements (Northern Busway)	PTI	NLTF	BTO	IMP			\$\$\$
5	City Centre to Mangere Light Rail	PTI	NLTF	BTO	PRE, PTY	PTY		\$\$\$

Proposed and committed walking and cycling activities

6	Glen Innes to Tāmaki shared path – sections 1 and 2	WC	NLTF	BTO	IMP			\$\$
7	Northern Pathway – Akoranga to Constellation	WC	NLTF	BTO	PRE	IMP		\$\$\$

Proposed walking and cycling activities

-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$
---	---------------------------------------	----	------	-----	-----	-----	-----	----

Proposed investment management activities

-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$\$
---	-------------------------------------	----	------	-----	--	-----	-----	------

Committed non-NLTF funded activities

1	Northern Pathway – Westhaven to Akoranga	-	NZUP	BTO	PRE, , PTY	IMP	IMP	\$\$\$
2	Mill Road corridor	-	NZUP	BTO	PRE, IMP, PTY	IMP	IMP	\$\$\$
3	Penlink	-	NZUP	BTO	PRE, IMP, PTY	IMP, PTY	IMP	\$\$\$
4	SH1 Papakura to Drury South	-	NZUP	BTO	PRE, PTY	PRE, PTY	PRE	\$\$\$