

Auckland



OVERVIEW

Achieving an effective and efficient transport system is central to supporting Auckland's future.

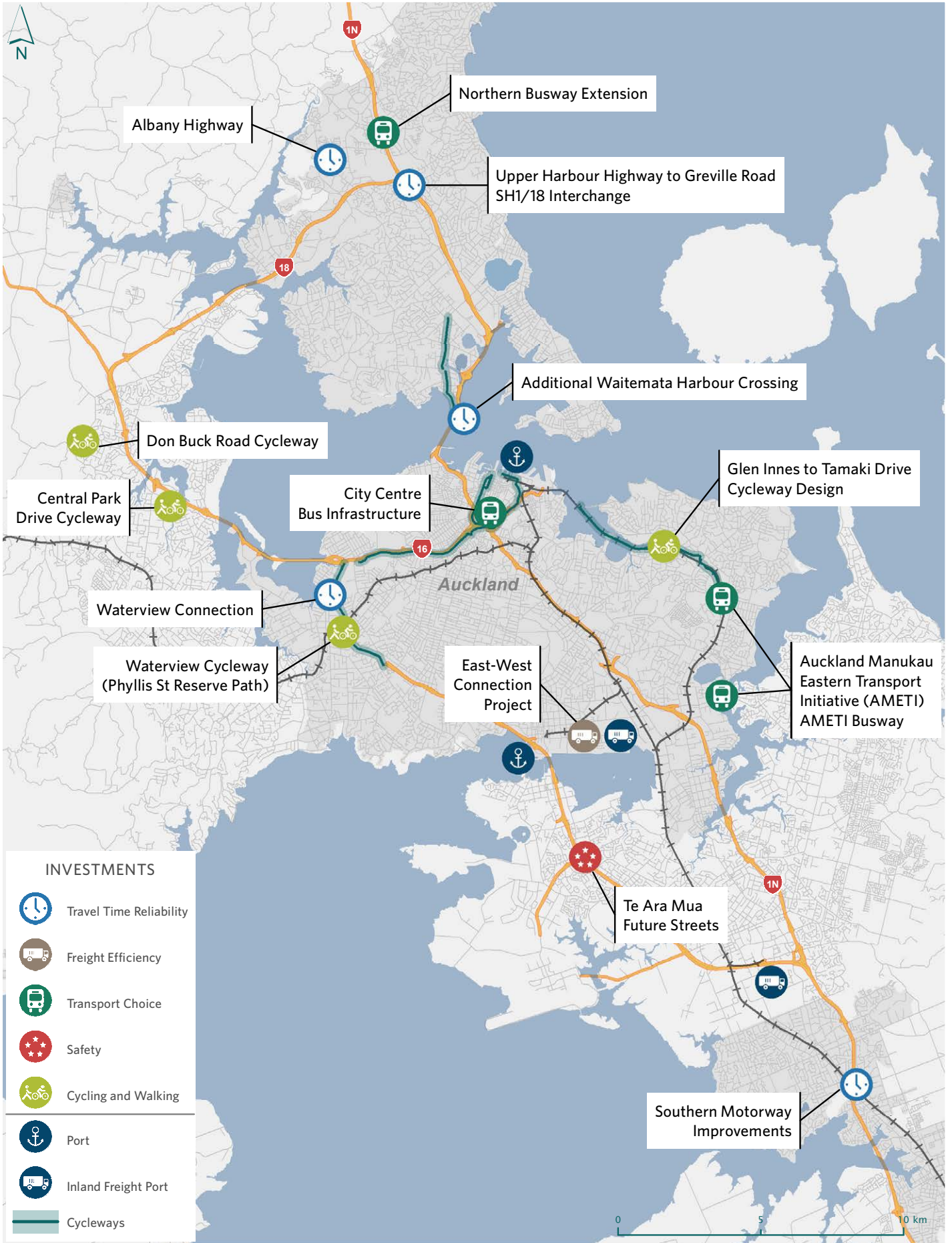
Auckland is home to a third of all New Zealanders. By 2030, almost 2 million people are expected to live in the city, compared to 3 million people living in the rest of New Zealand. Around 400,000 new homes will be needed to house the projected population growth and all of these new homes will need to have access to the transport network.

Auckland's transport network is complex, handling the demands of freight, general road traffic, public transport, cycling and walking. To support these demands, investment is needed to

maintain the existing network, to operate the network more efficiently and for building new infrastructure. Overall, investment from the 2015-18 National Land Transport Programme (NLTP) will be around \$4,223 million.

Partnerships are central to providing the best transport solutions. One of the NZ Transport Agency's goals is to integrate one network with KiwiRail and Auckland Transport for customers, connecting them seamlessly to their destinations, regardless of whether they are walking, cycling, driving, or using public transport. With customers at the forefront of transport investors' thinking, Auckland's approach to transport planning is to provide more integrated connectivity, both at an inter-regional and local level.





KEY STRATEGIC RESPONSES



MAINTAINING THE NETWORK

Keeping land transport networks available for people and freight to get where they want to go easily, reliably and safely is a primary objective of transport investment within and beyond Auckland. Over the 2015-18 NLTP period, local roads will receive \$614m and state highways \$346m for maintenance and renewals. This is an increase of around \$35m for the forecast local road spend over the last three-year period.

The Transport Agency is working with Auckland Transport to agree how the transport network will be maintained and operated to deliver the right level of service to meet the different needs on different parts of the network.

GROWING PUBLIC TRANSPORT

Fast-paced growth and a longstanding driving culture in New Zealand have resulted in severe road congestion being an ongoing issue for Auckland. Increasing road capacity cannot be the only solution to deal with road congestion, particularly in a growing city. More options, such as a strong public transport system, are necessary. With an increase of one million bus boardings from 2013 to 2015, Auckland is responding very well to the availability of public transport, with a 30% increase in patronage over the past 10 years.

Close to \$1 billion investment from Auckland Transport and the Transport Agency will be spent on public transport services in the 2015-18 NLTP period, as well as around \$176m on public transport improvements. This is expected to result in 88 million passenger trips per year over the next three years, representing a further 21% increase in patronage over the 2015-18 NLTP period.

Existing investment in the public transport network is already contributing to an increase in patronage. The first of Auckland's new electric trains, co-funded by the Transport Agency and Auckland Council, arrived in

mid-August 2013. The new trains contributed to the impressive increase in Auckland's rail patronage (60% between January 2013 and January 2015).

A ferry service connecting Hobsonville Point and Beach Haven with the Auckland downtown terminal was delivered in 2013 at a cost of \$1.2m, increasing the total number of Auckland's ferry trips by 5% and contributing to an increase of 100,000 monthly ferry boardings. This facility expands the reach of water-based public transport and adds to the city's multi-modal integrated public transport network.

The Auckland Manukau Eastern Transport Initiative (AMETI) package of projects is well underway, with the \$17.5m Panmure station and bus interchange officially opened in January 2014. This project contributed to the overall increase in bus patronage. As an example, the bus boardings for March 2015 were up by one million compared to those in March 2013.

More significant public transport investments are planned for the 2015-18 NLTP period including the Otahuhu Bus/Train Interchange, Te Atatu Motorway Bus Interchange, AMETI Stage 2A Panmure to Pakuranga Busway, and the public transport component of East West Connections.

Auckland has also been using Public Transport Operating Model (PTOM) tools to design and plan a simpler, better-connected bus network that offers more frequent and reliable access to more destinations. PTOM is about creating a collaborative partnership between the public transport operator and Auckland Transport to incentivise improved services to the community. The tendering of these services under new partnering contracts will start soon and roll out through a two-year period to provide improved public transport services for customers and increase patronage.

A key part of all Auckland's public transport plans is greater integration. The network is designed to enable interchanges between buses, the new electric trains and ferry

services. Over the past three years the Transport Agency and Auckland Transport made a significant investment in the development and roll-out of the HOP integrated ticketing scheme. The roll-out has been very successful with over half a million cards issued to date and almost three quarters of public transport patrons using a HOP card. In conjunction, Auckland Transport plans to introduce integrated fares so that travellers can make seamless journeys across public transport modes and services.

INVESTING IN FREIGHT EFFICIENCY

Approximately 50 million tonnes of road freight originates in Auckland, 80% of which remains within the Auckland region (1% is moved to the north and the remaining 19% is moved south). It is critical to the region's economy that the network supports this high freight demand and allows businesses to reliably predict travel times.

The proposed investment being made in the East-West Connections Project will provide more efficient, predictable and safe freight journeys to and from the Onehunga-Penrose area in South Auckland. The area has high volumes of freight traffic, with around 6,000 truck movements a day in Church Street alone. Delays in freight travel can create significant costs that are passed on to freight consumers and producers. Improving this critical transport link will help lift the economic performance of not only Auckland but New Zealand as a whole.

The East-West Connections Project would also improve the movement of freight between road and rail. Providing more timely and predictable road access to and from the rail network will help more freight reach its destination on time. The rail terminals in the Onehunga-Penrose area help load and unload around 4.6 million tonnes of rail freight each year, which is moved between Auckland, the rest of the New Zealand and the world. Much of this rail freight is moved by road for either the first or last leg of its journey, which means that efficient north to south and east to west road connections are vital for moving freight to where it is needed, when it is needed.

Ports also play an important role in New Zealand's freight economy. Their interconnectivity with the rest of the transport network is vital. Approximately one million containers are moved by Ports of Auckland every year. More than 90% of the sea cargo that comes into Ports of Auckland stays in Auckland.

MAKING JOURNEYS SAFER

Across New Zealand around \$3.2 billion is expected to be invested in the transport network over the next three years to deliver improved safety outcomes. Most of this expenditure will be directed at infrastructure improvements through the capital works programme, often where safety is one of the outcomes, along with congestion relief and travel time improvements. A proportion of this investment targets specific safety improvements, including high-risk intersections, pedestrian and cycling safety initiatives, speed management and education programmes.

The investment in Auckland regional road improvements could prevent 16 deaths and serious injuries per annum.

To support this investment the Transport Agency will be working with Auckland Transport and NZ Police to focus on a number of safety priorities including high-risk roads and intersections, vulnerable road users - such as pedestrians, cyclists and motorcyclists - excessive or inappropriate speeds and alcohol-impaired driving.

Over the 2015-18 NLTP period the Transport Agency and Auckland Transport's collective focus will be to invest in infrastructure, facilities and programmes of work that provide a safer environment for all road users, in which the chances of someone being seriously injured or killed on the network are drastically reduced. On the state highway network, a key focus will be to provide safer roads and roadsides on identified high-risk routes.

The Auckland Region has 35 of the country's most high-risk intersections. A programme of works is in place to progressively improve the safety of these through a combination of investment to upgrade the intersections, and enhanced enforcement through the use of speed cameras and, in some instances, red light cameras.

Investment in the region's local road safety programme in the next three years is expected to be around \$68m, split between speed management, minor improvements, safety around schools and other targeted safety improvements. In the same period over \$4m will be invested in pedestrian safety initiatives, around \$8m in cycling safety initiatives and around \$1m in motorcyclist safety initiatives.

ENCOURAGING CYCLING AND WALKING

Cycling in Auckland will be a key contributor to improving travel options in the city and increasing reliability across the transport network. With a focus on liveability and sustainability, Auckland Transport, Auckland Council and the Transport Agency are working together to create a future where anyone can feel comfortable riding a bike.

With a 20% increase in cyclist journeys and a 43% increase in the morning peak cycling count since 2011, cycling has become a transport mode of choice for an increasing number of people in Auckland, whether it is to get to work, to school or to the local shops.

In response to this trend and to encourage more people to cycle, the next three years will see a focus on delivering key sections of the Auckland Cycle Network.

The Auckland cycling programme will deliver new infrastructure and improve existing facilities for current and future cyclists. The Urban Cycleways Fund will accelerate the programme and help to deliver safe facilities in the city centre, key corridors to the east and west, as well as integrating cycling facilities with the New Lynn and Glen Innes public transport interchanges.

Significant cycling investment will also be made on the Northern Corridor and the North Western and Waterview Cycleways. New cycling facilities will also be constructed as part of major road projects, including the Te Atatu Road Upgrade and Southern Corridor improvements.

Education and promotional programmes will be progressed further to support any large scale infrastructure programmes. These will encourage more people to cycle more often.

Most of the planned cycleways include high-quality shared paths that will also benefit walkers.

The total cycling and walking investment in Auckland in the 2015-18 NLTP period is forecast to be \$91m. This includes \$28m of the Urban Cycleways Fund.



PREDICTABLE JOURNEYS

Knowing how long a journey might take is important for road users. The Transport Agency is looking at ways to make travel times more predictable. We are working to provide information that will help people make smart travel choices. This means understanding how and when people experience delays, and improving the availability of travel information so journeys can be planned in real time, with more confidence.

INVESTMENT HIGHLIGHTS

Over the 2015-18 NLTP period Auckland will see significant investment.

- The country's largest road project ever, the Waterview Connection, is on schedule for completion in 2017. It will link State Highway 20 from Auckland's southwest to State Highway 16, the Northwestern Motorway, providing the essential link between the two and an alternative route around the central Auckland isthmus. It will also provide the much needed complete motorway link between the CBD and Auckland International Airport. It is anticipated that the Waterview Connection will reduce journey times by up to 12 minutes in peak periods.
- A new statutory framework, new procurement and contracting tools (PTOM), together with current major investment in the rail network and the implementation of new service plans, have enabled a concerted inter-agency effort to improve the performance of the public transport system. The 2015-18 Auckland Transport roll-out of the new network design for buses, trains and ferries and other current improvements such as the HOP card system and the progression of integrated fares, underpin a better user experience. This will also drive better value for money for the almost \$1bn co-investment by Auckland Council and the Transport Agency in public transport services.
- Increasing freight volumes and anticipated economic and employment growth in the Onehunga-Penrose area will place increasing pressure on both the nation's supply chains and the local transport network. GDP (currently \$10bn) and the number of employees (currently 130,000) in the area are expected to increase by up to 30% over the next 10 years. The proposed East-West Connections project, a joint Transport Agency and Auckland Transport project, will create more reliable travel times and better transport connections for freight, business and public transport traffic.
- The Joint Transport Operations Centre (JTOC) in Auckland manages the response to incidents and events on the transport network. This includes informing customers of any impact to their journeys as a result of incidents and planned events. The JTOC uses various tools, including CCTV cameras and variable message signs, to keep traffic moving. The JTOC is a collaboration of Transport Agency and Auckland Transport capabilities, NZ Police and other emergency services, and is a key part of current operations. The JTOC will build on what it currently does by focusing more on proactive management of the network. This means collecting more information to give a better understanding of how the whole network is currently performing (including bus, road, train and freight). This will identify opportunities to give customers more options to make smarter choices both before they leave home, and during their journey.
- A further \$82m will be co-invested by the Transport Agency and Auckland Council in AMETI during the 2015-18 NLTP period. The \$1.3bn AMETI investment being delivered by Auckland Transport will deliver improvements across multiple travel modes. The programme includes significant improvements to roads, public transport services, public transport stations, transport interchanges and walking and cycleways. AMETI will also provide rapid transit via a busway between Panmure, Pakuranga and Botany town centres. Stage 1 has already been delivered at a cost of around \$200m, comprising Te Horeta Link Road, Panmure Transport Interchange, Ellerslie Panmure Highway and Mountain Road Bridge improvements. The Panmure Transport Interchange makes transfers between bus and rail much easier and, along with the new busway, is expected to reduce travel times between Botany and Britomart Transport Centre by up to 17 minutes.
- The Upper Harbour Highway to Greville Road Northbound three-laning is the first project to start construction as part of the Auckland Accelerated Programme of works to improve transport infrastructure in Auckland. This project forms the first stage of the Northern Corridor Accelerated Package of works which focuses on improving links to and from the Northern Motorway.
- A key feature has been the opening of a new section of continuous bus shoulder on the Northern Motorway to improve public transport journey times and reliability for the morning peak.
- Three projects in the Northern Corridor Package that will begin in the next three years – Northern Busway Extension, State Highway 1 Upper Harbour Highway to Greville Road and the State Highway 1/18 Interchange Upgrade – are expected to generate an aggregate travel time saving of almost half an hour per journey and prevent 10 anticipated deaths and serious injuries over the next 10 years.
- Albany Highway is a key regional arterial route servicing one of the main growth areas within Auckland. Auckland Transport's upgrade of the section between the Upper Harbour Motorway (State Highway 18) and Albany Expressway commenced in 2013 and is expected to be delivered in 2017 at a cost of \$70m. This stretch of road currently serves 15,000 vehicles per day, and this is forecast to rise to 20,000 vehicles per day by 2021 and up to 24,000 vehicles per day by 2031. The improvements are expected to shave off up to three and a half minutes per trip.
- The Ara Tuhono-Puhoi to Wellsford project will extend the four-lane Northern Motorway (State Highway 1) from its current end point at the Johnstone's Hill tunnels to Warkworth. This project will benefit both Auckland and Northland by providing a safer, more reliable state highway connection for road users, freight and tourists. Around 30,000 vehicles a day are expected to use the corridor by 2026, an increase from 19,700 in 2012. Despite higher traffic volumes, the project could mean a saving of almost 30 minutes per trip in peak periods.
- The Southern Corridor Improvements will upgrade the primary route between Auckland, Hamilton and Tauranga. The improvements along this section of State Highway 1 will include additional lanes to increase capacity into and out of Auckland, reducing travel times by nearly 30 minutes. Safety on the route is also expected to improve, with up to 11 deaths and serious injuries forecast to be prevented over a 10-year period.

CASE STUDY

FUTURE STREETS - TE ARA MUA



A number of organisations, including Auckland Transport and the Transport Agency, have teamed up with the Mangere-Otahuhu local board to fund an innovative community safety project called Te Ara Mua (Future Streets).

The \$7m project aims to transform the streets of central Mangere so that they are safer and easier for people to use, especially pedestrians and cyclists.

Mangere Central currently ranks fourth out of 275 Auckland communities for fatal and serious crashes. More than a quarter of these crashes involve pedestrians. Te Ara Mua aims to reduce this toll by 50-70% over 10 years.

For the past 18 months, the Te Ara Mua team has worked with the local community - who know their streets best - to understand road safety issues in the area and propose solutions. Reducing car speeds in areas used by pedestrians and cyclists was identified as a priority, as was improving cycle paths, pedestrian crossings, intersections and access to the town centre and schools.

As well as significantly improving safety in central Mangere, it is hoped that Te Ara Mua will result in more people cycling and walking - including school children, who will be provided with safer routes to school.

DEVELOPING THE NATIONAL LAND TRANSPORT PROGRAMME

The NZ Transport Agency has worked with Regional Transport Committees to support development of their Regional Land Transport Plans (RLTPs), which inform the development of the NLTP.

RLTPs span six years and are produced in consultation with the community. All submitted activities must contribute to the purpose of the Land Transport Management Act 2003 and be consistent with the Government Policy Statement on Land Transport (GPS).



For more information on the NLTP in this region and nationally, go to www.nzta.govt.nz/nltp

If you have further queries, call our contact centre on 0800 699 000 or write to us: NZ Transport Agency, Private Bag 6995, Wellington 6141