

# Auckland

The NLTP 2012-15 investment in the Auckland region in collaboration with transport partners will make it increasingly easier for commuters to move around Auckland, and more efficient for freight movements.

48

Deaths in the Auckland region in 2011, and 350 serious injuries

15,700

Lane kilometres currently maintained in the Auckland region, including local roads and state highways

\$865  
MILLION

Proposed expenditure on Auckland road operations, maintenance and renewals under this NLTP. This includes the local roads total NLTP cost for 2012-15 and the state highway request included in the RLTP. The latter is managed at national level

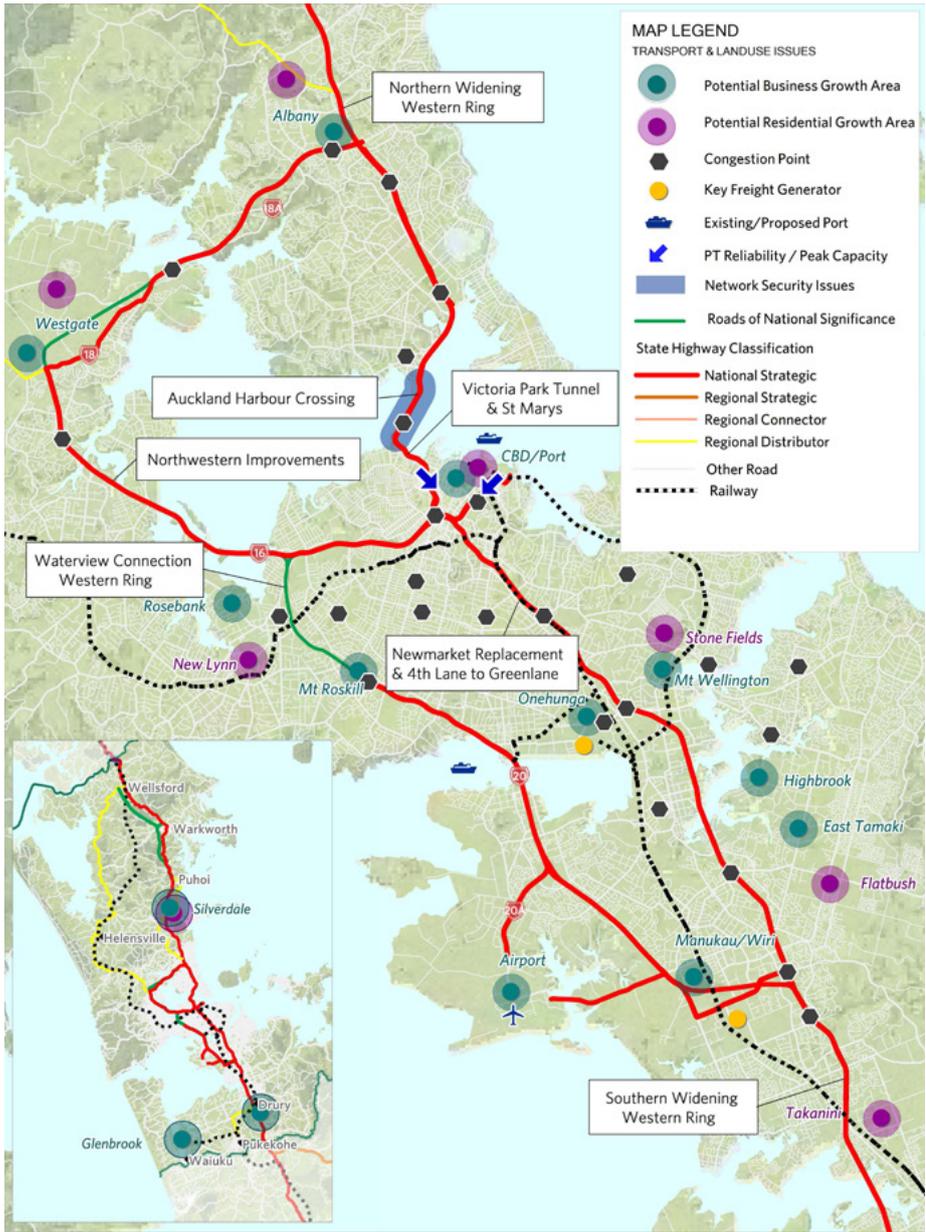
\$890  
MILLION

Committed expenditure on public transport infrastructure and services in the Auckland region under this NLTP

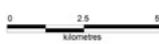
## Regional highlights

- Construction continues on the Western Ring Route, a road of national significance. It is estimated that the project will be largely constructed within the next five years, with final completion by 2021. Investment in the construction of the Western Ring Route in this NLTP is \$1.15 billion.
- The Auckland Manukau Eastern Transport Initiative (AMETI) is a 30-year, \$1.5 billion strategy, jointly funded by the NZTA and Auckland Council, aimed at dealing with current traffic congestion, poor transport options and projected growth in a vital retail, commercial and residential area. Under this NLTP, \$240 million will be invested.
- Improving the road network to enable greater access to high productivity motor vehicles (HPMVs) is a significant initiative in this NLTP.
- Around \$890 million will be invested in all public transport modes (rail, bus and ferry services) in Auckland under the NLTP 2012-15. Key projects include loan repayments for the introduction of 57 electric trains and public transport related rail improvements such as station upgrades, as well as the introduction of integrated ticketing across all public transport modes.
- The outcomes aimed for through this NLTP are only achievable through strong partnerships and the NZTA has adopted a 'one network' approach with Auckland Transport and other partners.





TRANSPORT AND LAND-USE PRIORITIES  
 AUCKLAND REGION



(photos from top) Newmarket viaduct replacement, Auckland Joint Traffic Operations Centre, Britomart, Victoria Park Tunnel St Marys Bay widening



## KEY NLTP PROJECTS

### AUCKLAND WESTERN RING ROUTE

The current programme estimates the project will largely be completed within the next five years, with final completion by 2021. It will reduce the current high traffic volumes on suburban streets and provide an alternative route to State Highway 1. This latter benefit will build in much-needed resilience gained through an alternative corridor through the Auckland district. This NLTP invests \$1.15 billion.

### AUCKLAND MANUKAU EASTERN TRANSPORT INITIATIVE (AMETI)

AMETI is a 30-year, \$1.5 billion strategy aimed at dealing with current traffic congestion, poor transport options and projected growth in a vital retail, commercial and residential area. This project includes improved rail facilities, a larger bus transport hub, and faster and more frequent bus services. Road safety is also paramount, and a reduction in deaths and serious injuries from road crashes is anticipated. Under this NLTP, approximately \$240 million will be invested.

### ROAD IMPROVEMENTS FOR GREATER FREIGHT EFFICIENCY

The Land Transport Rule: Vehicle Dimensions and Mass Amendment 2010 changes some of the lengths for heavy vehicles and creates a new permit class for high productivity motor vehicles (HPMVs) at increased weights. Allowing trucks to carry more per trip could reduce the number of trips needed to cope with increasing freight volumes. That productivity increase could make our roads more efficient, reduce congestion and make our economy more competitive.

Improving heavy vehicle safety is a high priority for the NZTA, and education and regulation play an important role in this. Various weight restrictions for heavy vehicles exist on the road network and we have invested in effective, hi-tech data collection systems such as Weigh-in-Motion. These devices, as installed on the

Auckland Harbour Bridge, provide effective information to the freight industry and the NZTA about freight tonnages and volumes.

Other measures to improve movements include: targeted location of freight-related developments, dedicated traffic management such as a freight on-ramp from Onehunga Port, freight-specific signage, parking and rest facilities, freight bypasses and dedicated lanes leaving Auckland.

### ENHANCED TRAVEL CHOICES

This NLTP supports a packaged approach to multi-modal projects through transport solutions that provide greater choice between private vehicles, public transport and walking and cycling. An example of this is the Grafton cycleway project.

### SOUTH WESTERN MULTI-MODAL AIRPORT RAPID TRANSIT (SMART)

SMART is a project aimed at planning for and securing the corridor for improved public transport, freight movement and walking and cycling access across southwest Auckland and including the Auckland airport. This integrated multi-modal project includes route investigation, consultation and engagement, and corridor protection. It aims to prepare for long-term growth in this economically important area. The NZTA is partnering with Auckland Council, Auckland Transport, Auckland International Airport Limited and Kiwirail in this project. This NLTP includes approximately \$16 million for this work.

### UPPER NORTH ISLAND FREIGHT STORY

The NZTA has teamed up with KiwiRail, Auckland Transport and the Upper North Island Strategic Alliance (UNISA) made up of Northland Regional Council, Whangarei District Council, Auckland Council, Waikato Regional Council, Hamilton City Council, Bay of Plenty Regional Council and Tauranga City Council to work together on initiatives to reduce the costs of doing business in New Zealand – through an upper North Island lens.

## IMPROVING SAFETY

In 2011, the Auckland region had 48 deaths and 350 serious injuries on its roads.

Safer Journeys is a key outcome sought through this NLTP. We are investing in a large number of safety projects to reduce fatal injuries and serious crashes, which we hope will reduce the number of crashes on the network over the next three years. The Safe System approach includes a number of workstreams, involving even minor safety improvements, such as reviews of roadside risks, including post and power lines, speed and run-off-road safety. Another project is investment in Auckland Transport's Safe Speed Demonstration Project in South Auckland – where lower speeds that are more appropriate to the road environment are being introduced.

A number of initiatives are being planned to address the safety of vulnerable users – motorcyclists, pedestrians and cyclists. These include a continuation of the Safe Motorcycling Demonstration Project (which aims to improve road facilities for motorcyclists along some key corridors) and the Central Connection project (which will provide an off-road cycle path between State Highway 16 near Symonds Street and the port of Auckland). Upgrading of pedestrian and cycle facilities as part of corridor upgrades on several key arterial routes are also being progressed.

# THE REGIONAL CONTEXT

Auckland city is home to 1.5 million people and has the country's largest central business district (CBD). As New Zealand's largest and fastest-growing city, Auckland influences the growth and prosperity of the rest of the country, which is why investment in this city's land transport continues to grow.

Auckland has the highest traffic flows, highest proportions of freight traffic and most severe congestion in the country, all of which has a significant effect on the efficiency of the transport network. It is also home to the country's largest air and sea ports. Freight movements in the upper North Island, of which Auckland is a key player, are predicted to double by 2020. Current congestion levels

are already reducing the productivity of the freight industry.

Auckland has relatively poor transport choice alternatives, which has led to reliance on the private motor vehicle and to the congested network it now has. The road network generally has low resilience particularly to congestion, and often a lack of alternative routes if it suffers a disruption.

## A 'ONE NETWORK' APPROACH

The outcomes aimed for through this NLTP are only achievable through strong partnerships, and the NZTA has adopted a 'one network' and 'one system' approach with Auckland Transport and KiwiRail.

An example of collaboration is how we are responding to Auckland Council's Plan, the overarching plan for this unitary authority. Auckland's highways and roading network are viewed as 'one system', and optimising that is critical. During this NLTP, there will be a concerted effort to get more from existing investments. The Joint Transport Operations Centre in Smales Farm on the North Shore of Auckland is another example of how our organisations are working together on the 'one network' approach.

We are being more sector-led and partnering with the freight industry to understand how and when they move goods – a 'bottom-up' planning approach. For example, we consider the effects of road closures and detours on freight operators, even to considering their effects during the night. These directly affect truck operators and cost them time and money.

## SUMMARY

This NLTP will complete or make significant progress to more networks than any previous NLTP. These projects include the Waterview project (and Western Ring Route), Newmarket Viaduct and the AMETI.

The long-awaited completion of the Western Ring Route through Waterview and the upgrades to SH16 will deliver a 48km continuous motorway, providing an alternative major route to SH1 between Manukau and Albany via SH20, SH16 and SH18. It will bypass Auckland's CBD and link Manukau, Auckland, Waitakere and North Shore districts. The major outcomes anticipated for the route are easing severe congestion, improving journey time reliability and enhancing network resilience.

Improved public transport has already led to greatly increased patronage over the last few years and we expect that integrated ticketing, new trains and better systems for the disadvantaged will help boost patronage even further. Investment in infrastructure to promote the use of real time journey information enables customers to access such information via the web and from real-time monitors across the public transport network.

Rideshare and workplace travel planning is managed in conjunction with Auckland Council and Auckland educational institutions, and the NZTA contributes to travel demand management and easing of congestion on the road network. High-occupancy vehicle lanes (HOVs) or carpool lanes (partly funded to Auckland Council) contribute to easing congestion. Both walking and cycling alleviate congestion and help improve travel times for all road users. For these reasons, we're committed to planning and delivering high-quality pedestrian and cyclist networks around Auckland.

The combined effect of this NLTP investment will mean that it will become increasingly easier for commuters to move around Auckland, and more efficient for freight movements. Our collaboration with key partners is helping to ensure that we are spending money in the right place, at the right time, and on the right projects.

As identified in the Regional Land Transport Programme, regionally significant activities that are likely to be considered for development or construction funding in the years 2015–2018 include:

- AMETI and east-west link
- City Rail Link
- Puhoi to Wellsford motorway connection
- investigation into additional Waitemata Harbour Crossing
- development of 'single system' Advanced Traffic Management Systems Stage V (HNO), including signal optimisation, ramp metering and freight priority lanes
- further development of cycleways along state highway corridors
- busway extension Albany to Hibiscus Coast (designation)
- south-west airport multi-modal corridor (early stages only)
- Southdown to Avondale rail corridor
- investigation into Botany to Manukau Rapid Transit Network (RTN)
- investigation into Henderson to Albany RTN
- red light camera installation
- Mill Road (regional arterial connection between Botany Downs and Papakura)
- removing strategic route pinch points, eg Hill Road to Takinini on Southern Motorway
- upgrade regional arterials focusing on public transport and freight.



### MORE ONLINE

For more information on the NLTP in this region and nationally, go to [www.nzta.govt.nz/nltp](http://www.nzta.govt.nz/nltp)



NZ TRANSPORT AGENCY  
WAKA KOTAHI

New Zealand Government