



## KEY TRANSPORT ISSUES

Transit will work closely with the Auckland Regional Transport Authority (ARTA) and regional and district councils to ensure there is alignment of priorities, to relieve congestion and support regional growth strategies.

In meeting the objectives of the NZTS and LTMA the key regional transport issues for the Auckland region include:

- › Severe congestion, resulting in variability in trip times
- › Road safety, in particular on SH1 and SH16 north of Auckland where there is a lack of passing opportunities
- › Traffic growth, driven by population growth
- › An alternative route to SH1 through Auckland
- › Secure, efficient and safe transport corridors, especially between Auckland & Whangarei and SH2 within the Auckland region
- › The impact of land use development because of continuing intensification within the Metropolitan Urban Limit (MUL)
- › Increased land use development at growth nodes such as Warkworth and Kumeu leading to the need for improvements to the roading network
- › Passenger transport infrastructure requirements.

### How we plan to address these key issues

Economic growth and resulting increases in traffic demand mean that the state highway network in Auckland will need to be extended and existing lengths substantially upgraded within the next 10 to 20 years to relieve congestion and support the Auckland Regional Growth Strategy.

Travel Demand Management (TDM) is a combination of activities that together seek to influence travel behaviour. TDM methods include travel plans, traveller information systems and traffic management

techniques such as ramp signalling. Transit endorses the principle of TDM as an integral component of a sustainable approach to land transport and is actively investigating opportunities for TDM.

Improvement works encompass the entire region with particular focus on the Auckland Central Corridor, Western Ring Route and the Northern Busway, including the recently completed and opened Esmonde Road Interchange.

Corridors outside the Auckland MUL also require improvements to accommodate increases in inter-regional travel. Proposed activities include improvements to the alignment of existing two lane highways, seal widening and the provision of passing lanes.

### Travel Demand Management

Ramp signalling is one of a number of travel demand management approaches that seeks to influence demand for transport or travel. Installation of signals has commenced on the Southern Motorway, with the Northwestern and Northern Motorways following as an integrated project. Signals are also included as an integral part of forward planning on all of the Western Ring Route. The overall objective is to reduce congestion, reduce journey times and improve journey time reliability during peak travel periods.

### Auckland Central Corridor

Auckland Central Corridor activities cover SH1 from Albany to Manukau. Several capacity improvement projects are forecast for the next 10 years. These include projects such as the Vic Park Tunnel and Newmarket Viaduct replacement, which will add capacity to maximise the performance of the Central Motorway Junction.

## Western Ring Route

The Western Ring Route (WRR) is a proposed strategic motorway running south to north through Auckland, connecting Manukau City, Auckland City, Waitakere City and North Shore City. It is made up of ten individual projects that need to be completed as a package. It will take traffic from Manukau through Waterview and Hobsonville to Albany to provide a strategic alternative to State Highway 1.

Provision for completion of the WRR has been included in Transit's State Highway Forecast, but in order to complete by 2015, as planned since August 2005, additional revenue will be needed to fund the required debt. Transit is working on the understanding that Auckland does want the WRR and wants it completed sooner (2015) than would be possible under current conventional funding.

Two projects shown in the tables have been marked to show that Land Transport New Zealand has not included the cost of these projects in the 10 year financial allocation to Transit. These projects are Constellation to Albany and Puhinui to Mangere. They remain in the forecast and will be subject to the update process for funding.

## Public Transport Improvements

Transit considers and makes appropriate provision for public transport for all new projects being developed and ensures there is a close alignment with ARTA's programme. A number of bus priority lanes are being progressed in conjunction with other motorway capacity improvements.

## Road Safety

Transit has identified a number of activities to improve the safety and efficiency of sections of state highways. These include realignments, intersection improvements, seal widening and lighting safety retrofits.

## Passing Opportunities

Limited passing opportunities on parts of the rural state highway network lead to driver frustration and accidents. Transit plans to progress passing lanes on both SH1 and SH16 north of Auckland.

## Stock Effluent Disposal Facilities

As part of a national programme to provide a safe and convenient network of stock effluent disposal facilities, two new facilities are being constructed on SH1 at Wellsford and on the Bombay Hills.

## Walking and Cycling

Provision for walking and cycling activities is an integral part of state highway planning. While these facilities are provided as part of improvement projects where applicable, there is one specific pedestrian facility planned for implementation in the next three years, on SH16 at Westgate.

## Strategic Studies

We are proposing to undertake a number of new strategic studies for the Auckland region to improve our long-term planning and assist good decision-making. These include the Auckland Regional Growth Strategy – serving the growth nodes, the Northern Motorway study from Auckland Harbour Bridge to Albany, the SH22 & Southern Motorway study from Glenbrook to Wiri, and a study of SH20A and 20B for airport access.

## Maintenance and Operations

Maintenance and operations activities make up a large proportion of the forecast expenditure in the Auckland region and are due to increase over the next 10 years because of the commissioning of capital projects.

In addition to preserving the highway network and undertaking maintenance and improvements to meet future levels of service, other asset renewals and operations activities include:

- › Resurfacing 56km of multi-lane motorway
- › Resurfacing 29km and reconstructing 1km of rural state highway
- › Improving safety by applying high skid resistance surfacing
- › Continuing to refine maintenance practices to reduce traffic disruptions and noise during the day and night
- › Continuing to carry out structural and seismic strengthening of bridges, including the Auckland Harbour Bridge
- › Improving techniques and response times when managing incidents on motorways.

In 2007/08 the Transit managed Traffic Management Unit (TMU), a joint collaboration between Transit and six Auckland local authorities providing 24-hour integrated traffic management, incident management and traveller information to road users, proposes to:

- › Continue to improve management of the wider impacts of the expanding motorway construction programme
- › Expand the geographic coverage and improve the functionality of the motorway Advanced Traffic Management Systems
- › Provide an improved traveller information service to users through the traffic website and associated services
- › Increase resource levels to operate travel demand management measures, such as ramp signalling
- › Continue to enhance the management of the critical arterial network by improving co-ordination of traffic signals throughout the region
- › Improve asset management systems for all high technology equipment
- › Improve traffic flow within the region
- › Continue to improve incident management.