Auckland Regional Land Transport Plan 2024-2034

KiwiRail

NZ TRANSPORT AGENCY WAKA KOTAHI

Auckland Council
Te Kaunihera o Tāmaki Makaurau

AT

The Auckland Regional Land Transport Plan 2024-2034 sets out the land transport objectives, policies and measures for the Auckland region over the next 10 years. It includes the land transport activities of Auckland Transport, the NZ Transport Agency Waka Kotahi, KiwiRail and other agencies.

From the Chair

Auckland faces significant transport challenges now and into the future. Our population increased by around 250,000 people to over 1.6 million in the 11 years to the end of last year, and we're expecting to welcome another 220,000 Aucklanders by 2034.

This rapid growth presents the challenge of moving more people and freight on our transport system without increasing congestion. We must also look after our existing transport assets while planning for the future, fuelling economic opportunity, improving safety and protecting the environment.

This Regional Land Transport Plan 2024-2034 outlines a proposed 10-year programme of prioritised transport projects and services that make up Auckland's 'bid' for national funding from the National Land Transport Fund.

It has been developed by Auckland Transport, the NZ Transport Agency Waka Kotahi and KiwiRail – with Auckland Council - and reflects current Government and Council priorities.

Following a period of public consultation, this plan also reflects feedback from stakeholders, local boards and submitters who took the time to lodge more than 13,000 submissions and attend public hearings and workshops. It has been endorsed by the Regional Transport Committee and the Auckland Council Transport and Infrastructure Committee and has been approved by the Auckland Transport Board.

This RLTP aims to deliver faster and more reliable public transport, and an improved and resilient transport network that drives regional economic productivity, targets congestion and improves journey times. It also showcases a continued commitment to reducing transport-related deaths and serious injuries and decarbonising the transport system to help meet Auckland's environmental goals.

Richard Leggat

Chair

Regional Transport Committee

Summary

This Regional Land Transport Plan 2024-2034 (RLTP) proposes a $63 billion investment programme of public transport services, renewals, maintenance and operations, and new projects. The programme includes completing the City Rail Link (CRL), Eastern Busway and Penlink, and rolling out low emission ferries and more electric buses. It includes the use of more technology like dynamic lanes to maximise our existing transport network and ranks an extensive list of new land transport projects each agency has put forward for funding.

The full investment programme requires around $41 billion from the National Land Transport Fund (NLTF).

The following items are regarded as mandatory, that is, they should receive funding in all circumstances:

- Existing public transport services, along with improvements such as more rail services enabled by the CRL and the expansion of the frequent bus network
- Completing projects that are already committed to and in progress, for example, the Eastern Busway and CRL
- Renewals and maintenance of local roads, rail and state highway networks to ensure they remain fit for purpose into the future.

The following new capital projects are also a priority, especially over the next three years:

- Larger rapid transit projects that will provide new high-speed public transport links across Auckland, but will cost more and take longer to deliver
- Smaller projects that can be delivered quickly to improve the speed and reliability of our bus network, including dynamic bus lanes, optimise traffic movement on our road network and motorways, and encourage more sustainable travel from key growth areas
- Major state highway projects that will improve resiliency, reliability and travel times on the motorway network and enhance our links to other regions
- Cycling projects that will increase the size of the cycling network
- Investment in safety infrastructure to reduce transport related deaths and serious injuries.

The total value of investment proposed in this RLTP significantly exceeds likely funding. Consequently, a key role of the document is to signal Auckland's priorities for funding over the next decade, particularly for new projects where there are choices over what to fund.

Importantly, the overall ranking of new 'discretionary' projects within this RLTP reflects the feedback of over 13,000 Aucklanders who submitted during consultation – more than twice the feedback received during the Draft RLTP 2021 consultation. They saw investment in faster and more reliable public transport as the highest priority, followed by projects on the local road network, state highway capacity improvements, walking and cycling, and safety.

The next step for this RLTP is for it to be considered by the NZTA Board, which must take it into account when making funding decisions in the National Land Transport Plan. We look forward to these decisions reflecting the clear guidance Aucklander's have provided, through this RLTP, about their priorities for the future of transport in the region.

Contents

1. Purpose

The purpose and role of the RLTP

The statutory purpose of the Auckland Regional Land Transport Plan (RLTP) is to set out the Auckland region's land transport objectives, policies, and monitoring measures for the next 10 years.

More importantly, the RLTP presents the Auckland regions ''bid' for national funding. It sets out and prioritises the land transport activities that Auckland Transport (AT), the NZ Transport Agency Waka Kotahi (NZTA) and KiwiRail propose to be funded from the National Land Transport Fund (NLTF).

The RLTP must be consistent with the Government Policy Statement on land transport (GPS) and consider a range of other matters, including likely funding from any source and any relevant national and regional policy statements. RLTP development is also expected to align with guidance provided by the NZTA, which includes setting out specific problem statements, challenges, expected outcomes and funding priorities.

In practice, the RLTP seeks to align:

- The capital and operating programmes of the three transport agencies
- National and regional transport objectives
- National and regional funding sources.

Transport funding and policy

In Auckland, transport activities – capital projects, maintenance, and public transport services – are funded from two main sources:

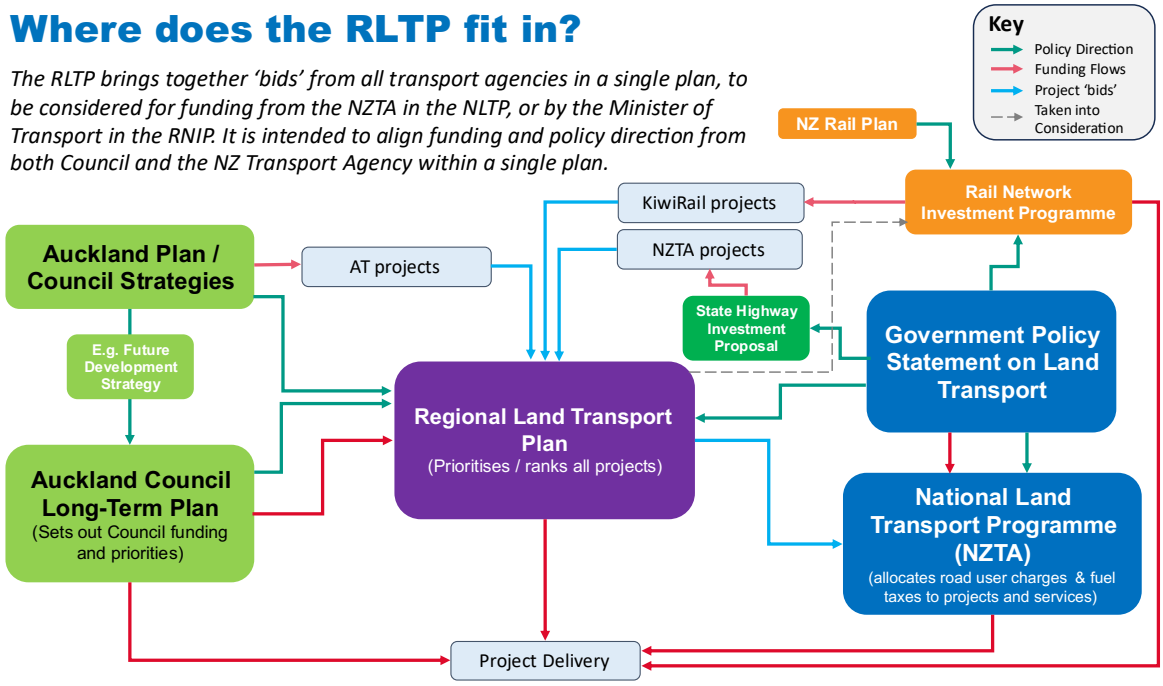
- **Fuel taxes and road user charges** collected into the National Land Transport Fund (NLTF) administered by the NZ Transport Agency Waka Kotahi (NZTA) to deliver policy set out by Central Government through the Government Policy Statement on land transport (GPS).
- **Rates, targeted rates (such as the Climate Action Targeted Rate), borrowing and development contributions** administered by Auckland Council through the Long-term Plan to deliver Council policy objectives.

Crown funding is also often made available to supplement the NLTF for certain activities.

Auckland's transport activities and networks are delivered and operated by three main agencies:

- **Auckland Transport** (AT) is responsible for Auckland's local road network and public transport services, including rail passenger services, in alignment with Council policy direction, using funding from the Long-term Plan and NLTF
- **NZTA** is responsible for the state highway network in Auckland, in alignment with the GPS, using funding from the NLTF and the Crown
- **KiwiRail** is responsible for the rail infrastructure network and rail freight services and will set out its proposed investment programme in the Rail Network Investment Programme (RNIP) in alignment with the GPS using funding from the NLTF and the Crown.

Figure 1: Regional Land Transport Plan Policy Context



The RLTP does not have the final say on what transport activities will be funded from the NLTF. These funding decisions are made by the NZTA in the National Land Transport Programme (NLTP). The NZTA is required to take account of RLTPs from around New Zealand, but it must give effect to government direction in the GPS. For KiwiRail projects, the Minister of Transport approves funding through the Rail Network Investment Programme (RNIP).

The RLTP plays an important role in signalling Auckland's priorities for available funding from the NLTF.

The RLTP 2024 is different from the RLTPs developed in 2018 and 2021. For those documents, the expected NLTF funding for Auckland was signalled beforehand, enabling an overall 'funding envelope' to be identified. Consequently, the combined agency programmes were prioritised to fit within the funding envelope. For this RLTP 2024, there is no clear signal of how much NLTF funding might be available for Auckland activities and no 'funding envelope' has been identified.

Without a 'funding envelope' to work to, this RLTP 2024 includes all plausible proposals for NLTF funding from AT, NZTA and KiwiRail. This is to ensure key projects from all agencies are included and ensure consistency with the priority projects highlighted in the GPS. This unconstrained approach has contributed to a programme that would require $40.8 billion from either the NLTF or new funding sources to complete. This scale of demand will, however, significantly exceed available funding[1].

This RLTP signals the region's priorities for investment, particularly over the next three years, which are most important for NLTF decisions.

[1] *The GPS only forecasts NLTF revenue out to 2029/30. The total revenue for seven years is $42.25 billion.*

2. Challenges

Challenges

The key challenges facing the Auckland transport system that have influenced development of this RLTP are shown below, along with how investment can improve outcomes for Aucklanders. These relate to those identified in the Auckland Plan and reflect how the transport system can support the regions' response to them.

Table 1: Problems, objectives and outcomes

Problems	Objectives	Outcomes
Access and connectivity Existing deficiencies in the transport system and an inability to keep pace with increasing travel demand is limiting improved and equitable access to employment and social opportunities	Better connect people, places, goods and services	Improved access Travel speeds held steady or improved Improved travel time reliability
Asset management Reactive maintenance and low levels of investment are impacting the reliability of our transport network	Sound management of transport assets	Building back better Improved network resilience Minimise disruption
Climate change and resilience Emissions and other consequences of transport are harming the environment and contributing to the transport system becoming increasingly susceptible to the impacts of climate change	Improve the resilience and sustainability of the transport system and significantly reduce the GHG emissions it generates	Improved network resilience Reduced emissions Mitigation through design
Travel Options A lack of competitive travel options and high car dependency as the city grows is limiting the ability to achieve the quality compact urban approach for Auckland	Provide and accelerate better travel choices for Aucklanders	Improved Public Transport reliability
Safety The transport system has become increasingly harmful and does not support better health outcomes	Make Auckland's transport system safe by eliminating harm to people	Decrease in deaths and serious injuries Improved health and wellbeing of Aucklanders

Access and connectivity

Auckland has enjoyed a period of major investment in its public transport and motorway networks since 2005. The public transport network has been transformed with increased public transport frequency across key corridors, the Northern Busway has been completed and extended, the trains have been upgraded, the western rail line has been double tracked, and we have invested in rail stations and the electrification of the rail network. In addition, the bus network has been successfully re-organised using a modern bus fleet.

The capacity of the motorway network and its connections have substantially increased, with improvements made to the central motorway junction, the completion of the Western Ring Route including the Waterview Connection, improved access to the Auckland Airport Precinct, the widening of the southern motorway and an extended SH1 motorway connection north to Warkworth.

These initiatives saw a renaissance in public transport with annual boardings reaching 103 million by November 2019. Meanwhile, investment in cycleways led to a rapid increase in the number of people on bikes.

However, even with shifts to public transport and increases in motorway network capacity, rapid population growth saw congestion spreading across the network over more of the day. This trend only eased with the opening of the Waterview Connection and SH16 improvements in 2017. Since then, congestion has held relatively steady at a regional level.

The COVID-19 pandemic, lockdowns and associated increase in working from home changed travel patterns. There was a major reduction in public transport patronage and, to a lesser extent, cycling trips, partially as demand for travel to the City Centre reduced.

Travel patterns are now returning to a new normal, with a recovery in public transport and cycling trips to pre-pandemic levels, despite the increase in working from home associated with hybrid working. Meanwhile, there are indications that congestion is beginning to increase again past the levels seen in 2017, putting travel times at risk, as Auckland enjoys a post-pandemic growth spurt.

Looking forward, Auckland is expected to grow by 220,000 people, or around 13%, to 2034. This presents the opportunity to harness benefits of scale and contribute to economic productivity as the region develops.

The benefits of growth can only be realised if the transport system is able to deliver improved access and connectivity to jobs and other economic and social activities. In Auckland's context, this requires two outcomes:

- Ensuring average vehicle travel speeds stay the same or improve, so that private vehicle users can reach more opportunities, due to intensive growth, within the same travel time
- Growing the reach, speed and reliability of the public transport network and expanding the cycling networks so that travellers on these modes can reach more opportunities faster and attract people out of car trips.

Failure to achieve these results will mean that Auckland experiences the negatives of growth – higher costs, more time travelling and more unreliability – without the wider productivity benefits of a larger population.

Asset management

AT is the regional guardian of $26 billion of transport assets. This includes 7,810 kilometres of arterial and local roads, 1150 bridges, 7,770 kilometres of footpaths, 680 kilometres of shared paths, a growing fleet of electric trains, rail and busway stations, bus shelters, ferry wharves and two airfields on the Gulf Islands.

NZTA is responsible for developing, operating and maintaining the state highway network, including Auckland's motorway system. These assets are valued at around $16.3 billion.

KiwiRail is responsible for planning, developing, maintaining and operating the national rail network, including within the Auckland Region.

Over the last six years, renewals have tended to be de-prioritised in favour of making progress on improving our public transport, road and rail networks. At the same time, renewals programmes have come under pressure from:

- Deteriorating asset conditions which are increasing 'whole of life' costs and reducing Level of Service (LOS)
- Significant increases in construction and renewal costs, in particular road resurfacing which makes up the largest share of AT's renewal spend. For example, the bitumen cost index increased 56% between June 2021 and May 2023 while resurfacing costs for asphalt and chip sealing have increased by 26% and 31% respectively
- The extreme weather events in February 2023
- Increasing numbers of heavy vehicles including growth-related construction, service-related traffic and heavier axle weights from double decker buses
- An increasing local network asset base, which is growing by around 1.5% every year through the delivery of new transport infrastructure (e.g. roads in new subdivisions)
- Increased renewal requirements relating to climate resilience, seismic retrofit and slip remediation.

The result has been an increasing backlog in renewals. On the local road network, road surfaces are currently being renewed every 20 to 30 years when it should be once every 10 to 15 years. As a result, we have 1,350 kilometres of sealed road surface which is in a poor or very poor condition and has exceeded its design life. This means water is leaking into the base layers of these roads, which causes more deterioration and higher costs to repair. If we continue to renew our local roads at the current rate for another decade, over 1,800 kilometres of road surface, or 27% of the local network, will be in a poor or very poor condition.

The rail network has faced reliability challenges in recent years, as historic underinvestment has led to the deferral of essential renewals at the same time as passenger service levels have significantly grown, increasing wear and tear. In 2020, KiwiRail began a programme of 'catch-up renewals' to bring the most degraded parts of the network up to a resilient and reliable modern metro standard. However, continued growth in track use post-City Rail Link (CRL) opening will further increase the need for regular maintenance and renewals; this relies on funding from track access charges through the Auckland Network Access Agreement (ANAA) and creates affordability challenges for all users.

Climate change and the environment

In late 2019, Auckland Council declared a climate emergency, with strong pledges to introduce improved fuel emissions standards and accelerate the decarbonisation of Auckland's public transport bus fleet. In July 2020, the council unanimously passed the Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan which boldly aims to halve Auckland's GHGs by 2030 and identified that transport emissions needed to come down by 64% to achieve this goal.

In 2021, the Climate Change Commission issued the 2021 Draft Advice for Consultation. Transport featured strongly with advice to decarbonise the light vehicle fleet, step up to challenging growth targets for public transport, walking and cycling, and reduce the need to travel through remote working practices.

In August 2022, the Transport Emissions Reduction Pathway (TERP) was approved by Auckland Council and identified 11 transformation areas to achieve the target of a 64% reduction in transport emissions by 2030. There is, however, insufficient funding to deliver the level of transport investment at the pace and scale required to achieve this target.

The TERP's main interventions focus on mode shift to active modes and public transport, reducing travel where appropriate and possible, land use and transport integration, and supporting the decarbonisation of the transport sector.

Extreme weather events across New Zealand and globally have highlighted the physical, financial, and other impacts of climate change. They have also highlighted opportunities such as efficiencies and improvements, or new partnerships, products and services.

The GPS signals a shift in government transport priorities towards economic growth and productivity, with less focus on the climate and environment, and nominates the Emissions Trading Scheme as the most appropriate tool to tackle emission reductions which is a departure from the TERP actions. Meanwhile, the Auckland Long-term Plan shifts Council's emphasis to meeting 2050 targets in line with Te Tāruke-ā-Tāwhiri.

Ensuring a transport network that is resilient to the impacts of climate change is a whole-of-Council and whole-of-government responsibility.

While the scale of ambition around climate change may vary with changes in central and local government, working to reduce GHG and other harmful emissions remains as a key transport sector objective. The challenge is to achieve this outcome in the context of available funding while still achieving other key policy objectives.

Travel options

Public Transport

The public transport network supports the City Centre and fringe and enables this area to grow without an increase in peak period car travel. Outside of this area, public transport attracts a lower share of trips, even after the bus network reorganisation to improve frequency, reliability and coverage.

Aucklanders tell us that they typically use public transport where it provides a faster travel time than cars, means they can avoid the cost of parking, or when they do not have other options available. Currently, our public transport network is used primarily for trips at peak commuting times and is less well-used off-peak.

Even with recent investment, much of Auckland's public transport network is not fast enough to compete with private car travel, even during the peak periods. This is particularly the case for much of the frequent bus network, which operates without significant priority on the same congested roads as general traffic. Increasing the speed of bus trips will require the deployment of more dynamic lanes and bus lanes to improve bus speeds during congested parts of the day.

We need to continue to invest to keep the bus network operating efficiently and provide the facilities customers want as patronage numbers increase. This includes removing key chokepoints in the City Centre where many bus routes converge, improving stations, providing layovers, and ensuring bus depots are available to support the electrified fleet.

Meanwhile, it is the Rapid Transit Network (RTN) that provides the catalyst for more intensified development. This network will be transformed with the addition of the City Rail Link and Eastern Busway. However, to provide more Aucklanders with better travel options and support compact growth, the RTN needs to expand its catchment with new routes.

Rail network improvements

Auckland's rail network forms a key part of the city's rapid transit and freight networks. Recent investments in rail have resulted in substantial growth in rail passenger boardings, which reached 21.9 million trips in 2019 (before COVID-19 started to impact public transport use).

The rail network in Auckland is part of the wider national rail network and plays an important role in the efficient movement of national and inter-regional freight across the country especially to and from the Ports of Auckland and Port of Tauranga.

Ensuring train travel is convenient and reliable is critical to increasing use. Lifting maintenance levels to improve reliability is a priority for KiwiRail. There are also opportunities to make better use of the current network through optimisation improvements such as enhanced signalling and train control systems. KiwiRail will continue planning for longer term projects to increase the rail network capacity to enable growth in services in response to demand, such as 4-tracking the Southern rail corridor.

As train service levels increase, addressing level crossings becomes a more pressing issue due to impacts on local traffic and safety. AT is progressing a regional programme of level crossing removals but faces significant funding challenges to implement these as fast as required.

Active Modes

Aucklanders tell us that they are willing and keen to cycle more but are deterred by perceived and real safety issues. Large parts of Auckland do not have access to safe cycling routes.

The length of the cycling network has increased over the last three years, particularly with the opening of the bulk of the Glenn Innes to City Centre cycle route, but progress has been slow, and projects have become expensive to deliver. A new approach is needed which ensures the cycling network can be delivered faster and more cheaply.

Walking has the potential to play a much greater role in how Aucklanders move around the region, especially shorter journeys by people who live close to the city and near public transport, for trips to and from schools and within local neighbourhoods. However, the time taken, and the quality of the pedestrian environment is a key barrier to increasing the numbers of walking trips.

Safety

In the past three years (2021-2023) there have been 155 people killed and 1,737 seriously injured on Auckland roads. The vast majority (89%) of these crashes occurred on local roads.

The response to this challenge is through Vision Zero for Tāmaki Makaurau, a multi-agency, partnership-based strategy involving Auckland Council, NZ Police, Ministry of Transport, NZTA, Te Whatu Ora and the Accident Compensation Corporation. The delivery of this vision and strategy is based on the Safe System approach that recognises we need to strengthen all parts of the transport system to improve safety - infrastructure, vehicles, regulation and legislation, and road user behaviour.

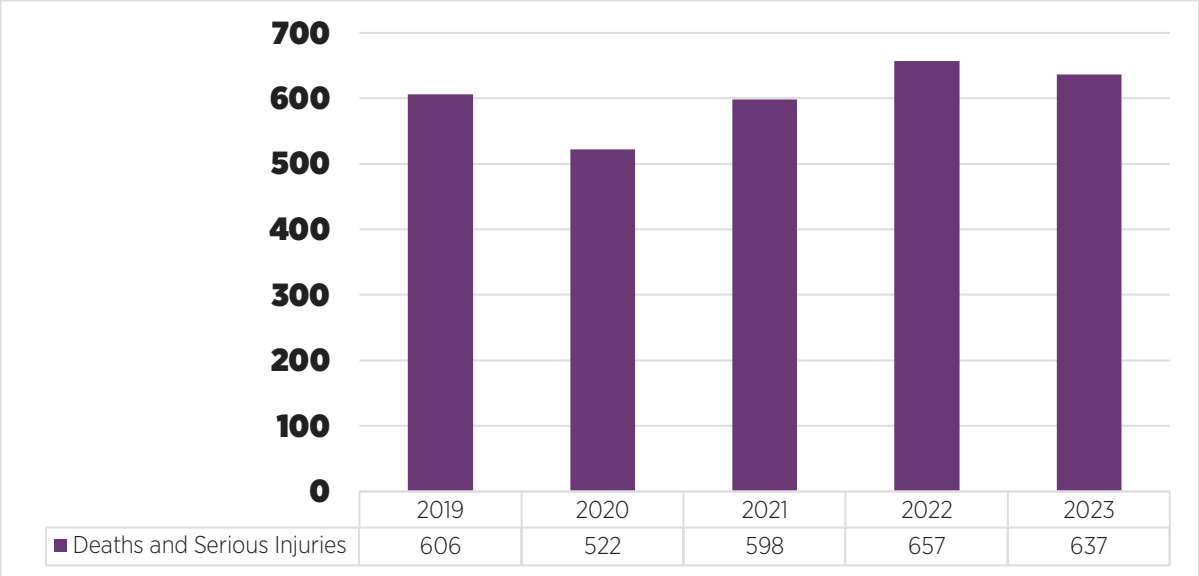
The GPS has removed ring-fenced funding for safety infrastructure. This means funding for safety infrastructure will be limited due to competing demands.

Deaths and Serious Injuries (DSI)

Road crashes place a substantial burden on the economy and the health sector; The social cost of road crashes in New Zealand is $9.77 billion, and for Auckland the figure is $2 billion. Reducing road harm will play a key part in lifting Auckland's productivity and economic growth to increase opportunities and prosperity for all.

In 2023, there were 637 DSI; this represents a year-on-year reduction of 3%. Despite this improvement, the overall trend remains static over the last five years.

Figure 2: Auckland Death and Serious Injuries 2019-2023 (includes local roads and state highways)



	2019	2020	2021	2022	2023
Deaths and Serious Injuries	606	522	598	657	637

3. Feedback from Consultation

Consultation Summary

Public consultation on the Draft Regional Land Transport Plan 2024-2034 (Draft RLTP) ran from 17 May 2024 to 17 June 2024. Prior to consultation, we undertook pre-engagement with key partners and stakeholders to understand their priorities.

We presented at four hui with mana whenua and held 21 local board workshops. Throughout the consultation period we hosted 20 public drop-in sessions, 2 webinars, and workshops with Auckland Council Advisory Panels.

The consultation was promoted in the following ways:

The RLTP summary and survey were also translated into Te Reo Māori, New Zealand Sign Language, Simplified Chinese, Samoan, and Hindi.

We sought specific feedback on:

1. Whether we correctly identified the most important transport challenges facing Auckland
2. The priorities we used to determine the rankings of discretionary projects and programmes
3. Which project activity classes are most important
4. What projects to add and/or remove from the Draft RLTP.

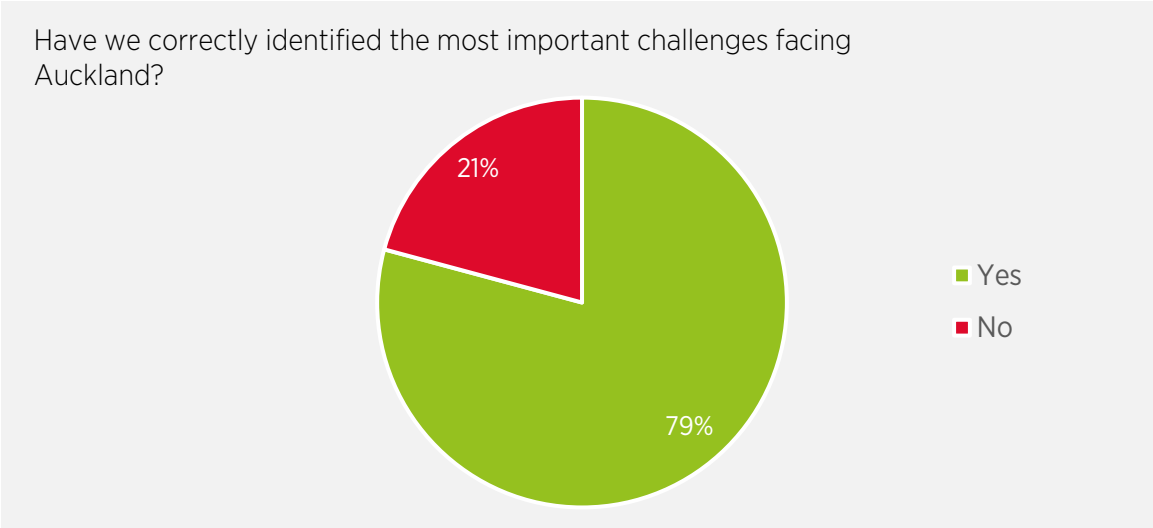
Feedback received

We received 13,108 submissions, including 93 submissions from partners and stakeholders on behalf of their consitutents. These included public hearings which were held on 26 and 27 July. In addition, we received submissions from all 21 Auckland local boards, which together represent 100% percent of Auckland's population.

Submitters responded to a mix of tick-box and open-ended questions in the consultation feedback form, and we received submissions via email and physical form submissions.The feedback received was carefully considered. Every submission was read, analysed and collated into a public feedback report which will be available on the RLTP webpage.

The following is a high-level overview of the responses we received.

The transport challenges



We asked people if they felt we had correctly identified the most important transport challenges facing Auckland:

- **Access and connectivity**
  Easy and equitable access to work, education, and fun leisure locations is made more difficult by weak spots in our transport system and increasing demand as our population grows.
- **Asset condition**
  Cost increases and past under-investment in renewing our roads and other assets is leading to the deterioration of our existing transport assets, which impacts levels of service and leads to greater costs over time.
- **Climate change and the environment**
  Greenhouse gas and pollution, particularly from private vehicle use, are contributing to climate change, and creating air and water quality issues.
- **Safety**
  Transport-related deaths and serious injuries remain unacceptably high, and there are limited opportunities for Aucklanders to support better health outcomes through walking and cycling.
- **Travel choices**
  A lack of options and high levels of car dependency as the city grows makes it difficult for Auckland to grow as a city and a region.

79% of submitters agreed that the Draft RLTP did correctly identify the most important transport challenges facing Auckland.

Those that did not select “yes” were asked to tell us “What's the single biggest challenge we're missing?” The most commonly suggested challenges were focused on the experience from a drivers’ perspective on Auckland’s roads:

1. Road maintenance (218 mentions, or 1.7% of the responses to this question)
2. Travel time and congestion (210 mentions, or 1.6% of total submissions)
3. The need to improve travel for private vehicles (205 mentions, or 1.6% of total submissions).

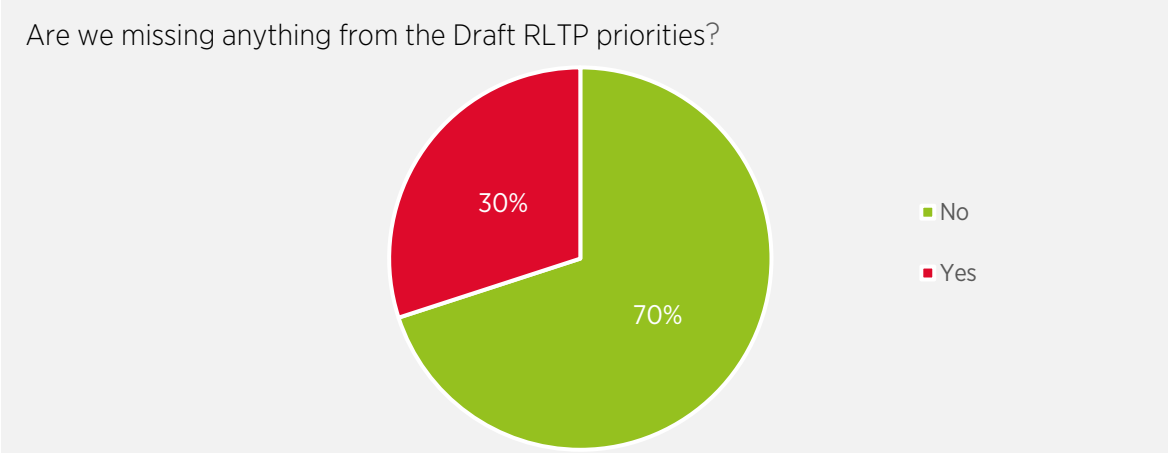
The Draft RLTP priorities

Beyond maintenance and renewals, Auckland Transport, in partnership with the NZ Transport Agency, KiwiRail and Auckland Council, used 5 criteria to prioritise the additional projects and investments that can help keep Auckland moving forward over the next decade.

The priorities were:

- **Fast & connected** – Improvements that make public transport faster, more accessible, and more reliable
- **Resilient** – Investments that ensure our network is ready for challenges
- **Productive** – Projects that support regional growth and productivity
- **Safe** – Investments that support a network that gets everyone home safely
- **Sustainable** – Investments that help us reduce our transport emissions.

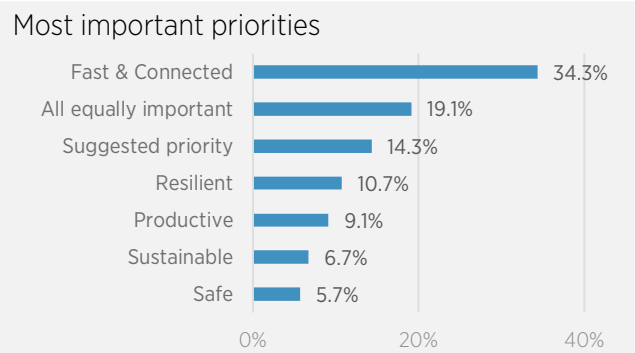
We asked respondents if a priority was missing from the Draft RLTP: The majority told us “no.”

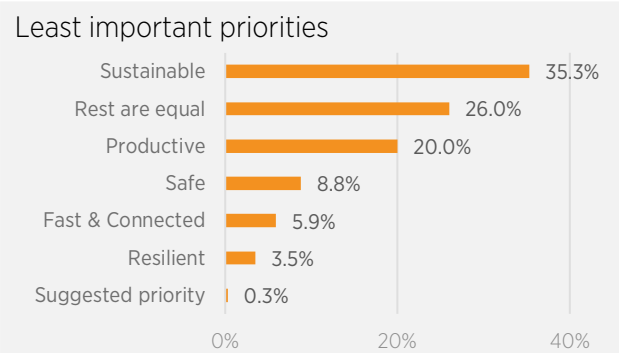


If respondents selected “Yes,” we asked what priority was missing. People mentioned missed priorities across a mix of topics – public transport, private vehicles, and our assets. The missed priorities we heard most frequently were:

1. Public transport affordability (286 mentions, 2.2% of all submissions)
2. Prioritise / improve private vehicle transport (264 mentions, 2% of all submissions)
3. Maintenance of existing infrastructure (195 mentions, or 1.5% of all submissions).

Next, we asked what the most and least important priorities were. For most respondents (more than one person in every three respondents) **Fast & Connected** was the most important priority while **Sustainable** was the least important.





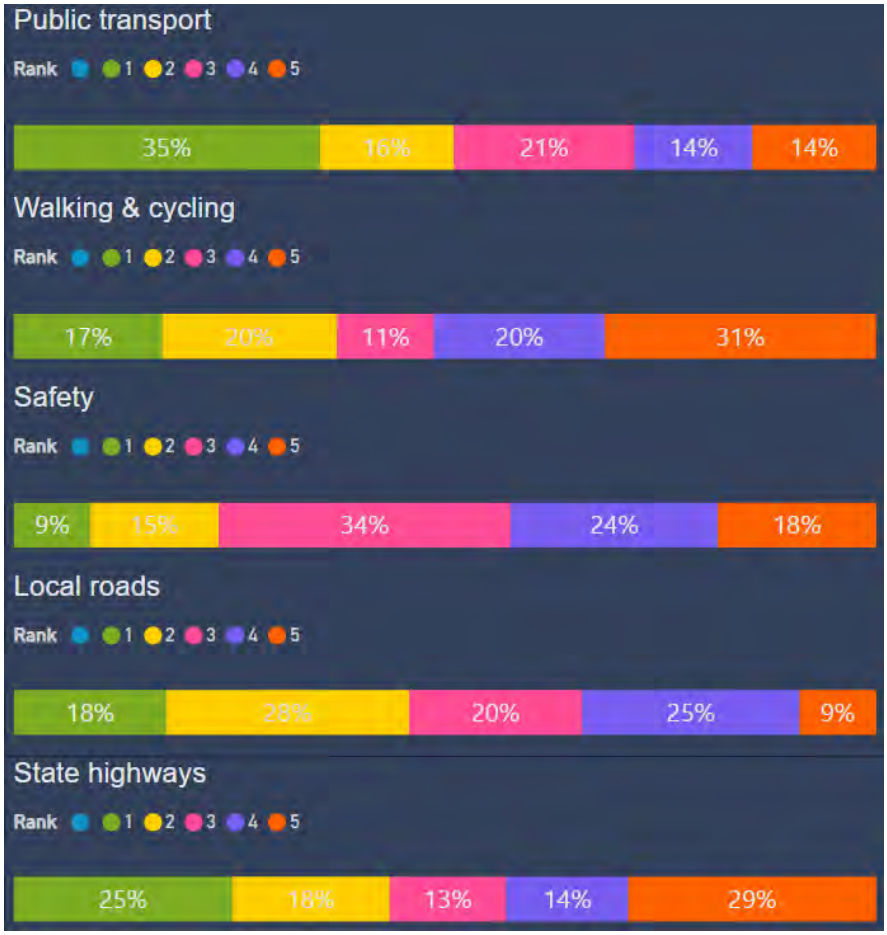
Projects and programmes

To help us understand what types of projects should be prioritised for funding, we asked people to rank 5 types of projects:

- **Public Transport improvements** – For example, more upgrades to the rail network, new busways and bus lanes, electric ferries, improved bus stations and ferry terminals
- **Walking & Cycling improvements** – For example, new and upgraded footpaths, more cycleways and shared paths
- **Safety improvements** – For example, safe and appropriate speed limits, more safety around schools and ways to slow speeds (like speed bumps and safety barriers)
- **Local Road improvements** – For example, intersection upgrades, new technology to improve traffic flow and travel times
- **State Highway improvements** – For example, planning and building the roads of national significance, improving the motorway network.

Investing in Public Transport was seen as the highest overall priority by respondents, based on average ranking[2], followed by local road improvements. State Highway improvements received strong support from many, with an overall average rank of third. Walking and Cycling improvements also received mixed support but received a lower average rank along with safety improvements.

[2] Within the average ranking, the lowest numbers indicate the highest rank preference.



1st	2nd	3rd	4th	5th
Public transport	Local roads	State highways	Safety	Walking & cycling
2.56 average rank	2.79 average rank	3.03 average rank	3.28 average rank	3.28 average rank

Next, we asked people to consider all of the projects included in the Draft RLTP. They were asked if there are any projects missing from the Draft Plan that they felt should be included, and which project(s) they would remove in order to add any new projects.

The most frequently mentioned projects to add were large investments: A second harbour crossing (which was included in the Draft RLTP as Waitematā Harbour Connections) and light rail. The most common suggestion for projects to remove was cycle lane and infrastructure projects, mentioned by 2.6%.

Projects to add	Mentions	Projects to remove	Mentions
Second harbour crossing	148	Cycle lanes/infrastructure funding	344
Light rail	148	East West Link	158
Active mode over harbour	136	Roads/private vehicle focus	98
More roads/lanes	107	SH1 Warkworth to Wellsford	8
Rail to Airport	104	Ferry decarbonisation	78
Removal of speed bumps and raised crossings	96	Speed bumps / raised crossings	77
More cycle infrastructure	92	State Highway funding	72
Rail to the North Shore	82	Cycleways Programme (lower cost)	67
More rail investment	80	Mill Road	57
Improvements to a specific road	80	Cycling for Climate Action	56

Additional comments

The final question we asked respondents was if they had any other comments they wanted to share. Around a third of respondents (34%) provided additional feedback. The themes we heard through the earlier questions surfaced in this section as well, particularly support for Public Transport and Asset Maintenance investment.

Comment	Mentions
Public Transport is important, should be prioritised	484
Remove and reduce speed bumps and raised crossings	326
Roads are important, should be prioritised	304
Active modes are important, should be prioritised	281
Cycling is not important, do not fund	272
Cycling is important, should be prioritised	220
Maintenance is important, should be prioritised	213
Low level of trust due to perceived agenda	155
Rail investment is important, should be prioritised	152
Fares are too expensive, make fares cheaper	142

Public hearings

The Regional Transport Committee (RTC) hosted two days of public hearings on 26 and 27 June 2024. Local boards were invited to present their feedback ahead of their written submissions, with 20 attending. Other stakeholder groups and individuals also presented their feedback to RTC members. The submitters were:

Albert-Eden Local Board	Kaipātiki Local Board	Papakura Local Board
All Aboard New Zealand	Kevin Murphy	Puketāpapa Local Board
Aotea/Great Barrier Local Board	Long Bay Residents Association	Rodney Local Board
Automobile Association	Māngere-Ōtāhuhu Local Board	Support Your Local Wellsford
Devonport-Takapuna Local Board	Manukau Harbour Advocacy Groups	Upper Harbour Local Board
Fletcher Living	Manurewa Local Board	Waiheke Local Board
Garth MacLeod	Maungakiekie-Tāmaki Local Board	Waitākere Ranges Local Board
Geoff West	National Public Health Service	Waitematā Local Board
Henderson-Massey Local Board	NZ Transport 2050 Inc	Wayne Walker
Hibiscus & Bays Local Board	Ōrākei Local Board	Whangarei District Council
Howick Local Board	Ōtara-Papatoetoe Local Board	Whau Local Board

A wide range of topics and details was provided to the RTC. The broad themes and key topics from the public hearings feedback included:

- Airport to Botany support and project inclusion
- Equity issues, particularly in South Auckland
- Footpath Renewals / Maintenance improvements sought
- Higher priority sought for projects such as Glen Innes to Tamaki Stage 4 (and Gowing Drive) Glenvar Road / East Coast Road intersection upgrade, and Lake Road
- Growth a key challenge and suggested to be an objective
- Improve ‘First-mile, Last-mile’ connectivity
- Level Crossings support (West Auckland and Takaanini)
- Local Board Transport Capital Fund highly valued
- Northern Pathway (and Constellation to Akoranga) inclusion sought
- Waitemata Harbour Connections support (noting multi-modal elements)
- Northwest Rapid Transit support
- Park & Ride support (especially at Puhinui, West Auckland and South Auckland)
- Time of Use Congestion Charging support but concerns raised
- Alignment with Transport Emissions Reduction Plan a concern
- Inclusion of specific projects such as Chapel Rd, Albany Network Improvements and Vaughans Road / Okura noted.

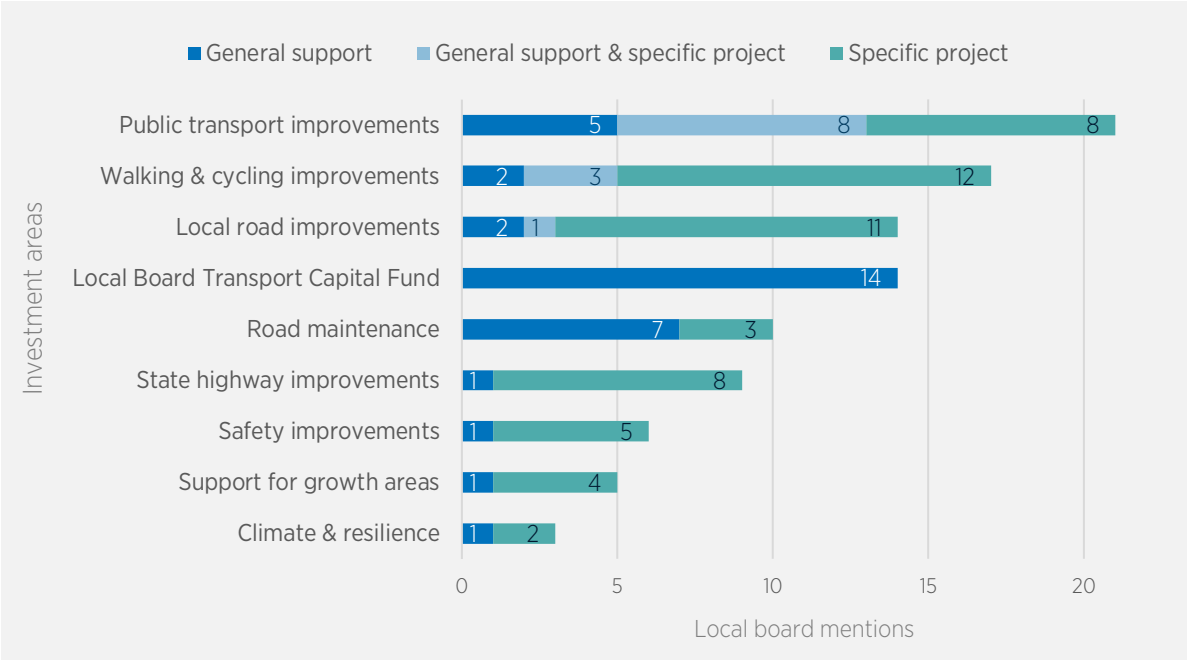
Local board feedback

All 21 of Auckland's local boards provided feedback on behalf of their communities, representing 100% of Auckland residents. Most local boards provided written feedback as well as presenting the views and priorities of their residents at the RLTP public hearings on 26 and 27 June 2024.

Overall local boards told us they supported the prioritisation of Public Transport improvements in the Draft RLTP.

Local Road improvements and Walking and Cycling improvements were mentioned by around 75% of the local boards. These suggestions were typically specific to their local area, for example, a specific intersection or a pathway requested by the community.

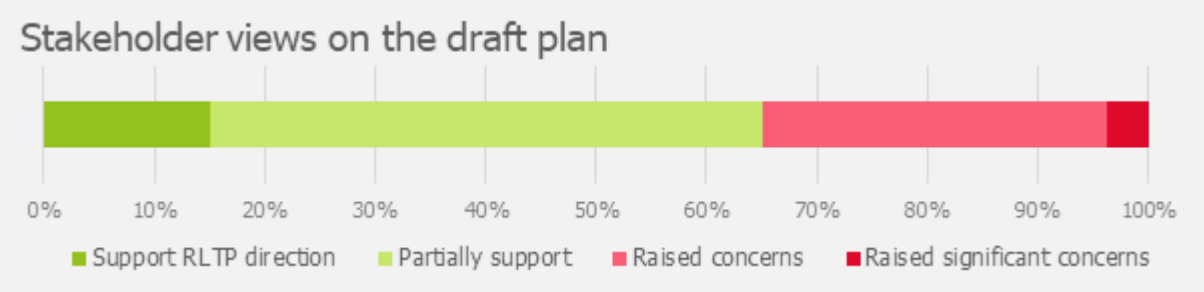
About half of local boards highlighted their support for additional funding for the Local Board Capital Transport Fund, which is a fund dedicated to local priority for investment (e.g. walking and cycling upgrades and safety improvements in a local board area).



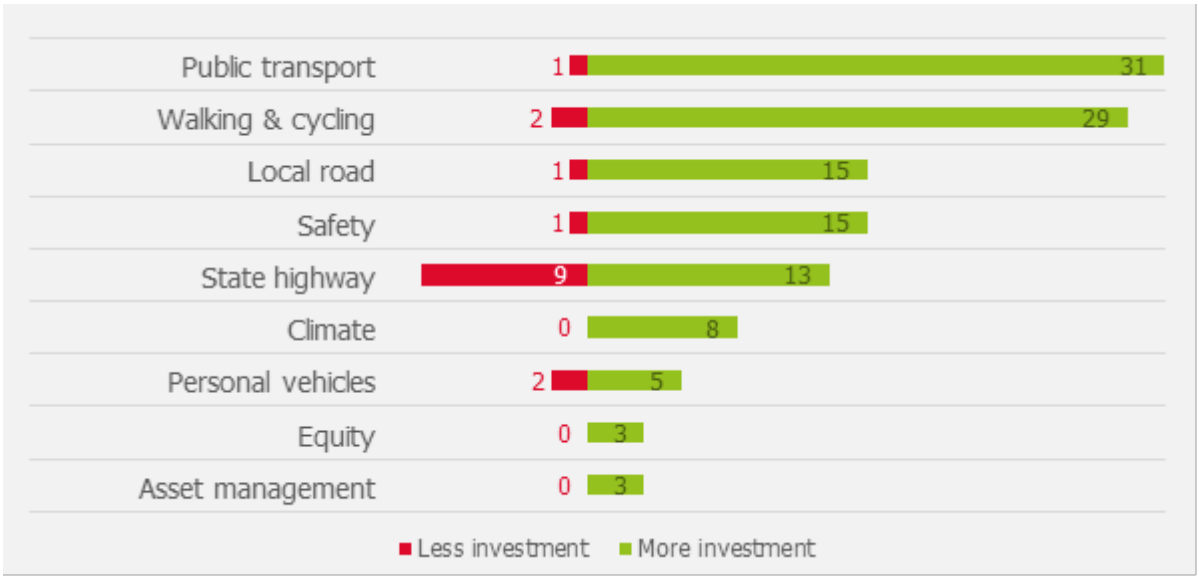
Stakeholder feedback

We received 92 submissions from partners and stakeholders, including a petition that received 1,391 signatures. Most of the submissions were from community or business groups.

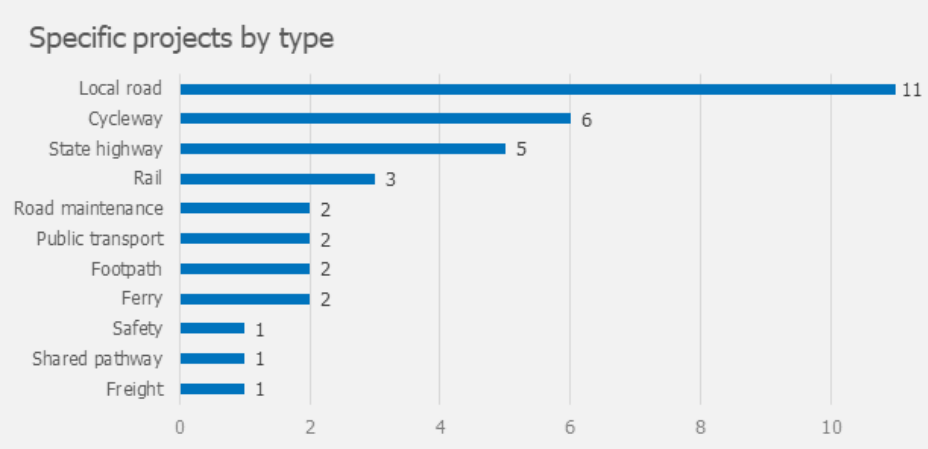
Most stakeholders' submissions aligned with the direction of the RLTP. Those that did not raised concerns about the overall investment levels across areas like public transport or local roads, or the prioritisation of specific projects and programmes.



Stakeholder submissions suggested changes to the RLTP priorities and planned investment or focused on specific projects or issues in their local area. Most changes to the plan suggested increased funding for Public Transport and Walking and Cycling investments.



Around a third of stakeholder submissions requested a specific project to be added to the plan, prioritised higher or given additional funding. Most of the specific projects were local road improvements, specific cycleways, or state highway investments – for example, Lake Road (Takapuna) improvements, the Meadowbank Kohimarama Connectivity Project, and the State Highway 16 Brigham Creek to Waimauku safety improvements.



4.

Responses

This section sets out how we intend to respond to the transport challenges and feedback received outlined in the previous chapters. It begins by setting out the regional objectives that have guided the RLTP investment programme, along with the investments and an assessment of funding issues.

Regional objectives and policies

As part of the response to Auckland's transport challenges, development of this RLTP 2024 has been guided by the following regional objectives and outcomes which reflect the direction included in the Council's LTP (as well as the overarching strategic documents) and the Government's GPS:

- Faster, more reliable public transport
- Network resilience and sound asset management
- Support for the region's economic productivity
- Improved safety and reducing deaths and serious injuries
- Continued decarbonisation of the transport system towards the 2050 target.

Both the LTP and GPS place a strong emphasis on a new approach to selecting and designing projects to support faster delivery and value for money. These form a policy framework for considering the types of projects that the region wants to bring forward to support the identified objectives. Consequently, this RLTP also prioritises projects and programmes that align with the following policy guidance on desirable investment attributes:

- Complete – Finish what we have started before starting new large-scale investments
- Speed of delivery – A back-to basics approach of smaller scale, tactical, faster and lower cost solutions and delivery (which particularly applies to AT's programme)
- Expenditure efficiency – Deliver value for money solutions as indicated by a project's benefit to cost ratio
- Timing and urgency – The urgency of the problem to be solved.

This is in addition to policies identified in the Auckland Plan, Future Development Strategy, Transport Emissions Reduction Plan and other strategic planning documents such as Room to Move and the Auckland Public Transport Plan. At the same time, this RLTP has also sought to take a policy approach to pursue a 'balanced' programme, including:

- Focusing on the faster delivery of smaller projects and finishing what we started, while still allowing for investment in the major projects, particularly RTN projects that will provide the core elements of our networks into the future
- Ensuring a pipeline of work for future project development
- Ensuring a reasonable distribution of investment around the Auckland region
- Recognising programme elements, including the maturity of the proposal and dependencies with other projects.

Regional Objectives

- Faster, more reliable public transport
- Network resilience and sound asset management
- Support for the region's economic productivity
- Improved safety and reducing deaths and serious injuries
- Continued decarbonisation of the transport system towards the 2050 target.

Investment Polices

To support the objectives and align with the LTP and GPS direction (and policies), this RLTP has a Policy Framework of seeking projects with the following investment attributes:

- Complete – Finish what we have started before starting new large-scale investments
- Speed of delivery – A back-to basics approach of smaller scale, tactical, faster and lower cost solutions and delivery (which particularly applies to AT's programme)
- Expenditure efficiency – Deliver value for money solutions as indicated by a project's benefit to cost ratio
- Timing and urgency – The urgency of the problem to be solved.

Ranking the Auckland region's priorities for transport funding and reflecting public feedback

In total, the objectives, policy guidance and 'balancing' elements outlined above have provided a framework for prioritising the projects included in this RLTP. This has occurred through a three-stage process as follows.

The first stage identified those projects and programmes considered to be 'non-discretionary' or 'mandatory' and were therefore automatically included in the proposed capital programme as the highest priority. These included projects already in contract or some form of funding agreement, along with public transport service increases and the full maintenance operations and renewals programme for each agency. The inclusion of all renewals reflected the strong policy emphasis on ensuring the transport system is maintained to a fit for purpose standard that is included in the LTP and GPS.

During the second stage, the remaining 'discretionary' projects were ranked by a multi-agency working group from AT, NZTA, KiwiRail and Auckland Council. Projects were ranked on the basis of their contribution to Regional Objectives, which included a weighting factor to reflect priority objectives, and alignment to the policy direction on preferred 'investment attributes'.

A third stage was also included to consider the impact of other variables, such as dependencies between projects and the balance of the programme in terms of the mix of large and small projects and geographic spread.

Based on the original ranking, which was set out in the Draft RLTP, State Highway projects generally received a lower priority. However, as noted earlier, overall public feedback saw those State Highway Capacity Improvement projects emerge as the third highest overall priority. To reflect this public feedback, an additional score was added to discretionary State Highway Capacity Improvement projects to bring their overall median ranking to third place for discretionary projects, after Public Transport Infrastructure Improvements and Local Road Improvements. This has the impact of elevating the ranking of individual State Highway Capacity projects by between 12 and 29 places.

The practical impact of this change is to signal a slightly higher relative priority for State Highway projects than the Draft RLTP. Importantly, this change does not impact the relative priority of projects within activity classes, which is the key factor that we expect the NZTA to take into account when prioritising NLTF funding within activity classes.

The result of this process is the overall regional project and programme ranking which is outlined in the rest of the section and in Appendix 9.

Ensuing AT's projects have Auckland Council funding

To be included in the RLTP and to seek funding from the NLTF, AT's proposed items needed to have 'local share' funding for 50% of project costs, available from Auckland Council. Consequently, AT's proposed items also went through a parallel process to ensure that the 'local share' is fundable within the transport budget included in Council's LTP.

For this RLTP period, Council has significantly increased its funding; Council's transport capital funding has increased from around $5.5 billion over 10 years in the 2021 RLTP to around $6.8 billion in this RLTP. This has meant that the size of AT's proposed programme and the funding it is seeking from the NLTF has also increased.

NZTA and KiwiRail, as national agencies, do not need to provide local share funding and therefore seek that their projects are fully funded by the NLTF unless other sources are already identified.

AT projects already have 50% of their funding available from Council and seek the remaining 50% from the NLTF (or other sources). The NZTA and KiwiRail seek 100% of their project costs from the NLTF (or other sources).

Projects & Programmes

The proposed capital programme contains both:

- Projects which generally target specific problem(s) in a specific location(s) and will have a clear completion date; and
- Programmes which are generally made up of multiple smaller projects and continue throughout the 10-year period, for example, Network Optimisation.

Programmes will generally deliver outcomes across the urban area, if not the whole region. Note: the term 'project' refers to both projects and programmes, unless specifically stated.

High-level programme summary

The total proposed RLTP programme has a cost of $63 billion. A summary of this programme by broad investment type is set out in Table 2 below. Figure 3 replicates the table in graphic form, while Figure 4 provides the share of the total programme by investment type (Category).

We have also provided the split between projects regarded as 'non-discretionary' and 'discretionary'. The categories used here include public transport projects that are not seeking NLTF funding and do not necessarily correspond to the specific tables set out in the rest of this section.

The RLTP 2024 programme is heavily dominated by Public Transport Services, Rapid Transit Improvements, State Highway Improvements, Maintenance Operations Renewals and Resilience. Together these consume around 90% of proposed expenditure.

Table 2: Total proposed $63 billion programme by investment type

Investment type*	Non-Discretionary ($m)	Discretionary ($m)	Total ($m)
Maintenance, Operations & Renewals (MOR) and Resilience (excl. Public Transport services)	13,150	150	**13,301**
Public Transport Services[3]	14,515	-	**14,515**
Rapid Transit Projects (incl. Rail)	2,797	8,872	**11,669**
Other Public Transport (incl. Bus and Ferry)	378	1,434	**1,812**
State Highway Improvements	2,713	14,288	**17,001**
Other (incl. Customer & Business Systems, Property Encroachment, Local Board)	448	652	**1,100**
Local Roads and Optimisation	201	1,406	**1,606**
Walking & Cycling	58	810	**868**
Growth (Spatial Priority Areas)**	48	460	**508**
Safety (incl. NZTA's State Highway Safety Programmes)	-	718	**718**
Total	**34,308**	**28,791**	**63,098**

**Please note that many projects and programmes deliver multiple outcomes. The Investment type breakdown is provided to illustrate a broad overview of the RLTP programme. E.g. Safety outcomes are included in the planning and design of items in State Highway and Local Roads Improvements. ** This are applied to the Northwest and Drury, with allocation of the Supporting Growth Implementation to be confirmed.*

[3] *Note this includes AT's Parking and enforcement activities and Community Transport*

Figure 3: Total proposed expenditure by Non-Discretionary and Discretionary

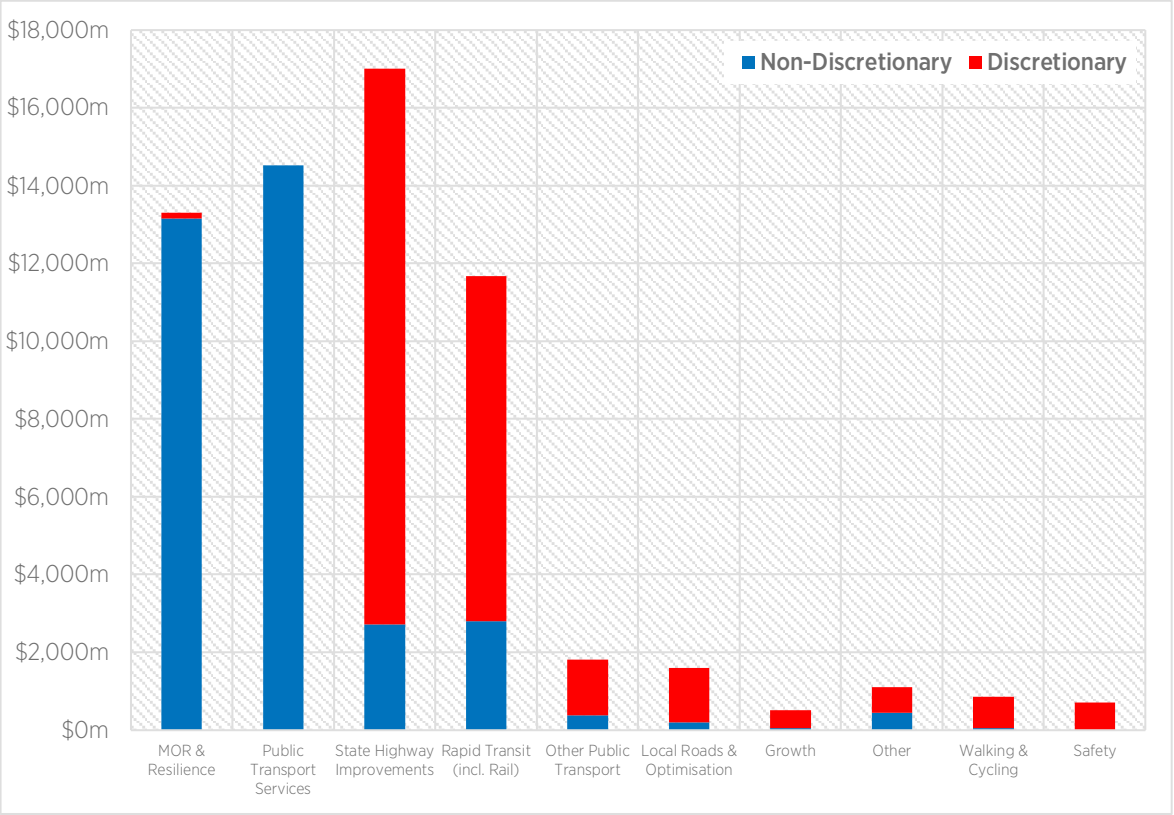


Figure 4: Proposed expenditure by Category

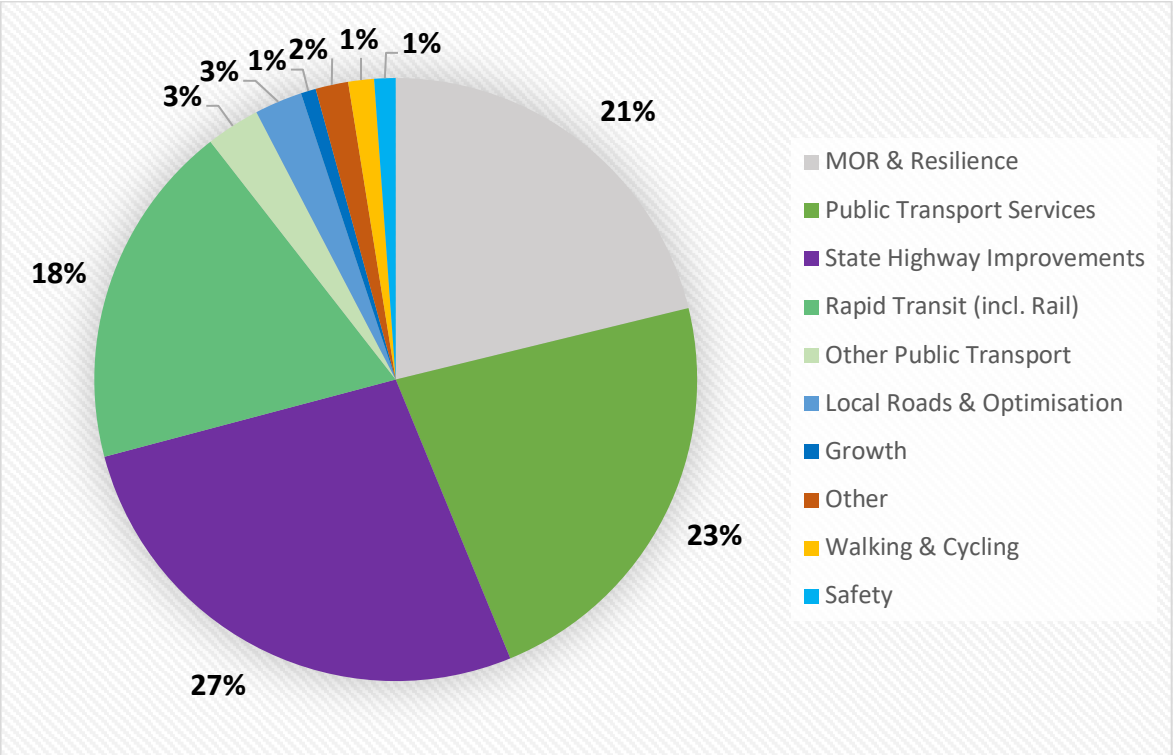
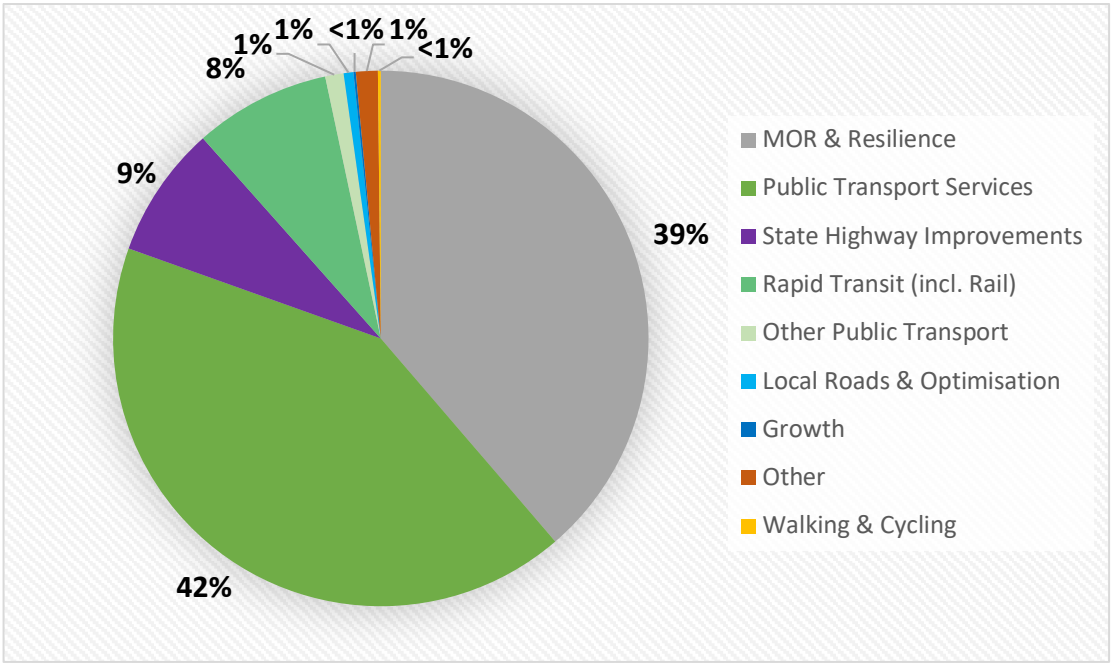


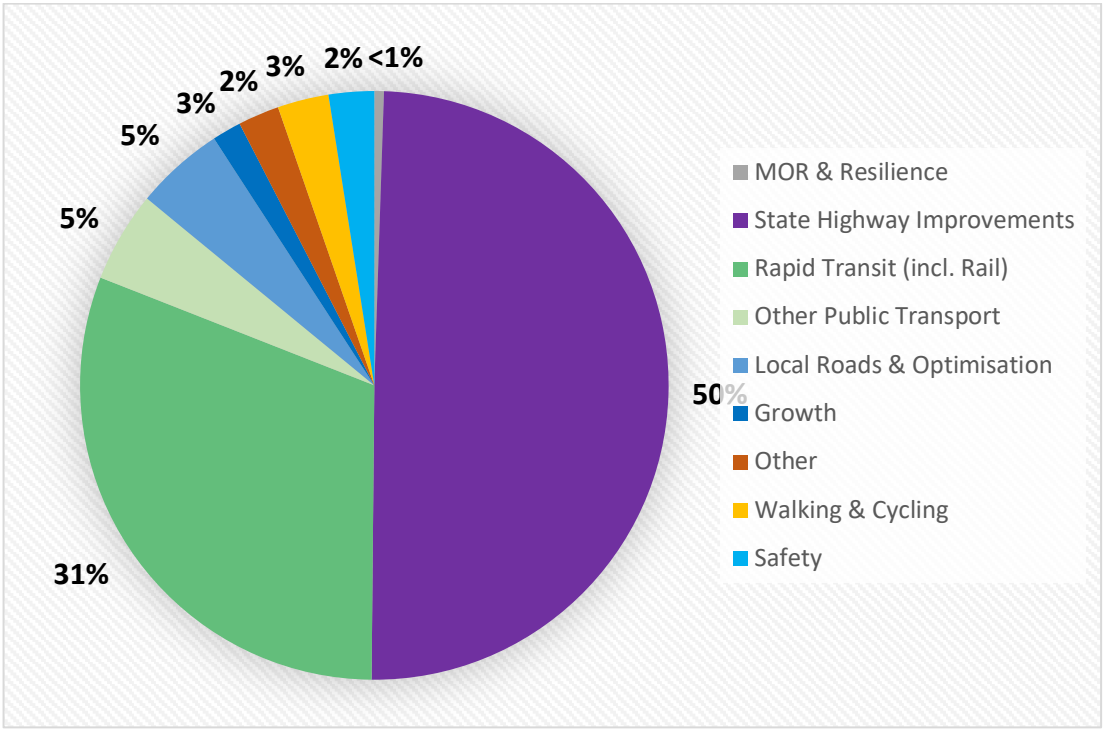
Figure 5 shows the split for 54% of proposed programme expenditure that is regarded as non-discretionary. Maintenance Operations, Renewals and Resilience account for around 39% of the non-discretionary investment while Public Transport Services account for around 42%.

Figure 5: Proposed Expenditure for Non-Discretionary items by Category



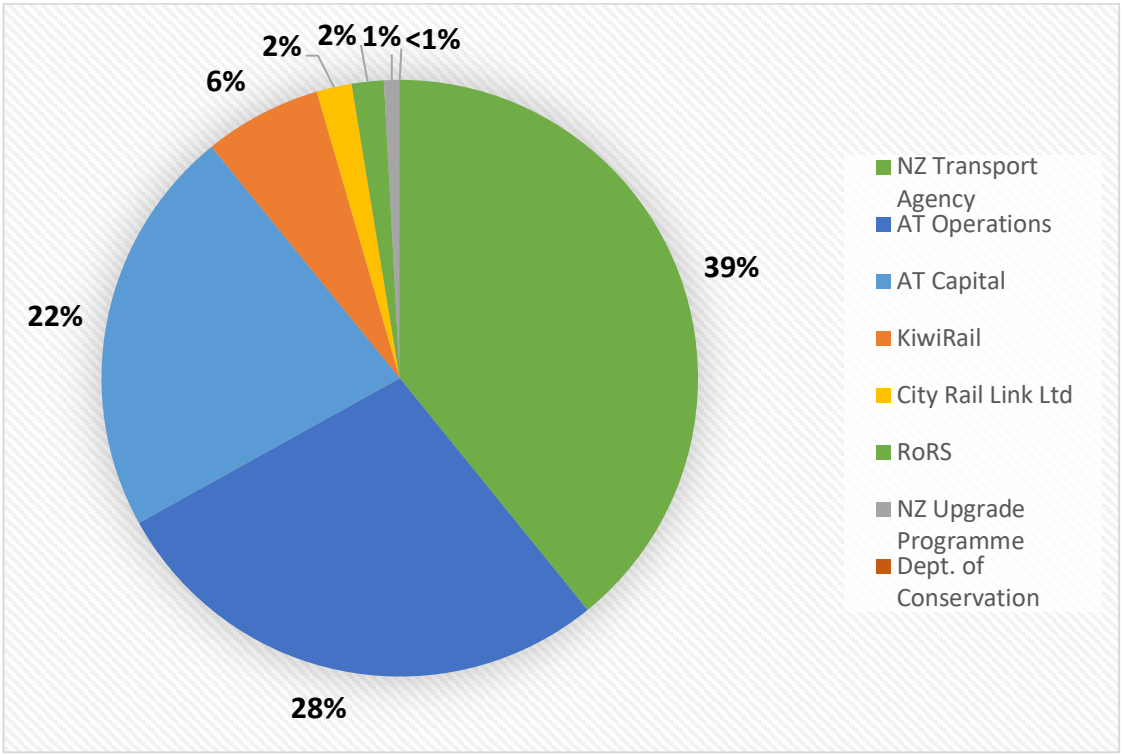
The remaining 46% of expenditure is for discretionary projects that are prioritised by rank. The key discretionary items are State Highway Improvements which makes up 50% of the proposed discretionary expenditure, and Rapid Transit Improvements (including the remaining cost of CRL and Eastern Busway) which make up 31%.

Figure 6: Proposed Expenditure for Discretionary items by Category



In terms of the proposed split by delivery agency, AT's capital and operating programmes account for half of the proposed expenditure, NZTA 39% and KiwiRail 6%. See Figure 7.

Figure 7: Proposed Expenditure by Organisation (or Delivery Programme)



Priorities for funding

A key role of this RLTP 2024 is to signal Auckland's priorities for investment. The capital programme has been divided into the following sections:

- Asset Management and Maintenance
- Public Transport Improvements
- Public Transport Services
- Local Road Improvements
- State Highway Improvements
- Walking and Cycling Improvements.

The Government provides different amounts of funding for activity classes according to its investment priorities, and each activity class has a funding 'range' set by the GPS. The NZTA decides how much to spend on each activity class, within the range, depending on overall cashflows and the project proposals it receives from transport authorities around New Zealand.

Under this system, a project's ranking within an activity class signals its priority for NLTF funding. For example, a project ranked number 10 in its activity class will be a much higher priority for funding than a project ranked 100. There were 167 assessed projects in total, with 53 identified as non-discretionary.

We have provided the prioritised list for the Public Transport Infrastructure, State Highway, Local Road, and Walking and Cycling Improvements activity classes in this section. The total programme, in ranked order, is available in the Appendices.

Note that this is a ranking based on the combined Auckland LTP and GPS objectives and investment policies, along with public feedback. The NZTA will conduct its own ranking but must take this RLTP into account.

Asset Management and Maintenance

Looking after what we have is a key priority across AT, NZTA and KiwiRail. Our role as kaitiaki or guardians of the transport network means we must plan to ensure that transport assets are managed and maintained in a sustainable manner to face the challenges of the future.

In light of this role and the high priority accorded to effective asset management by Auckland Council and Government, Maintenance, Operations and Renewals items have been treated as non-discretionary and are proposed as the highest priority for funding alongside public transport services.

This RLTP includes a significant increase in the AT renewals programme: $5.58 billion of investment compared to $3.93 billion in RLTP 2021. This is mainly related to road surface renewals and pavement rehabilitation, but also renewals of structures and public transport infrastructure. The increase in funding is needed to arrest the current decline in asset condition and to respond to general increases in renewals costs, but also to respond to challenges around the growing backlog of road surfaces in poor condition.

Realising the full $5.58 billion renewals investment is dependent on NLTF, as Auckland Council has advised in its LTP that it will only match NLTF funding and will not provide more than half of renewals costs.

The proposed increased funding will enable AT to increase the frequency of road pavement surface renewals to once every 11.5 years, rather than once every 20-30 years at present. Increased investment will bring down the proportion of surface assets in a poor or very poor condition from the current 20% to around 12% by the end of the decade. This will help to address the major area of renewals backlog. Increased investment will also enable an increase in the proportion of the pavement base renewed to 0.3% of the network from 0.1% at present.

Note that some AT asset renewals, and maintenance, items are included within the activity class tables presented in sections below. These are part of the broad $5.58 billion proposed investment described above, but they have been included in the activity class tables to reflect GPS guidance that states renewals and maintenance for public transport, local road structures and walking and cycling should come out of the respective ‘Improvements’ activity classes. The same also applies to some KiwiRail items.

This RLTP proposes $3.7 billion for State Highway Renewals, Maintenance, and Operations over the 2024-2034 period to ensure the network remains safe, reliable and resilient.

$657 million of NLTF funding is also proposed to cover maintenance and renewals of KiwiRail assets. Additional to this is AT’s share of annual rail maintenance and renewal costs which is included in its operating budget. However, AT’s current operational funding is not enough to pay its share of KiwiRail renewals.

The final allocation of costs between KiwiRail and AT is determined according to the arrangements in the Auckland Network Access Agreement (ANAA) and is intended to reflect relative contribution to wear and tear on the network. Although, as noted, AT’s current operational funding is not enough to pay its share of KiwiRail renewals. In Budget 2024 the Government committed additional Crown funding to KiwiRail to support delivery of the Metro Rail Network Management Plans and overdue renewals for FY25 only. The actual allocation for Auckland is still to be determined.

Table 3: Renewal and Maintenance Items in the RLTP Programme

Project Name	Responsible Agency	10-year Capital Expenditure ($m)
Renewals Parking and Other	AT	69.5
Renewals Public Transport	AT	413.3
Renewals Road Pavement	AT	3,383.6
Renewals Streets	AT	1,421.6
Renewals Structure	AT	287.3
Auckland Transport Sub-total		5,575.3
Auckland Metro rail maintenance, operations and renewals	KiwiRail	159.6
Rail Network Growth Impact Management (RNGIM) committed	KiwiRail	89.2
Rail Network Rebuild	KiwiRail	159.2
Overdue Renewals	KiwiRail	243.6
Traction control software system renewal	KiwiRail	5.6
KiwiRail Sub-total		657.2
Auckland Share Pre-implementation 2027-30 Bridge Repair*	NZTA	2.1
State Highway Maintenance, Operations and renewals	NZTA	3,706.7
NZTA Sub-total		3,708.9

*Discretionary

Public Transport Improvements

How Public Transport Improvements contribute to regional outcomes

The RLTP focuses strongly on improving the public transport system.

The strength of the public transport system to deliver large numbers of commuters to key commercial centres means it has an important role to play in contributing to economic productivity. Rapid transit projects also have an important role to pay in Auckland's overall strategy by encouraging intensified residential development around key stations.

Public transport has the potential to move large numbers of people more efficiently than private vehicles. With limited available transport corridor space and the high cost of land purchases, public transport is often the only realistic way to increase the capacity of our transport network in response to growth.

Overall, effective public transport projects will benefit:

- Public transport users, who get a faster more reliable journey
- Car drivers, who experience reduced congestion and improved journey times, and
- Businesses, who receive improved access to potential employees and customers.

Mode shift to public transport, along with walking and cycling, helps to reduce GHGs and other harmful emissions by reducing overall distances travelled by private car. Meanwhile, transitioning the public transport network to low emissions vehicles will further reduce GHGs.

Public Transport Infrastructure projects are a high regional priority for funding

Overall, Public Transport Infrastructure projects are ranked amongst the highest priority projects in this RLTP. As an indicator, it had 19 non-discretionary activities identified, and out of the total 114 discretionary projects assessed, the Public Transport Infrastructure projects have an average rank of 49 and a median rank of 42. This reflects the strong contribution public transport projects often make across the range of regional outcomes, and the fact that many of the smaller projects can be delivered more quickly and align well with the desirable investment attributes.

Priorities for Public Transport investment

Renewals and committed projects (Non-Discretionary projects)

In line with the overall approach to this RLTP, the key priorities for the public transport system are finishing the committed projects that we have started and ensuring the public transport system is renewed and fit for purpose.

Finishing what we started

The RLTP 2024 period will see the completion of the transformational the **City Rail Link** project, delivering benefits across the region. CRL will significantly improve travel times to the City Centre, increase capacity and provide a direct south to west link. It will benefit road users, as making public transport a better travel option will ease pressure on roads for those who need to use them.

All the key projects needed to ensure the CRL can operate effectively on day one are prioritised within this RLTP. These include:

- $205 million for EMU[4] Rolling Stock
- $30 million for EMU stabling and Depots for CRL
- $63 million for Level Crossing Removals for CRL
- Around $40 million for new signalling systems and power sources to support the CRL.

The other major project that will be substantially completed during this RLTP period is the **Eastern Busway** to Botany (stages two and three). This will provide a new rapid transit connection from Panmure to Botany. It includes the Reeves Road flyover, a new bus interchange at Pakuranga and an interim interchange at Botany.

The Eastern Busway is expected to carry more than 30,000 people per day between the rapidly growing south-eastern suburbs and the rail network in Panmure. It will make journeys faster and more convenient, reducing travel time between Botany and Britomart, and helping to reduce traffic congestion and vehicle emissions.

This RLTP proposes to defer the final Botany Interchange. The cost estimate for this interchange and associated linkages has grown substantially and it is not yet decided how this facility will tie into the Airport to Botany project. As the Eastern Busway project includes a temporary interchange facility that will provide a solution for up to a decade, AT proposes to delay planning and implementing the final interchange until the full alignment with Airport to Botany is understood.

We are also prioritising the first stage of our programme to purchase up to nine new **low carbon ferries**. Emissions from ferries make up a disproportionately high amount (19%) of total emissions from the public transport fleet. Most of our ferries will reach their end of life in the next 10 years and we're taking this opportunity to modernise and decarbonise the fleet. The first new low emission ferries reduce fuel consumption by 1.5 million litres annually and carbon dioxide emissions by 4,000 metric tonnes annually. This RLTP allocates $281 million to purchase low emissions ferries, along with the associated electric charging infrastructure.

Renewing and maintaining the rail network

The need to close some Auckland rail lines for long overdue track renewal has demonstrated the importance of proactively maintaining and renewing the railway network to ensure ongoing reliability. Reliability will become even more important once the CRL is open and passenger numbers increase. At the same time, higher frequencies, longer operating hours and more freight demand will mean that it is more difficult to access the network to undertake maintenance works.

This RLTP prioritises KiwiRail's ongoing investment in renewals, with the following programmes over the 10 years:

- $159 million to complete the first stage of the Rail Network Rebuild
- $244 million to commence a programme to address remaining overdue renewals
- $160 million from the Rail Network Activity Class for KiwiRail Freight's share of the annual maintenance and renewals programme (AT's share is funded from its operating budget in line with the ANAA).

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[4] An Electric Multiple Unit (EMU) is a multiple-unit train consistent of self-propelled carriages using electricity as the motive power

This RLTP also priorities several projects that will improve the reliability of the rail network and reduce customer disruption by introducing more efficient maintenance practices. These include:

- $16 million for single line running switches, that allow sections of track to be kept open while works are underway
- Up to $385 million for plant and equipment that will increase maintenance productivity, although this is scalable
- Up to $451 million for maintenance depots and access tracks to allow faster mobilisation, which is also scalable.

As the need for these projects is primarily driven by metro passenger services, they would be funded through the Public Transport Infrastructure Activity Class.

Discretionary Public Transport Improvements projects in priority order

Beyond the committed and renewals projects, key projects in broad priority order are:

- **Bus and transit lanes programme (dynamic lanes) and Bus access and optimisation programme.** Auckland's bus system takes the bulk of public transport trips and provides most coverage across Auckland. However, most bus services run on the road with general traffic and are made slow and unreliable by congestion. These programmes will progressively roll out dynamic lanes and other bus optimisation measures to improve the speed and reliability of the bus system. They are a high priority as they support key objectives and align with the desire for high value and smaller, faster to implement projects.
- **KiwiRail rail reliability and maintenance projects.** These projects are a high priority due to their importance in improving the reliability of the overall rail network.
- **Avondale to Southdown route protection.** Work on the Rail Network Programme Business Case (PBC) has demonstrated the criticality of the Avondale-Southdown corridor to the longer-term capacity and resilience of the wider rail network. Continued planning and protection of this rail corridor is needed now to preserve options for future expansion of the rail network, however construction of this project is not planned for this decade.
- **4-tracking Westfield to Pukekohe.** The Rail PBC has also shown that the southern line is likely to run out of capacity to support both additional passenger rail services and expanded freight services sometime before 2040. Resolving this issue will require widening the southern rail corridor to provide four rail tracks. Planning for this project needs to begin now to protect the route and is a high overall priority due to its contribution to both passenger (metro and inter-regional) and freight outcomes. The proposed 10-year funding includes some construction costs, however more work is needed in the next three years to determine when construction should occur and, how it will be phased.
- **Northwest Rapid Transit.** This project has been identified in the GPS and will build on the recently completed interim solution to provide fast, frequent and reliable public transport for people to get around the northwest of Auckland – from Brigham Creek to the city centre, alongside State Highway 16 (SH16). It is likely to be staged with the full northwest corridor rapid transit solution to be completed in the future.
- **Takaanini Level Crossing Removal Stage 1 & 2.** This project was not initially proposed to be funded for construction this decade due to its high total cost and funding limitations, however, it was fully funded after the Mayoral proposal for the LTP was adopted in June 2024. This allows for the full scope of the overall project to be implemented.

- **Airport to Botany.** This project has been identified in the GPS. This rapid transit programme will improve travel choices and journey times for people in south and east Auckland. Stage one has delivered a new bus-rail interchange at Puhinui, and bus and transit lanes between Manukau and the Auckland Airport precinct. The next stages to be delivered during this RLTP include protecting the future A2B rapid transit corridor, delivering the priority elements, some improvements along SH20B and beginning work around a new southbound connection from SH20B to SH20.

Remaining smaller enhancement projects

Beyond these immediate priorities are a host of small to medium scale public transport projects are included to:

- Resolve bus constraints and improve operation within the City Centre's downtown and mid-town areas
- Provide small-scale enhancements to the reliability and capacity of the rail network
- Proceed with further decarbonisation of the ferry fleet and increase the capacity of the ferry system at terminals experiencing ongoing growth
- To support the development of the complete RTN network, the NZTA is proposing to investigate the form, function and location of the SH18 RTN that would connect the Northwest to Constellation Station on the North Shore. This will include the location, size, number and operation of the stations
- Enhance the bus network with a range of interchange, station, access and signage improvements and provide for purchase of bus depots to ensure open access to these key parts of the network and their associated bus charging infrastructure.

Issues to consider

Comparison to the activity class band

The draft GPS indicates that the Public Transport Infrastructure Activity Class has between $870 million and $2,190 million over the next three years, with a mid-point of $1,530 million. By comparison, funding the proposed 'committed and renewals' public transport infrastructure elements would require around $992 million from the NLTF over the next three years. Funding all of the projects would require $1,915 million from the NLTF over the next three years.

In the past, Auckland has received around 50% of the funding available in this activity class. Assuming the mid-point of the band, this would mean $765 million may be available from the NLTF for Auckland public transport projects. This would not be enough to fund the committed and renewal projects, let alone the new 'discretionary' projects identified by AT and NZTA. If the top of the band was funded ($1,095 million with 50% allocation), the seven highest ranked discretionary items could be afforded in the first three years.

Balance of large and small projects within the proposed Public Transport infrastructure programme

Within the proposed public transport infrastructure programme there is also an issue of 'balance' between funding the 'pipeline' for major projects and building smaller scale projects. The larger rapid transit network projects will make a more significant difference to network performance at a sub-regional or regional level longer-term. However, they will only have initial stages delivered this decade which may displace a large number of smaller projects. The smaller projects can be delivered faster, but on their own only have a more localised impact – although together they are necessary to achieve a competitive public transport system across the region.

Auckland transport agencies are aware that likely NLTF public transport funding will not enable all large-scale public transport projects to proceed. This will only be known once the NLTP is published in September 2024.

The GPS signals that new funding mechanisms will become available to support large projects that deliver economic productivity outcomes. New funding will reduce the impact larger projects have on the overall programme, but these new funding sources have not been confirmed. The RLTP 2024 therefore assumes that these projects would be funded via normal NLTF funding arrangements.

How to read the activity class tables

This table provides the list of projects and programmes expected to fall within the Public Transport Infrastructure Activity Class. 'Activity Rank' indicates the rank of a project within an activity class, while 'Overall Rank / Regional Priority' indicates rank, from a regional perspective, within the overall capital programme. Note, all 'non-discretionary' projects are equally ranked '1'.

The three-year and 10-year 'Total Cost' columns show the estimated cost of the project over the three and 10-year periods. For AT projects, this cost will generally be split evenly between Auckland Council and the NLTF. Where this not the case, assumed splits have been applied (E.g. Kainga Ora Joint Programme (alternate funding)).

The '3-year cumulative NLTF bid' and '10-year cumulative NLTF bid' columns provide a running total of the proposed NLTF funding required to fund all the projects to a certain rank. (Note: Auckland Council funding for AT projects is not included in the cumulative column as this funding is already confirmed and the RLTP is focused on NLTF funding).

Colours show the percentage share of the activity class mid-point that is needed to fund the cumulative costs of the programme to a certain level. For example, 70% of the mid-point would be needed to fund up to the 15th ranked Public Transport Infrastructure project.

Because NLTF funding is allocated across New Zealand, we can only expect Auckland projects to receive a proportion of the total available funding. The mid-point share provides a rough indication of funding likelihood across the activity class. It is important to understand that NZTA's final decisions are made based on project merits rather than a regional allocation.

Project Descriptions are provided in the Appendices.

Table 4: Public Transport Infrastructure Improvements - Mid-point Funding Scenario

RLTP24 Capital Programme: Public Transport Infrastructure Improvements Activity Class*			Legend for cumulative NLTF bid columns	Within 40% of Activity Class Mid-point	40-50% of Activity Class Mid-point	50-60% of Activity Class Mid-point	60-70% of Activity Class Mid-point	Over 75% of Activity Class Mid-point
Line items	**Organisation**	**Activity Rank**	**Overall Rank / Regional Priority**	**3-year Total Cost ($m)**	**3-year Cumulative NLTF bid ($m)**	**10-year Total Cost ($m)**	**10-year Cumulative NLTF bid ($m)**	
NON-DISCRETIONARY - Committed & Renewals (In alphabetical order)								
Decarbonisation of Ferries Stage1	AT	1=	1=	214.2	107.1	281.6	140.8	
Eastern Busway Pakuranga to Botany	AT	1=	1=	623.0	418.6	708.7	495.1	
EMU Rolling Stock Tranche for CRL	AT	1=	1=	204.7	521.0	204.7	597.5	
EMU Stabling and Depots for CRL	AT	1=	1=	29.5	535.7	29.5	612.2	
Level Crossings Removal for CRL	AT	1=	1=	56.9	564.2	62.9	643.7	
Midtown Bus Improvements for CRL	AT	1=	1=	24.0	576.1	24.0	655.7	
Open Loop and HOP Hardware Refresh	AT	1=	1=	10.0	581.1	10.0	660.7	
AT Opex (Repayments)	AT Opex	1=	1=	98.1	630.2	327.0	824.2	
Renewals Public Transport	AT	1=	1=	103.8	682.1	413.3	1,030.9	
Stations and Wayfinding for CRL	AT	1=	1=	17.6	690.9	17.6	1,039.6	
Rail Network Growth Impact Management (RNGIM) - Committed	AT on behalf of KR	1=	1=	89.1	780.0	89.1	1,128.7	
CRL Day One - ETCS Level 2 - Business case	KR	1=	1=	3.7	783.7	3.7	1,132.4	
CRL Day One - Infrastructure package - Additional traction feed (West)	KR	1=	1=	20.7	804.4	20.7	1,153.1	
CRL Day One – Resilience and Asset Maintenance Programme - Infill Signalling	KR	1=	1=	2.8	807.2	2.8	1,155.9	
CRL Day One - Resilience and Asset Maintenance Programme - Integrated rail management centre and emergency management systems	KR	1=	1=	9.0	811.7	9.0	1,164.9	
Overdue renewals	KR	1=	1=	73.1	848.2	243.6	1,408.6	
Rail Network Rebuild	KR	1=	1=	159.2	1,007.4	159.2	1,567.8	
Traction control software system renewal	KR	1=	1=	5.6	1,013.0	5.6	1,573.4	
Northwestern WX1 Other Works	NZTA	1=	1=	5.5	1,018.5	5.5	1,578.8	
DISCRETIONARY (In priority order)								
Bus and Transit Lanes programme (dynamic lanes)	AT	2	4	22.5	1,029.7	208.1	1,682.9	
KiwiRail strategic future planning	KR	3	5	17.1	1,046.8	60.4	1,743.3	
Progressive fencing	KR	4	6	7.1	1,053.9	24.4	1,767.7	
Auckland area train control software upgrade (TMS R9K)	KR	5	7	11.2	1,065.2	11.2	1,778.9	
(1) Single-line running switches	KR	6=	8=	6.9	1,072.1	16.0	1,794.9	
(2) Auckland metro plant and equipment	KR	6=	8=	6.4	1,078.5	384.6	2,179.5	
(3) Auckland metro network maintenance depots and access tracks	KR	6=	8=	2.3	1,080.8	451.5	2,631.0	
Bus Access and Optimisation Programme	AT	9	11	41.0	1,101.3	131.5	2,696.7	
Avondale to Southdown	KR	10	13	10.2	1,111.5	70.8	2,767.5	

Midtown Bus Improvements West Stage2	AT	11	**15**	29.2	1,126.1	74.0	2,804.5
4 tracking Westfield to Pukekohe	KR	12	**17**	18.6	1,144.6	1,893.9	4,698.4
Botany Interchange and Link	AT	13	**18**	1.8	1,145.6	40.7	4,718.8
First-and-final Leg for Top 12 RTN Stations	AT	14	**19**	17.8	1,154.4	113.9	4,775.7
Level crossings upgrades, grade separation and removal programme (Auckland)	KR	15	**22**	9.6	1,164.0	9.6	4,785.3
Northwest Rapid Transit	NZTA	16	**21**	634.4	1,481.3	4,304.4	9,089.7
Level Crossings Removal Takanini Stage1	AT	17=	**23=**	14.1	1,488.3	47.7	9,113.6
Level Crossings Removal Takanini Stage2	AT	17=	**23=**	502.6	1,990.9	502.6	9,616.2
SH20 Airport to Botany	NZTA	19=	**28=**	5.3	1,993.6	389.6	10,005.8
Decarbonisation of Ferries Stage2	AT	19=	**28=**	5.4	1,999.0	99.8	10,055.7
Northern Busway Enhancements	AT	21	**32**	0.0	1,999.0	85.2	10,098.3
Downtown Crossover Bus East Stage1	AT	22=	**36=**	20.3	2,009.2	20.3	10,108.4
Downtown Crossover Bus East Stage3	AT	22=	**36=**	0.0	2,009.2	34.0	10,125.4
Downtown Crossover Bus West Stage2	AT	22=	**36=**	13.0	2,015.7	80.8	10,165.8
Southern power feed upgrade	KR	25	**39**	0.0	2,015.7	98.6	10,264.4
Albert and Vincent Street Improvements	AT	26	**40**	7.1	2,019.2	8.7	10,268.8
Rosedale Bus Station and Corridor	AT	27	**44**	69.3	2,053.8	85.2	10,311.4
Park and Ride Programme	AT	28	**45**	5.9	2,056.8	181.3	10,402.1
Public Transport Safety and Amenity	AT	29	**48**	29.8	2,086.6	99.2	10,451.6
ETCS Level 2 - implementation and signalling optimisation	KR	30	**49**	0.0	2,086.6	204.9	10,656.5
Airport to Botany Interim Bus Improvements	AT	31	**51**	3.0	2,088.1	52.7	10,682.9
Regional Bus Depots (commercial)	AT	32	**67**	0.6	2,088.4	138.6	10,752.2
Mid-zone power feed replacement	KR	33=	**69=**	0.0	2,088.4	25.6	10,777.8
New southern power feed	KR	33=	**69=**	0.0	2,088.4	15.1	10,792.9
Panmure Bus Infrastructure Improvements	AT	35	**71**	2.3	2,089.5	7.8	10,796.8
Ferry Terminal and Berths Pine Harbour	AT	36	**74**	18.0	2,098.6	37.6	10,815.6
Rail ETCS2 Signalling and Driver Assist	AT	37	**80**	8.6	2,102.9	38.8	10,835.0
Bus Routes for Climate Action	AT	38	**81**	25.8	2,115.8	42.7	10,856.4
Ferry Terminal Bayswater	AT	39	**82**	1.6	2,116.6	39.9	10,876.3
Whangaparaoa Bus Station	AT	40	**83**	5.9	2,119.5	32.6	10,892.7
Level crossing signal optimisation	KR	41	**84**	0.0	2,119.5	45.4	10,938.1
Investigations for Rapid Transit Integration	AT	42	**88**	4.6	2,121.8	61.3	10,968.7
Regional Bus Charging Infrastructure	AT	43	**89**	0.0	2,121.8	47.1	10,992.3
Newmarket Bus Layover	AT	44	**92**	11.5	2,127.6	11.5	10,998.0
Sylvia Park Bus Improvements	AT	45	**94**	0.0	2,127.6	22.8	11,009.4
National Ticketing System (AT assets)	AT	46	**96**	14.5	2,134.8	14.5	11,016.7
Matiatia Landside (Park and Ride)	AT	47	**98**	1.1	2,135.4	24.6	11,029.0

Wayfinding for Stations and Bus Information	AT	48	**102**	30.0	2,150.4	66.6	11,062.3
Property for passenger fleet stabling	KR	49	**103**	0.0	2,150.4	20.8	11,083.1
Ti Rakau Drive Depot Electrification	AT	50	**105**	0.0	2,150.4	10.5	11,088.3
EMU Stabling Facilities and Other	AT	51	**107**	6.5	2,153.6	6.5	11,091.5

**Costs are indicative and the latest available. Please note that all costs are subject to change following the release of the NLTP in September 2024. KiwiRail costs remain subject to change as the RNIP is finalised. The assumed Funding Allocation Ratio's with the NZTA have been applied to the calculation for AT's items. These are subject to negotiation and change.*

Public Transport Services

Alongside the proposed investment in renewals and new capital improvements, frequent public transport services operating throughout the day and across the region are key to achieving regional priorities.

This RLTP includes over $2.8 billion of investment in public transport services over the next three years. If fully funded, this investment will cover existing services, along with an increase in the frequency of rail services once CRL opens. The frequency and coverage of bus services is also proposed to increase, bringing many more households within a 500 metre walk of a frequent bus route. By 2034, we expect total public transport patronage, including commercial services, will have increased to 174 million trips per annum.

Both Government and Auckland Council have emphasised the need for greater self-reliance for public transport funding and operating costs in general. Auckland Transport is responding by reviewing fares and will look at opportunities to increase revenue from parking and other sources. Over the next three years, public transport fares are expected to provide $720 million in revenue. The farebox recovery ratio (or the proportion of public transport operating costs recovered from fares) is expected to increase over time as more people use public transport.

The GPS allocates between $1,260 million and $2,310 million to the Public Transport Services Activity Class over the next three years. When combined with Crown funding (for items such as SuperGold and Community Connect) the GPS allocation is expected to be able to cover the NZTA's share of costs for existing services and CRL, and potentially a portion of new bus services.

More details on proposed public transport services over the next decade can be found in the Regional Public Transport Plan.

Local Road Improvements

How Local Road Improvement projects contribute to outcomes

A number of different project types are expected to fall into the Local Road Improvements category; These range from multi-modal corridor improvements to projects responding to growth and then to safety improvements. Within this category, optimisation projects are intended to improve the productivity of the network (people and freight moved and travel time) while remaining within the existing footprint of the road system.

Optimisation, including the use of technology, is key to addressing relatively small-scale chokepoints and coordinating traffic lights for better flow. These projects can provide a key contribution to economic activity and align to the 'smaller, faster, better' project delivery approach.

A number of projects are related to key strategic growth areas. These are intended to mitigate the effects of concentrated or larger-scale residential growth on the surrounding network, while also encouraging more sustainable travel patterns.

Auckland Transport's safety programmes have also been included in the Local Road Improvements Activity Class. They had previously been in a specific safety activity class, but this has changed under the Draft GPS. These safety programmes make an important contribution to reducing deaths and serious injuries and improving safety in Auckland.

Auckland local road improvements projects seek to optimise traffic flows and reduce journey times rather expand the road carriageway to accommodate more vehicles. These are normally multi-mode projects that occur on the local road network to increase the people and freight carrying capacity through public transport.

Local Road Improvements are a medium to high regional priority

Overall, Local Road projects are a medium to high priority within the regional ranking. As an indicator, Local Road projects have seven non-discretionary activities identified and have an average discretionary rank of 47 and a median discretionary rank of 45 out of 114 projects. This reflects the mix of project types within the activity class, and the relatively lower contribution to key outcomes than public transport improvements, for example.

Within the Local Road Improvements programme there are a mix of rankings. Projects supporting strategic growth areas are a higher priority.

Priorities for Local Road Improvements investment

In line with the overall approach to this RLTP, the key priorities for Local Road Improvements investment are finishing the committed projects that we have started and ensuring the local road system is renewed and fit for purpose.

In this activity class there are relatively few projects that are still to be completed. The main item is a provision for the Supporting Growth Alliance to complete its work supporting designations and other post-lodgement activities in the Supporting Growth development areas.

Discretionary Improvements projects in priority order

Beyond the committed and renewals projects, key projects in broad priority order are:

- **Network optimisation.** This programme focusses on optimising the network and road space usage with minor changes such as dynamic lanes, special vehicle lanes, sensors/timing, smart technology.
- **Auckland Housing Programme Improvements.** Upgrades to the road and multimodal networks, including intersection improvements, in and around the key Auckland Housing Programme Growth areas of Mt Roskill, Māngere and Glenn Innes.
- **Community Network Improvements.** Prioritised small-scale projects such as traffic lights, crossings, traffic calming measures which respond to safety issues raised by communities.
- **Local Board Transport Capital Fund.** Small scale projects for each of the 21 Local Boards, prioritised with investment such as active mode upgrades and safety measures.
- **Drury Local Road Improvements and Northwest Growth Improvements.** These programmes will provide multi-mode roads, paths and intersections (arterials and collectors) to support priority greenfield growth areas.
- **Time of Use Programme.** This line item provides funding for the infrastructure and associated systems to implement an initial Time of Use Charging scheme.
- **Road Safety Programme.** This programme delivers DSI reduction through targeted safety improvements to address high risk locations on the network, improving safety for all users.

Safety

Aucklanders have told us they want to move around their region safely. They've also told us that they want solutions that are fit for purpose for each location. We've taken this feedback on board and have adjusted our approach to urban road safety, reducing our reliance on things like raised pedestrian crossings and working hard to deliver the right intervention at the right locations.

On average, 70% of all deaths and serious injuries in Auckland happen on roads with a posted speed limit of 60 kilometres or less. By taking muti-layered approach - including enforcement, road improvements, advocating for policy change and education - we will improve the safety of all users on the network.

Issues to consider

The GPS indicates that the Local Road Improvements Activity Class has between $460 million and $1,210 million over the next three years, with a mid-point of $835 million. Assuming Auckland received 35% of the mid-point, this would mean around $290 million may be available from the NLTF for Auckland Local Road Improvements projects. This compares to the $480 million of NLTF funding needed to fully fund the Local Roads Improvements Activity Class over the next three years.

Table 6: Local Road Improvements - Mid-point Funding Scenario

RLTP24 Capital Programme: Local Road Improvements Activity Class*		Legend for 'cumulative NLTF bid' columns	Within 40% of Activity Class Mid-point	40-50% of Activity Class Mid-point	50-60% of Activity Class Mid-point	60-70% of Activity Class Mid-point	Over 75% of Activity Class Mid-point
Line items	**Organisation**	**Activity Rank**	**Overall Rank / Regional Priority**	**3-year Total Cost ($m)**	**3-year Cumulative NLTF bid ($m)**	**10-year Total Cost ($m)**	**10-year Cumulative NLTF bid ($m)**
NON-DISCRETIONARY - Committed & Renewals (In alphabetical order)							
Dept. of Conservation	DoC	1=	1=	0.0	0.0	0.1	0.1
Local Board Transport Capital Fund**	AT	1=	1=	31.4	15.7	113.9	57.0
Karangahape Roadside for CRL	AT	1=	1=	14.7	23.1	14.7	64.3
Projects for Rodney Transport Targeted Rate	AT	1=	1=	6.9	24.4	7.2	70.6
Supporting Growth Post Lodgement (AT)	AT	1=	1=	35.2	42.0	35.2	88.2
Renewals Streets	AT	1=	1=	166.6	125.3	710.8	443.6
Renewals Structures	AT	1=	1=	36.3	143.4	143.7	515.4
DISCRETIONARY (In priority order)							
Network Optimisation	AT	2	3	38.3	162.6	196.3	613.6
Network Operations (ATOC) Programme	AT	3	12	5.5	165.3	14.3	620.7
Wainui and Redhills Growth Improvements	AT	4	14	33.2	181.9	48.0	644.7
Carrington Road Improvements	AT	5	19	79.8	221.9	122.0	705.7
Community Network Improvements	AT	6	25	67.1	255.4	234.2	822.8
Auckland Housing Programme Improvements	AT	7	26	43.7	277.2	199.9	922.7
Time-of-use Programme (congestion)	AT	9	30	110.0	332.2	158.5	1,002.0
Hill Street Intersection Improvement	AT	10	34	19.7	342.1	19.7	1,011.8
Room to Move Programme	AT	11	40	7.8	346.0	24.2	1,023.9
Intelligent Transport Systems	AT	12	42	20.3	356.1	73.5	1,060.7
Drury Local Road Improvements	AT	13	45	22.7	367.5	97.4	1,109.3
Network Resilience/Adaptation	AT	14	50	13.6	374.3	148.4	1,183.5
Northwest Growth Improvements	AT	15	52	1.6	375.1	50.8	1,208.9
Street Lighting Safety Improvements	AT	16	61	4.3	377.2	20.8	1,219.3
Lake Road/Esmonde Road Improvements	AT	17	64	1.1	377.8	52.1	1,245.4
Road Safety Programme	AT	18=	65=	146.3	450.9	551.8	1,521.3
Safe Speeds programme	AT	18=	65=	19.5	460.7	79.7	1,561.1
Unsealed Road Improvements	AT	20	72	37.5	479.4	125.0	1,623.6
Freight Network Improvements	AT	21	85	6.4	482.7	57.2	1,652.2
Glenvar Road/East Coast Road Intersection	AT	22	91	13.3	489.3	53.3	1,678.9
Network Discharge Improvements	AT	23	100	3.8	491.2	12.9	1,685.3

Costs are indicative and the latest available. Please note that all costs are subject to change following eh release of the NLTP in September 2024. The assumed Funding Allocation Ratio's with the NZTA have been applied to the calculation for AT's items. These are subject to negotiation and change. This item may also be split across Public Transport Infrastructure and Walking & Cycling.*

State Highway Improvements

How State Highway Improvement projects contribute to regional outcomes

State Highway Improvements projects make their main contribution to supporting regional and national productivity by moving significant numbers of vehicles and freight at higher speeds. Effective state highway projects can reduce congestion, increase road network capacity, improve travel times and unlock access to new development areas. This can reduce the cost of moving people and goods and increase access to the labour force and to cheaper land for businesses. Many of the state highway projects proposed here also add resiliency to the network, particularly at key chokepoints across the Waitematā Harbour or to Auckland's south.

State Highway Improvements projects are a relatively low regional priority

As a category, the proposed State Highway Improvements projects, which come from the NZTA's State Highway Improvements Proposal (SHIP), are a medium priority for funding within this RLTP based on the ranking against regional priorities and outcomes and public feedback. As an indicator, of the 167 assessed projects, the proposed state highway capacity improvements have seven non-discretionary activities identified and, amongst the discretionary projects, an average rank of 51 and a median rank of 55. Note the proposed state highway projects that do not include new capacity to improve travel time or reduce congestion did not rank as highly.

The proposed state highway projects would make a valued and important contribution to the development of Auckland's transport network and are assessed as significantly supporting the economic development outcomes. However, the contribution to other regional priorities and outcomes is generally not as strong, and the projects are large-scale and have long delivery timelines. In addition, expanding road capacity generally does not align to the strategic focus on improving network capacity through public transport - although there is a stronger case for this type of investment outside of the urban area where public transport will not provide a feasible alternative for most trips.

Several of the state highway projects - including Warkworth to Wellsford, the Waitematā Harbour Crossing, Mill Road and East West Link – are identified as projects of national significance and recognised to be a priority for funding at the national level and within the GPS.

Priorities for state highway improvements investment

In line with the overall approach to this RLTP, the key priorities for State Highway Improvements are finishing the committed projects that we have started and optimising the operation of the state highway network.

Finishing what we have started

In the case of state highway improvements, the NZTA has completed several major projects in the last three years and there are only a few relatively small projects that are underway and still to be finished using NLTF funding. The Crown funded NZUP programme will finish the Papakura to Drury Southern Motorway upgrade, which provides an additional motorway lane in each direction and interchange improvements at both Papakura and Drury, and the O Mahurangi (Penlink) project which will deliver a new two-lane road between the Northern Motorway and the Whangaparāoa Peninsula.

Aside from the Crown funded NZUP projects, most of the committed costs identified requiring NLTF funding are related to debt repayment for previous projects and ongoing payment for the Puhoi to Warkworth Public Private Partnership (PPP).

Renewals

The RLTP increases investment in the maintenance, renewal and operation of the state highway network alongside the partners to maintain safe and reliable strategic freight corridors across the region. The State Highway Maintenance, Operations, and Renewals Programme in Auckland builds scale for the first three years and invests in activities to restore the condition of the network and service levels over the 10-year period.

Discretionary State Highway Improvements projects in priority order

Beyond the committed and renewals projects and programmes, a number of projects have been identified through the GPS for delivery in Auckland ranging from projects focussing on resilience and public transport to new state highway connections to support regional and national connectivity and economic productivity.

The State Highway Improvements activities proposed are more than are likely to be funded by the NLTP as the GPS has indicated the need to find new funding and financing sources for these large-scale infrastructure projects. This over-programming is also provided so that the NZTA can seek feedback from RTCs and the region about their priorities for this activity class. It also helps manage overall programming uncertainties and maintain delivery momentum. The NZTA is aware that a well-maintained state highway network promotes safety and improves choices for moving people and freight. Through the State Highway Improvements activity, the NZTA plans to deliver the most reliable state highway network within the available funding.

Under the regional priorities the highest scoring projects deliver on resilience and optimising the network for the State Highway Investment class. The Auckland Network Optimisation Programme delivers a range of projects to increase the effectiveness of Auckland's network including the use of digital, technological and enforcement solutions.

A series of storms, including Cyclone Gabrielle, struck the North Island in 2023, causing significant damage to sections of the state highway network and illustrating the need to include resilience projects in the investment programme and RLTP. In response, a range of Crown funded (non-NLTF) resilience projects have been identified for the existing SH1, with particular attention to the Dome Valley section that was closed a number of times in 2023 due to the effects of weather. The Warkworth to Wellsford project will deliver a new offline connection through the Roads of National Significance (RoNS).

For urban Auckland, the Waitematā Harbour Connections project will provide resilience to the network by providing additional general traffic and freight capacity across the Waitematā Harbour, significant maintenance upgrades to the existing Auckland Harbour Bridge (AHB), and upgrades and optimisation of the Northern Busway to support the continued delivery of rapid frequent journeys for passengers travelling between the North Shore and the Central City.

The RLTP has a number of RoNS, and key strategic corridors that will support economic growth and productivity, reduce congestion, improve safety, support housing development, and provide a more resilient roading network. Initial work will focus on establishing scope, estimating costs and timelines, navigating risks, and understanding the inter-dependencies with other state highway activities. Over the next three years construction will begin on the RoNS and a construction pipeline will be confirmed. Government policy changes, like the fast-track consenting legislation, and the speed at which alternative funding and financing can be confirmed, will also impact the RoNS roll out.

SH1 between Whangārei to Warkworth has been identified as a key deliverable for the NZTA given the importance of network resilience, and economic productivity for Northland. For the Auckland region, the Warkworth to Wellsford project (the second section of Ara Tūhono – Pūhoi to Wellsford project) has completed the investigation phase of the project, the designation was granted in late 2023 and it will now move to delivery in this RLTP period. This project will be a new four-lane state highway, offline from the existing SH1, connecting Warkworth in the south to Wellsford in the north.

Mill Road, when complete, will support regional movement within Auckland and the growth areas of Manukau, Papakura and Drury, by improving connections for freight and people and providing network resilience to the Southern Motorway. The East West Link will reduce travel times for freight accessing the state highway network and reduce congestion along key corridors, including Neilson St, Church St and Great South Road and support public transport. With the support of the Northwest Rapid Transit, the North West Alternate State Highway will reduce travel times and support urban development and housing growth in Northwest Auckland.

To provide for flexibility in delivery and response to opportunity the initial stages of assessment and property have been bundled into RoNS packages.

Issues to consider

The GPS indicates that the State Highway Improvements Activity Class has between $3,750 million and $6,250 million over the next three years, with a mid-point of $5,000 million. Assuming Auckland received 35% of this mid-point, this would mean $1,750 million is available from the NLTF for state highway projects. This would be enough to fund almost all the state highway projects proposed over the next three years.

By contrast, the 10-year cost of this programme is $16 billion, which is nearly 90% of the mid-point of the national activity class. This creates an issue as a significant proportion of the funding in the first three years is pipeline development for projects that may not be affordable for construction over the rest of the decade.

The GPS states that additional funding sources will need to be made available and used to fund delivery of major projects. This could address some of the funding issue, but the scale of new funding that might be available is unclear. Consequently, there is a trade-off between large-scale pipeline investment in major projects with uncertain funding, and short-term investment in the construction of smaller ‘shovel ready’ projects.

Table 5: State Highway Improvements - Mid-point Funding Scenario

RLTP24 Capital Programme: State Highway Improvements Activity Class*			Legend for 'cumulative NLTF bid' columns	Within 40% of Activity Class Mid-point	40-50% of Activity Class Mid-point	50-60% of Activity Class Mid-point	60-70% of Activity Class Mid-point	Over 75% of Activity Class Mid-point
Line items	**Organisation**	**Activity Rank**	**Overall Rank / Regional priority**	**3-Year Total Cost ($m)**	**3-Year Cumulative NLTF bid ($m)**	**10-Year Total Cost ($m)**	**10-Year Cumulative NLTF bid ($m)**	
NON-DISCRETIONARY - Committed & Renewals (in alphabetical order)								
Commercial vehicle safety centre (CVSC) - Bombay	NZTA	1=	1=	16.0	16.0	16.0	16.0	
Commercial vehicle safety centre (CVSC) - Stanley St	NZTA	1=	1=	3.0	19.0	3.0	19.0	
Debt Repayment	NZTA	1=	1=	353.0	372.0	353.0	372.0	
Legacy Property Acquisition - Auckland	NZTA	1=	1=	13.2	385.2	13.2	385.2	
Puhoi to Warkworth repayment	NZTA	1=	1=	291.0	676.2	970.0	1,355.2	
SH16 Brigham creek to Waimauku Safety Works	NZTA	1=	1=	54.0	730.2	54.0	1,409.2	
Supporting Growth Post Lodgement (NZTA)	NZTA	1=	1=	12.3	742.5	12.3	1,421.5	
DISCRETIONARY (In priority order)								
Auckland Network Optimisation Programme	NZTA	2	2	41.4	783.9	165.7	1,587.2	
SH16/18 Staging Assessment Refresh	NZTA	3	31	2.7	786.6	4.3	1,591.4	
Waitemata Harbour Connections	NZTA	4	33	237.7	1,024.3	7,250.2	8,841.6	
SH1 Warkworth to Wellsford (RoNS)	NZTA	5	47	375.6	1,400.0	2,979.3	11,820.9	
Supporting Growth Implementation	NZTA	6	53	0.0	1,400.0	64.1	11,885.0	
Mill Road (RoNS)	NZTA	7	54	107.1	1,507.1	1,532.6	13,417.5	
SH18 Upper Harbour Rapid Transit	NZTA	8=	56=	0.0	1,400.0	41.9	13,459.4	
SH22 Drury Upgrade	NZTA	8=	56=	70.5	1,577.5	138.6	13,598.0	
East West Link (RoNS)	NZTA	10=	59=	0.0	1,577.5	651.4	14,249.4	
North West Alternate State Highway (RoNS)	NZTA	10=	59=	0.0	1,577.5	84.8	14,334.2	
Auckland Share VFM Safety Improvements Programme	NZTA	12=	75=	4.5	1,582.1	15.1	14,349.4	
SH1 Drury to Bombay (Route Protection)	NZTA	12=	75=	22.0	1,604.1	226.9	14,576.2	
Preventing Wrong Way Drivers on Auckland Motorways	NZTA	14	77	8.5	1,612.6	8.5	14,584.7	
Commercial vehicle safety centre (CVSC) - Albany	NZTA	15	86	14.7	1,627.3	14.7	14,599.4	
SH18 Squadron Drive	NZTA	16	90	0.0	1,627.3	40.0	14,639.4	
Auckland Share Pre-imp 2027-30 Bridge Rep	NZTA	17	93	2.1	1,629.4	2.1	14,641.5	
Commercial vehicle safety centre (CVSC) - SH1 Drury	NZTA	18	95	0.0	1,629.4	0.4	14,642.0	
Motorway Bridge Safety Screens	NZTA	19	98	0.0	1,629.4	21.8	14,663.8	
Low Cost Low Risk improvements 2024-27	NZTA	20	108	24.0	1,653.4	24.0	14,687.7	
Auckland Noise Mitigation - Projects	NZTA	21	111	20.7	1,674.1	45.0	14,732.8	
Auckland Noise Mitigation - Wider Programme	NZTA	22	112	0.0	1,674.1	16.4	14,749.1	
Auckland Share RoNS Project Development	NZTA	23=	113=	21.4	1,695.5	25.0	14,774.1	
Auckland Share RoNS Property	NZTA	23=	113=	320.1	2,015.6	1,225.4	15,999.5	

***Costs are indicative and the latest available from the SHIP that is being finalised. Please note that all costs are subject to change following*

the release of the NLTP in September 2024. The assumed Funding Allocation Ratio's with the NZTA have been applied to the calculation for AT's items. These are subject to negotiation and change.

Walking and Cycling Improvements

How Walking and Cycling Improvements contribute to regional outcomes

Walking and cycling improvements primarily support emissions reduction outcomes and safety improvements. They can also contribute to a faster and more reliable public transport system by improving access to key RTN stations. Although not a direct policy objective for this RLTP, use of cycling and walking can also support improved health outcomes.

Walking and Cycling projects are a relatively high regional priority

Proposed walking and cycling projects have emerged as a medium to low priority for investment, once public feedback on other priorities has been taken into account, and relative to other categories of improvements projects. Walking and Cycling Improvements projects have seven non-discretionary activities identified and an average discretionary ranking of 53 and a median discretionary ranking of 59 out of a total of 114 projects. These projects generally score well against multiple objectives, and the more recent programmes are intended to be delivered faster and at lower cost by learning the lessons of the past.

AT's strategy with cycling, delivered mainly by the 'Cycleways Programme (lower cost)' is to target new cycleway investment to routes that will link to the existing network, are relatively simple to deliver, and are expected to achieve significant cycling uptake. Meanwhile, the Community Cycling and Micromobility Programme is intended to implement smaller projects to improve the existing cycleway network and make it more attractive. Design standards have been relaxed, compared to the previous urban cycleway projects, to make delivery faster and less expensive without compromising safety.

Development of the walking and cycling network is intended to complement public transport by improving access to rapid transit stations, along with schools and other high demand locations. Cycleway delivery is supported by recent changes to the Auckland Parking Strategy, which make it easier to remove parking on arterial routes to support cycling and public transport.

Priorities for walking and cycling investment

In line with the overall approach to this RLTP, the key priorities for Walking and Cycling Improvements investment are finishing the committed projects that have started and ensuring the public transport system is renewed and fit for purpose. In this case, the committed projects are the Great North Road Cycling Improvements and the Westmere Cycle lanes. The Walking and Cycling Improvements Activity Class also includes a renewals element which is aligned with the GPS direction.

Discretionary improvements projects in priority order

Beyond the committed and renewals projects and programmes, key projects in broad priority order are:

- **Cycleways Programme (lower cost).** As described above, this programme delivers new cycleways and focuses on new routes that are relatively easy and cost less to deliver, link to the existing network and are likely to achieve higher usage.
- **Cycling for Climate Action.** This is an extension of the Cycleways Programme (lower cost) but receives funding from Council's Climate Action Targeted Rate.
- **Walking for Climate Action.** This programme provides improved walking facilities and connections to support greater walking uptake.
- **Urban Cycleways GI to Tāmaki Drive Stage 4.** This is the final section of the Glen Innes to Tāmaki Drive Shared Path which will provide a high-quality link between the

existing shared path at Orakei and the Tāmaki Drive Shared Path. This project finishes what has started but increasing costs have made it a lower value proposition.

Issues to consider

The Walking and Cycling Activity Class has a funding range of between $275 and $510 million with a mid-point of $392 million. Assuming Auckland received 35% of the mid-point, this would provide estimated NLTF funding of $137 million. This compares to a proposed funding request for Walking and Cycling of $153 million.

This analysis suggests that funding for the proposed Walking and Cycling projects may be more likely. However, the GPS has also introduced a number of requirements for these projects that may make them more difficult to fund. In addition, walking and cycling elements from other multi-modal projects will need to come out of this funding. These costs have not been identified but are likely to reduce the overall funding available for specific walking and cycling projects.

Table 7: Walking & Cycling Improvements - Mid-point Funding Scenario

RLTP24 Capital Programme: Walking & Cycling Improvements Activity Class*			**Legend for 'cumulative NLTF bid' columns**	Within 40% of Activity Class Mid-point	40-50% of Activity Class Mid-point	50-60% of Activity Class Mid-point	60-70% of Activity Class Mid-point	Over 75% of Activity Class Mid-point
Line items	**Organisation**	**Activity Rank**	**Overall Rank / Regional priority**	**3-year Total Cost ($m)**	**3-year Cumulative NLTF bid ($m)**	**10-year Total Cost ($m)**	**10-year Cumulative NLTF bid ($m)**	
NON-DISCRETIONARY - Committed & Renewals (In alphabetical order)								
Great North Road Improvements	AT	1=	1=	14.8	7.4	14.8	7.4	
Local Board Transport Capital Fund	AT	1=	1=	31.4	23.1	113.9	64.3	
Mangere West Cycleway	AT	1=	1=	10.4	28.3	10.4	69.5	
Point Chevalier to Westmere Improvements	AT	1=	1=	20.8	38.7	20.8	79.9	
Projects for Franklin Paths Targeted Rate	AT	1=	1=	2.6	40.0	12.5	86.2	
Projects for Rodney Transport Targeted Rate	AT	1=	1=	6.9	43.4	7.2	89.7	
Road & Footpaths	AT Opex	1=	1=	80.0	83.4	266.7	223.1	
DISCRETIONARY (In priority order)								
Cycleways Programme (lower cost)	AT	2	15	55.0	111.0	295.7	371.0	
Cycling for Climate Action	AT	3	27	54.8	138.4	106.0	424.0	
Community Cycling and Micromobility	AT	4	43	24.5	150.6	77.4	462.6	
Urban Cycleways Glen Innes Links	AT	5	55	6.4	153.9	6.4	465.9	
Walking for Climate Action	AT	6	62	32.5	170.1	84.6	508.2	
Community Footpaths Programme	AT	7	68	13.9	177.0	55.1	535.7	
Urban Cycleways GI to Tamaki Drive Stage4	AT	8	73	45.9	200.0	45.9	558.7	
Meadowbank Kohimarama Connectivity Project	AT	9	78	24.7	212.3	24.7	571.0	

**Costs are indicative and the latest available. Please note that all costs are subject to change following eh release of the NLTP in September 2024. The assumed Funding Allocation Ratio's with the NZTA have been applied to the calculation for AT's items. These are subject to negotiation and change.*

Major Projects

Major projects are covered within their respective activity classes, but this section addresses some of the specific issues around these projects. This RLTP includes over $22 billion in investment across 11 major projects across the next decade and includes the completion of the Eastern Busway and City Rail Link. This RLTP also does not include the full implementation of Airport to Botany as outlined in the GPS, or a solution for the City Centre to Mangere/Airport corridor previously identified under the Auckland Light Rail project.

Some of these projects, such as the Avondale to Southdown and Northwestern Alternate State Highway are only included for early planning phases, while others such as the Waitematā Harbour Crossing, the Northwestern Busway, SH1 Warkworth to Wellsford and 4-Tracking Westfield to Pukekohe are included for substantial construction investment.

Construction of these projects would make an important contribution to the development of the Auckland and New Zealand transport network. The Northwestern Busway provides a much-needed rapid transit option for the growth areas in the northwest and supports mode shift, congestion relief and an improvement in the overall bus system operation. Meanwhile, the Waitematā Harbour Connections project provides greater resiliency and improved reliability across the Waitematā Harbour, while the Warkworth to Wellsford project addresses resilience and safety issues.

However, these projects present three key issues:

- It is not clear how these projects might be funded for construction. As the GPS acknowledges, additional funding sources beyond the NLTF will be needed for delivery. However, these additional funding sources have not yet been confirmed and the scale of funding that they might provide remains uncertain.
- Many of these projects have been assessed as a relatively low priority through the regional ranking process.
- Advancing this major projects programme requires $1.7 billion over the next three years, excluding the CRL and the Eastern Busway, of which around $700 million is earmarked for pre-construction phases.

Because funding is constrained, there is a trade-off over the next three years between how much is invested in planning for major projects (which may be a relatively low regional priority with uncertain construction funding) and how much is invested in smaller projects (which can be delivered sooner). Auckland transport agencies know that not all large-scale projects will be fundable based on the GPS 2024 funding signals and that trade-offs between large scale projects will need to be made.

The transport revenue system is not fit for purpose to deliver construction phases of major projects, impacting the delivery of all the other activities in the RLTP. Auckland Council and Central Government will need to work together to find solutions for this.

During the development of this RLTP, the Council undertook work as part of the Auckland Integrated Transport Plan (AITP), assessing a long list of major projects. This work is expected to be finalised by the end of 2024 and help inform future strategic plans between local and central government for the region's transport network.

Freight Improvements

Freight is a key enabler of economic activity is fundamental to the liveability of our city – to keep Auckland moving, to collect projects from our farms and factories, and deliver supplies to businesses, organisations and worksites.

There are many freight interactions and freight is a component of many journeys and supply chains. Freight movements originating in Auckland are overwhelming transported by road (95%) and 84% of freight is moved within the region – the majority over relatively short distances, which may help to explain why the majority of internal freight is transported via road as opposed to rail.

The RLTP acknowledges the importance of the Strategic Freight Network (SFN) by including projects which support the resilience of the freight supply chain and its people: mode shift to reduce road congestion, enhanced network performance via new technology and improved local roads and state highway capacity.

Key items from the RLTP programme include Freight Network Improvements (AT), 4-Tracking Westfield to Pukekohe (KiwiRail) and RoNS projects (NZTA) such as SH1 Warkworth to Wellsford and the East-West Link.

Equity

The ease and affordability of getting to the places we need to go is a key determinant of quality of life. This means that transport is a key enabler of wellbeing for people living in Tāmaki Makaurau Auckland. However, there is clear evidence that the current transport system is not meeting the needs of many communities across the region (See Auckland Transport Equity Framework Summary, April 2024).

People living in some areas of high socio-economic deprivation are the most uniformly disadvantaged group when it comes to Auckland's transport system, along with those exposed to unacceptable transport-derived harms (e.g. air and noise pollution, safety risks), people with disabilities, caregivers of young children, older Aucklanders, and those where our transport system does not consistently provide for personal safety needs.

Aligned with the challenges identified in the LTP (and overarching strategic documents), this RLTP seeks to support transport equity by investing in public transport, walking and cycling, safety and promoting integrated transport and land-use future planning.

Growth

Auckland's sustained growth is creating greater network congestion and journey disruption, which makes it harder for people and goods to move around easily and safely. As identified in the Auckland Plan and Future Development Strategy (FDS), the way we plan and support this continued growth is vital to ensure Auckland sustains its businesses and people so they can thrive, be safe, healthy and productive.

Greenfield areas often need substantial investment before significant development can occur. Much of this investment will typically come from developers who provide the base roading networks. Nevertheless, additional large-scale investment is often needed to connect these areas to the transport network in a way that encourages more sustainable transport behaviour and minimises congestion impacts. With limited funding available, the priority has been on

route protection, property purchase and infrastructure to support the effective operation of rapid transit and bus links for these areas, rather than additional road capacity.

This RLTP allocates funding to provide multi-mode roads, paths and intersections (arterials and collectors) within several brownfield area and greenfield areas to deliver supporting infrastructure and services over the next 10-years. Additionally, annual programmes also look to provide improvements and maintenance in these locations.

Rural

In January and February 2023 extensive flooding during the extreme weather events caused extensive damage across the Auckland Transport Network, most notably in the North, West and South of the region. More than 2,000 slips and roading issues were reported and during the height of the storms 150 roads were closed across Auckland; Mill Flat Bridge in Coatesville was washed away and the abutments on Sherwood Drive Bridge were washed out. At Tahekeroa a major slip crashed down on KiwiRail's North Auckland Line (NAL) and across Tahekeroa Road.

AT people and local contractors worked around the clock to repair respond and restore access to local communities. Within a week 75% of roads were re-opened and access was restored at the two bridge sites. More than 1200 sites were repaired within three months.

Eighteen months after the storms 69% of the more than 800 minor and major slip sites had been repaired and 38% (89) of the 236 major sites (costing more than $250,000 each) have been repaired. Around 550 slip sites occurred on rural roads.

Around 800 kilometres of Auckland's local road network is unsealed and operates as gravel roads, which in general service rural areas.

This RLTP includes $186 million for continuing flood recovery and another $125 million for unsealed roads.

Climate

Extreme weather events across New Zealand and globally have highlighted the physical, financial, and other impacts of climate change. They have also highlighted opportunities such as efficiencies and improvements, or new partnerships, products and services.

In New Zealand the Climate Change Response (Zero-Carbon) Act was enacted in 2019, which requires national GHG emissions to be net-zero by 2050. In June 2019 Auckland Council declared a climate emergency, followed by the endorsement in July 2020 of Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan which commits to a 50% emission reduction by 2030.

Road transport has consistently been Auckland's largest single source of greenhouse emissions, the overwhelming majority of which come from private motor vehicles and light commercial vehicles.

This RLTP invests in maintain, renew and making Auckland's existing transport network more resilient to climate change, and prioritising the transition to a low emission transport network. Delivering more reliable and cleaner transport choices - electric buses, trains and ferries, walking and cycling options – seeks not only to reduce transport-related emissions but promote mode shifts that in turn reduces road congestion and enhances economic growth and productivity by moving people and freight faster and more efficiently.

Over the next few years the City Rail Link, Network Rail Rebuild and Eastern Busway will be completed, enabling even more Aucklanders to realise the benefits of public transport. Our public transport network will be decarbonised and as more of us choose to leave our cars at home, people that do choose or need to drive will experience reduced congestion, faster journey times and reduced greenhouse gas emissions.

The GPS signalled a shift in government transport expectation away from climate and the environment and toward economic growth and productivity. This RLTP is focused on meeting both expectations through the strategic delivery of the priorities outlined in this document.

Summary: More funding is needed for Public Transport Infrastructure

The first priority for investment in this RLTP is ensuing that our existing assets are maintained and renewed to an appropriate level and there is enough funding to continue to expand public transport services.

The ranking process and public feedback shows that discretionary Public Transport Investment projects are generally the highest priority, however, these projects appear most at risk of not receiving NLTF funding.

Local Road Infrastructure projects have also emerged as relatively high priority, but the full programme may be at some risk, depending on final allocations by the NZTA.

Discretionary State Highway Capacity Improvements projects emerged as the third highest overall priority, based on public feedback. Yet, in the first three years these projects appear most likely to receive NLTF funding, often for investment in planning phases – although funding for construction appears to be at risk over the decade.

To better deliver on regional priorities, more funding needs to be allocated to Public Transport Infrastructure projects, particularly in the first three years. This is critical to align with public expectations and support the region's plans for increased network capacity, improved productivity, lower emissions and compact city development.


see Inset A
see Inset B
Auckland Regional Land Transport Plan
2024-2034
Key strategic projects and programmes
Inset C
Inset D
4
Upgrades driven and funded by the Local Board across Rodney
(eg improved bus facilities and footpaths)
64
Footpath improvements driven and funded by Local Boards across Franklin

*Business case phase only

1. SH1 Dome Valley & Surrounds Slip & Flood Management (NZTA/Crown)
2. SH1 Warkworth to Wellsford (NZTA - RoNS)
3. Whangaparāoa Bus Station (AT)
4. Projects for Rodney Transport Target Rate (AT)
5. Wainui Growth Improvements (AT)
6. Penlink (NZTA - RoRS)
7. Glenvar Road/East Coast Road Intersection Improvements (AT)
8. Commercial vehicle safety centre (CVSC) - Albanyt
9. Rosedale Bus Station and Corridor (AT)
10. *SH18 Upper Harbour Rapid Transit (NZTA)
11. Northern Busway Enhancements (AT)
12. SH16 Brigham Creek to Waimauku Safety Works (NZTA)
13. North West Alternate State Highway (NZTA - RoNS)
14. SH18 Squadron Drive Interchange Upgrade (NZTA)
15. Greenfield transport infrastructure - Northwest (AT) and Northwest Growth Improvements (AT)
16. Northwest Rapid Transit and Interim works (NZTA/AT)
17. Newmarket Bus Layover (AT)
18. Great North Road Improvements (AT)
19. Redhills Growth Improvements (AT)
20. Waitematā Harbour Connections (NZTA)
21. Lake Road/Esmonde Road Improvements (AT)
22. Ferry Terminal and Berths Bayswater (AT)
23. Matiatia Park and Ride (AT)
24. Urban Cycleways Glen Innes to Tamaki Cycleway Stage 4 (AT)
25. Urban Cycleways Glen Innes Links (AT)
26. Ferry Terminal and Berths Pine Harbour (AT)
27. Meadowbank Kohimarama Connectivity Project (AT)
28. Projects Supporting Auckland Housing Programme Improvements (Tamaki) (AT)
29. Eastern Busway Pakuranga to Botany (AT)
30. Sylvia Park Bus Improvements (AT)
31. Avondale to Southdown (KiwiRail)
32. Projects Supporting Auckland Housing Programme Improvements (Mt Roskill) (AT)
33. *Cross Town Rapid Transit New Lynn to Onehunga (NZTA)
34. Māngere West and Westmere Cycleways (AT)
35. Projects Supporting Auckland Housing Programme Improvements (Māngere) (AT)
36. East West Link (NZTA - RoRS)
37. Wiri to Quay Park (KiwiRail/NZUP)
38. Botany Interchange & Link (AT)
39. Airport to Botany Interim Bus Improvements (AT)
40. Panmure Bus Infrastructure Improvements (AT)
41. Te Rakau Drive Depot Electrification (AT)
42. SH20 Airport to Botany (NZTA)
43. Mill Road (NZTA - RoNS)
44. SH22 Drury Upgrade (NZTA)
45. Investment in Drury Network (NZTA - RoRS)
46. SH1 Papakura to Drury South Stage One (NZTA - RoRS)
47. SH1 Drury to Bombay (route protection) (NZTA)
48. Drury Stations (KiwiRail / NZUP)
49. Drury Local Road Improvements (AT)
50. Papakura to Pukekohe Electrification (KiwiRail/NZUP)
51. 4 Tracking Westfield to Pukekohe (KiwiRail/NZUP)
52. Commercial vehicle safety centre (CVSC) - SH1 Drury
53. Commercial vehicle safety centre (CVSC) - Bombay
54. Downtown Crossover Bus Facilities (AT)
55. Wynyard Quarter Integrated Road Programme (AT)
56. Midtown Bus Improvements (AT)
57. Albert and Vincent Street Bus Priority Improvements (AT)
58. City Rail Link (CRLL) and Day One projects (AT/KiwiRail)
59. Commercial vehicle safety centre (CVSC) - Stanley St
60. Carrington Road Improvements (AT)
61. Level Crossing Removal Takaanini Stage 1 and 2 (AT)
62. Deconbonisation of Ferries Stage 1 (AT)
63. Hill Street Intersection Improvement (AT)
64. Projects for Franklin Transport Target Rate (AT)

Key

- New intersection
- Road
- Improvement
- Planning preconstruction phase
- Upgraded or new interchange
- Bus and Ferry
- Improvement
- Planning preconstruction phase
- Upgraded or new interchange
- Rail
- Improvement
- Planning preconstruction phase
- Active
- Improvement
- Spatial priority growth areas
- Other growth areas

Key Regional Programmes

Regional programmes are typically more tactical, lower-cost interventions delivered throughout the region. Due to their smaller size they are not mapped.

- A Cycleways Programmes (AT)
- B Network Optimisation Programmes (AT/NZTA)
- C Bus Access and Optimisation Programme (AT)
- D Bus and Transit Lanes Programme (Dynamic Lanes) (AT)
- E Flood Response (AT)
- F Freight Network Improvements (AT)
- G Local Board Transport Capital Fund (AT)
- H Marae and Papakainga (turnouts) Safety Programme (AT)
- I Parking Programmes (AT)
- J Time-of-use Programme (congestion) (AT)
- K Unsealed Road Improvements (AT)
- L Road Safety Improvement Programmes (AT/NZTA)
- M Various Rail Network Improvements (AT/KiwiRail)

5. Measuring Outcomes

This section outlines the indicators we will use to measure the success of the programme over time, along with the expected trend results from implementing elements of this RLTP.

Indicators of success

This section outlines the measures that will be used to track the success of the RLTP 2024 programme in achieving the outcomes outlined, along with expected trends.

The identified measures reflect existing monitoring and current strategic direction and have been collated from the previous RLTP (2021), AT's Future Connect Indicators of Success, GPS identified outcomes, the NZTA's benefits framework(s) and AT's Statement of Intent 2024. Not all indicators presented here can be measured directly. For those that cannot be measured directly, we will look to develop suitable proxies to measure performance.

Regular monitoring, at least annually, and reporting to the Regional Transport Committee (RTC) will be undertaken to assess implementation of the RLTP, in accordance with section 16(6)(e) of the Land Transport Management Act (LTMA).

Categories from the RLTP 2021 have been retained, with the addition of 'Revenue Generation' to reflect the recent direction from local and central government.

Given the time constraints in producing this RLTP, we have not been able to undertake modelling of the programme to forecast outcomes. The significant funding uncertainty associated with the programme would also mean that the impacts of any forecast would likely be overstated.

Note: These measures have been chosen to reflect RLTP strategic areas and don't reflect the full suite of measures that transport agencies use to monitor shorter term outcomes.

Table 9: RLTP Measures Summary

Measure	Agency	Metric Description	Expected Trend
Travel Choices & Reliability Provide and accelerate better travel choices for Aucklanders and improve value for money			
Public Transport boardings	AT	The total number of public transport users across the bus, ferry, and rail networks	Increasing
Number of cycle movements	AT	The total number of cycle (or similar) trips past selected count sites in the region	Increasing
Overall Travel Time for private vehicles	AT, NZTA	Proportion of the Auckland Local Arterial and Shate Highway networks operating at LOS C or better	Steady
Unplanned disruptions	AT**, NZTA	Number of disruption incidents across the State Highways, Rail and Local Arterial networks	Reducing
Public Transport reliability	AT	Percentage of scheduled services that operate, and that depart within the schedule and tolerances	Improving
Farebox Ratio	AT	Proportion of public transport services operating cost that is recovered from fares	Improving
Freight Network Performance	AT	Proportion of the level 1A and 1B freight network operating at level of service C or better during the interpeak.	Steady
Road Throughput	AT	Average AM peak period lane productivity across 32 monitored arterial routes	Improving
Climate change and the environment Improve the resilience and sustainability of the transport system and reduce the GHG emissions it generates			
Emissions from corporate activities, facilities, ferries & trains	AT	Greenhouse gas emissions from Auckland Transport's operations	Decreasing
Overall transport emissions from fuel use	AT	Estimated based on regional fuel sales data	Decreasing
Safety Make Auckland's transport system safe by eliminating harm to people			
Deaths and serious injuries (DSI)	AT, NZTA	DSI's on Auckland's transport network; DSI's of vulnerable users - people walking, riding a bike or motorcycle on Auckland's transport network.	Down*
Proportional harm	AT, NZTA	Annual injuries per million kilometres travelled	Down*
Asset Management Sound asset management			
Overall asset condition	AT, NZTA	Proportion of overall road assets in acceptable condition and proportion of all assets in poor condition	Improving
Critical asset condition	AT	Proportion of critical assets in poor condition	Improving
Roading quality	AT, NZTA	Road maintenance standards (ride quality) as measured by smooth travel exposure for urban and rural roads	Improving
Footpath condition	AT	Proportion of footpaths in acceptable condition	Steady
Roading Maintenance and Renewal	AT	Percentage of the sealed local road network that is resurfaced or rehabilitated	Improving

**With population and urban growth, and reduction in focused spending indicated in the GPS 2024, this trend may be challenging to achieve annually. **This includes all distribution on the KiwiRail network.*

6. Inter-regional priorities

Transport key priorities

Transport is an important enabler of social, economic and environmental outcomes, a principle strongly emphasised by the Government. These networks not only provide for the movement of people, and exchange of goods and services, they also facilitate improvements in accessibility, both inter-regionally and intra-regionally.

The Auckland region plays a crucial role in New Zealand's social and economic success. It is the most significant contributor to inter-regional activity in New Zealand, with 34% of the country's population generating 38% of the nations' GDP. It is the key link for the Upper North Island (UNI) between the 'Golden Triangle' (Auckland, Waikato, and Bay of Plenty,) and Northland - all of which continue to experience growth in population as well as regional, domestic and international output volumes.

These UNI regions are responsible for generating more than half of New Zealand's GDP (55%), housing more than half of New Zealand's population (54%) and generating more than half of the country's freight movements. Auckland inter-regional transport connections are a critical component, with resident and investor confidence reliant upon the provision of an efficient and resilient inter-modal transport network.

Auckland is often the gateway to the world for New Zealand, with the Ports of Auckland and Auckland Airport interacting with the majority of trade and visitors. Ongoing improvements to the inter-modal network, especially to other ports and Freight Hubs in the UNI - such as the Port of Tauranga, Northport, Ruakura Superhub and Wiri - help ensure a safe, efficient and sustainable transport network that supports the efficient transfer of goods between producers and consumers so New Zealand can continue to compete internationally.

Growth in Auckland, and the UNI, has continued to increase more rapidly than the rest of the country, with the trend expected to continue. Supporting and delivering this growth has many benefits for the country, but it brings with it a range of challenges that local and central government agencies need to work on together to resolve.

Activities of inter-regional significance

Several inter-regionally significant activities important to the Auckland region and New Zealand also contribute to UNI transport system objectives. These need to be coordinated with other regions and Central Government to realise their full benefit.

Table 10: Inter-regional activities for this RLTP

With Northland	
Whangārei to Auckland	(SH1 and Rail) The 191km-long Whangārei to Auckland corridor is a strategic road and rail corridor to deliver safe and reliable journeys between Auckland and Whangārei. Following completion of Ara Tūhono – Pūhoi to Warkworth, SH10 Kāeo Bridge upgrade, North Auckland Line re-opening, key projects include: • Brynderwyn alternative and the SH1 Warkworth to Whangārei (and associated resilience projects) which confirm the form function, location and capacity between Whangārei and Auckland.

SH1 Auckland Northern Motorway Corridor resilience, optimisation and capacity improvements	Supporting this activity will ensure that significant investment in the Auckland Arterial Network will not be affected by constraints on the network that could undermine travel time savings, improve connectivity and enhance access and safety outcomes. Key to efficiently moving people and freight into and out of Auckland region, the Draft GPS identifies: • Second Waitematā Harbour Connections as a key project now the Northern Corridor Improvements have been completed, and • The 10-year Auckland Network Optimisation programme rollout.
Avondale to Southdown rail corridor	Developing the Avondale to Southdown rail corridor is a key enabler of rail development for Northland and also benefits Auckland by removing freight trains from the inner Auckland network, allowing more intensive passenger operations and increasing network reliability and resilience. Capacity from Maungawhau/Mount Eden Station south to Westfield Junction is expected to be constrained from mid-2040 or earlier. This corridor will be a pre-requisite for any significant growth at Northport and any move to curtail the Ports of Auckland operation.
With Waikato	
Auckland to Hamilton (and Taupo)	(SH1 and Rail) SH1, and the connecting State Highway network, is the most important corridor for the New Zealand economy. The North Island Main Trunk Line (NIMT) from Westfield to Pukekohe is one of the busiest parts of the national rail network. Addressing constraints along this corridor is essential to enable growth to meet forecast demand for both freight and passenger services. The following activities are supported: • SH1 improvements through the NZUP programme. Papakura and Drury and route protection for sections further south to Bombay • Ongoing maintenance and improvements to safety and efficiency over the next 10 years to support growth and productivity • Wiri to Quay Park & Third Main Westfield-Wiri (NZUP – nearing completion) • Te Huia passenger rail services between Hamilton and Papakura Station and Britomart. KiwiRail and Waikato Regional Council have run a five-year trial since 2021 and this service will be funded by the Waikato Regional Council with support from the NZTA. • Commencing 4-tracking from Westfield to Pukekohe.

SH1 Auckland Southern Motorway Corridor optimization and capacity improvements	Supporting this activity will ensure that significant investment in the Auckland Arterial Network will not be affected by constraints on the network that could undermine travel time savings, improve connectivity and enhance access and safety outcomes.
	
	Key to efficiently moving people and freight in and out of the Auckland region, the Draft GPS identifies:
	• Auckland Network Optimisation programme roll out continues
	• East West Link projects to facilitate increased volumes and efficiencies of passenger and freight movements throughout Auckland, linking the SH1 and SH16/18 sections of the strategic freight network and adding resilience
	• SH1 Papakura to Drury. Associated to this will be:
	  • Mill Road (RoNS)
	  • SH1 Papakura to Bombay (NZUP)
	  • Improvements to Drury Package (NZUP).

Local Public Transport services	AT currently runs one bus service that cross the Auckland boundary: 399 – Pukekohe to Tuakau to Port Waikato. This will be reviewed as part of the Regional Public Transport Plan update, which will be undertaken later this year in the context

	of the finalised RLTP's for Auckland and Waikato.
With Waikato & Bay of Plenty (Golden Triangle)	
SH1/SH29 inter- regional corridor between Auckland, Hamilton and Tauranga	Supporting transport activities and improvements that enhance safety and efficiency on this nationally significant inter-regional corridor will also support the delivery of growth initiatives for people and freight. Key to efficiently moving people and freight into and out of UNI, the GPS and other RLTP's identifies: • SH29 Tauriko West • Cambridge to Piarere.
SH2 inter-regional corridor between Auckland and Tauranga	Supporting transport activities and improvements that enhance safety and efficiency on this nationally significant inter-regional corridor will also support the delivery of growth initiatives for people and freight. Key to efficiently moving people and freight into and out of UNI, the GPS identifies: • Tākitimu Northern Link stage 1 • Planning & design for Stage 2 • Ongoing improvements to the corridor.
4-tracking Westfield to Pukekohe	The southern rail corridor from Westfield Junction (near Penrose) to Pukekohe is expected to be full before 2040, and new capacity is needed to enable growth to meet demand for both passenger (metro and inter-regional) and freight services. In addition to its importance to Auckland's RTN, this part of the rail network is the busiest and most critical freight route in New Zealand. The GPS states that a focus will be to invest in the busiest and most productive parts of the existing rail network – between Auckland, Hamilton, and Tauranga (which includes this corridor). In addition, Waikato Regional Council has included its support for the programme in its Draft RLTP 2024.
All/National	
National Ticketing Solution (NTS)	The NTS supports the Government's goals toward safer and less congested roads, reducing emissions and supporting healthier lifestyles by making Public Transport more convenient and uniform. It will also help to improve access to travel options and make public transport more affordable.
Inter-regional planning activities that support integrated land use and transport investment outcomes and co-benefits	Ensuring a UNI lens over the transport network will ensure we are planning and implementing a sustainable future transport system, supporting the growing flow of goods & services to and from, and through Auckland. Key examples of these complementary projects include: • State Highway 1 Warkworth to Whangārei • Drury South (AT), including the Drury Stations (NZUP) • Papakura to Pukekohe electrification (NZUP).

7. Funding and Expenditure

This section sets out the funding and expenditure for the RLTP programme, including the agency specific proposals.

How transport is funded in Auckland

Project and programme costs contained in this document reflect the 'bid' amounts from each agency. These are subject to change after the National Land Transport Plan is released confirming the allocated funding from the NLTF.

The programme set out in this RLTP is funded from a combination of the following:

- Funding or financing from Auckland Council – sourced from rates, targeted rates, development contributions, remaining Regional Fuel Tax (RFT) and borrowing. Auckland Council funds around half of AT's capital and operating programmes.
- The NLTF for state highways, local roads, public transport, walking and cycling, traffic policing, rail infrastructure and other transport activities is approved for funding through the NLTP. The NLTF is sourced from fuel excise duties, road user charges, registration and licensing fees and is administered by the NZTA Waka Kotahi.
- AT's third-party revenue, including public transport fares, advertising, income from land held for future transport needs, and parking and enforcement revenue.
- Direct investment from Central Government, including the NZUP, the COVID-19 Response and Recovery Fund - investment for the CRL, the Infrastructure Acceleration fund (IAF), the Housing Infrastructure fund (HIF), Housing Acceleration Fund (HAF), funding administered by EECA and Crown 'top-ups' for bus driver wages.

The mix of funding sources is set out in the table below.

Total bids to the NLTF are around $40.8 billion. This is substantially more than the $16 billion in NLTF funds earmarked for Auckland in the 2021 GPS. The extent of NLTF available for Auckland will be confirmed in the NLTP, which is expected in September 2024.

Table 11: Potential Funding Sources Summary for the RLTP

Auckland Council funding	Comprised of Council rates, debt and developer contributions. The proportion of these varies per item.
COVID-19 Recovery and Response Fund (CRRF)	The CRRF was established in Budget 2020 as a temporary fiscal management tool to support New Zealand's response to and recovery from COVID-19. The CRRF was closed in Budget 2022. Some initiatives are still underway and will be managed through standard fiscal management processes as COVID-19 response and recovery measures are now integrated into standard public service delivery.
Climate Emergency Response Fund (CERF)	The CERF is an enduring, multi-year fund which is designed to address the long-term nature of many of the challenges presented by climate change. The CERF is intended to provide a dedicated funding source for public investment on climate-related initiatives distinct from the main Budget allowances.
Infrastructure Assistance Fund (IAF)	The Government's Infrastructure Acceleration Fund (IAF) was launched in June 2021. It is a fund of approximately $1 billion to support new or upgraded bulk infrastructure – such as roading, three waters and flood management – to enable new homes to be built in areas of high housing need.
North Island Weather Events Response and Recovery Package (Flood Recovery Fund)	The Auckland Anniversary Weekend floods and Cyclone Gabrielle caused severe widespread flooding across large parts of the North Island. This funding is allocated to clean-up, rebuild and aid the long-term recovery of communities and businesses in affected regions.

NZ Upgrade Programme (NZUP)	On 29 January 2020, the Government announced the NZD$12 billion New Zealand Upgrade Programme, which includes NZD$6.8 billion of Crown investment across 24 land transport projects in rail, roads, public transport and walking and cycling infrastructure across New Zealand. It reflects the Government's commitment to address our nation's infrastructure needs, while also providing a vital economic stimulus to firms and households in response to the impacts of COVID-19.
Other Operating Revenue	E.g. Fares, Parking fees, Enforcement fines
Rail Renewals	Announced as part of the Budget 2024, allocated support for the delivery of overdue renewals and rail rebuild programmes via the NLTF funding process.
Requested NLTF	NZTA subsidy via the NLTF. Or alternative funding sources being sought by the NZTA after Minister and GPS direction. This also includes projects where other alternate funding sources could be realised.
Transport Resilience Fund	Investment package to build climate resilience across the national roading network (Local roads and State Highways) to minimise the impact of climate change and other natural hazards.

Table 11: Potential Funding Sources Summary for the RLTP

Funding Source (including direct user charges)	Proposed Funding ($ billions, 10-years)
Auckland Council for AT Operations	$ 5.9
Auckland Council for AT Capital	$ 6.8
Auckland Council for CRL	$ 0.6
National Land Transport Fund (requested) * **	$ 40.8
Crown funding for CRL	$ 0.6
Crown funded NZ Upgrade Programme	$ 1.7
Crown funded Flood Recovery	$ 0.2
Crown funded Rail Renewals (via NTLF)	$ 0.2
Crown funded CERF & CRRF**	$ 0.1
Crown funded Infrastructure Assistance Fund	$ 0.1
Crown funded Transport Resilience	$ 0.1
AT User Pays Fees (PT fares, parking fees)	$ 6.0
TOTAL Transport Funding Sought 2024-2034	~$63.1*

** All figures are subject to rounding margins and finalisation in the coming month/s once the NLTP is released and other arrangements, such as Track User Charges are confirmed. **CERF applies to purchasing of Electric Ferries and AT Opex (for Improving Bus Driver Terms and Conditions) *** or potential alternative funding sources.*

The Government has indicated that it expects the NZTA to look at other funding sources to

support the delivery of their Roads of National Significance (RoNS) Programme and other major projects such as Northwest Rapid Transit and Airport to Botany Rapid Transit. The NZTA will assess mechanisms such as tolling, Time of Use Charging, equity finance and value capture. These additional funding sources will be included in future RLTPs when there is greater certainty about the scale and timing of funding.

Project categories

The RLTP has identified three broad categories for the items put forward by the relevant agencies. These are less defined than previous versions as committed funding (from ATAP) has not been available.

- **Category One (Non-Discretionary / Committed and Essential)**
  Category One projects reflect the highest priorities for the region and are mostly composed of committed projects underway and renewals activities. For some activity classes full funding of these may be a challenge.

- **Category Two (Discretionary / Prioritised)**
  Category Two projects reflect the second highest priority within the programme, which have been prioritised across the agencies. For most of the activity classes full funding of these is a challenge.

- **Category Three (Projects without Local share)**
  Category Three projects, although still very important, are the lowest priority in the programme. These are Auckland Transport projects that do not have Auckland Council funding. However, if more funding becomes available from Auckland Council then these would be proposed for inclusion in the wider programme. These have not been included in the prioritisation but are identified in the Appendices for reference. Following consultation, additions were made to this category to reflect RTC considerations of the feedback received; This included adding the full implementation of named projects in the GPS that weren't already included to ensure they are reflected in the RLTP.

Funding and expenditure by agency

This section summarises the expected revenue and expenditure for each agency for the period of this RLTP.

As noted above, funding allocations from the NLTF, via the NZTA, are not finalised. Consequently the 'NZTA funding' figures in the tables typically represent the amount *requested* from the NZTA and are not confirmed.

Auckland Transport

AT Operating revenue and expenditure

The table below outlines proposed AT operating revenue and expenditure.

Table 12: Proposed AT operating revenue and expenditure

AT Opex	Category	2024/25 ($m)	2025/26 ($m)	2026/27 ($m)	4-10 yr ($m)	Total 10-yr ($m)
Proposed Funding Sources	Auckland Council	512.0	559.0	579.0	4,271.0	5,921.0
	Requested NLTF	502.0	548.0	541.0	4,076.0	5,667.0
	Other Operating Revenue	427.0	466.0	490.0	4,561.0	5,944.0
TOTAL FUNDING		**1,422.0**	**1,572.0**	**1,611**	**12,907**	**17,532**
Proposed Operating Expenditure	Roads and footpaths ***	268.0	273.0	280.0	2,195.0	3,016.0
	Public Transport[5]**	1,141.0	1,266.0	1,298.0	10,483.0	14,188.0
TOTAL EXPENDITURE		**1,409.0**	**1,539.0**	**1,578.0**	**12,678.0**	**17,204.0**
Key elements	Repayment & Interest on EMU	33.0	33.0	33.0	229.0	327.0
	Track User Access Charges *	*56.1*	*72.4*	*86.0*	*648.2*	*863.0*

** Track Access Charges remain subject to further discussion and agreement with KiwiRail as part of the ANAA. This numbers include assumptions of increases once CRL is operational for Public Transport Services. **Includes $27.6m of CERF for Improving Bus Driver Terms & Conditions for first two years only. ***Includes use of the Housing Infrastructure Fund to help finance the local share of the Redhill development (approx. $31.3m expenditure on a specific part of the Wainui & Redhills item).*

[5] *This definition of 'public transport' definition aligns with Auckland Council's LTP and includes parking and enforcement and community transport activities.*

AT capital revenue and expenditure

The table below shows AT's capital funding and expenditure for this RLTP. Council funding has been generated on the basis of a broad 50/50 share with the NLTF. If NLTF funding is lower than assumed, then Council may reconsider the scale of funding it makes available. See Appendix 1 for programme detail.

Table 13: Proposed AT capital revenue and expenditure

AT Capex	Category	2024/25 ($m)	2025/26 ($m)	2026/27 ($m)	4-10 yr ($m)	Total 10-yr ($m)
Proposed Funding sources	Auckland Council**	611.1	739.0	717.0	4,747.2	6,814.2
	Requested NLTF**/***	703.8	739.0	717.0	4,747.2	6,906.9
	Crown (NZUP – Eastern Busway)	92.7	0.0	0.0	0.0	92.7
	Infrastructure Acceleration fund (IAF)	6.2	24.9	41.0	40.3	112.4
	Crown (Flood Recovery & EV Ferries)	45.1	31	0.0	0.0	76.1
TOTAL FUNDING		**1,458.8**	**1,533.9**	**1,475.0**	**9,534.7**	**14,002.4**
Proposed Capital expenditure	Renewals*	348.0	426.8	520.2	4,280.2	5,575.3
	Capital improvements	1,110.8	1,107.0	954.7	5,254.5	8,427.1
TOTAL EXPENDITURE		**1,458.8**	**1,533.9**	**1,475.0**	**9,534.7**	**14,002.4**

**The figures in the RLTP tables for the capital programme are for the whole organisation, including activities not eligible for NLTF funding. ** These figures are assumed to include the Housing Acceleration Funding (HAF) allocation for the Kainga Ora Joint Programme (alternate funding) item and will be updated in the final version. ***or potential alternative funding sources.*

NZ Transport Agency Waka Kotahi

The table below sets out the NZTA's investment programme for this RLTP. This includes the identified Roads of National Significance (RoNS).

Programme detail is provided in Appendix 2.

NZTA has a number of Crown-funded projects through the NZUP programme that will be completed during this RLTP period. In addition, the GPS has identified utilising new funding financing sources and solutions to deliver the large-scale infrastructure.

Table 14: Proposed NZTA revenue and expenditure

NZTA	Category	2024/25 ($m)	2025/26 ($m)	2026/27 ($m)	4-10 yr ($m)	Total 10-yr ($m)
Proposed Funding Sources	Requested NLTF**	1,046.1	1,139.1	1,334.7	20,922.0	24,441.9
	Other external funding*	95.9	41.5	32.7	94.8	264.9
TOTAL FUNDING		**1,142.0**	**1,180.6**	**1,367.4**	**21,016.8**	**24,706.8**
Expenditure	Maintenance, Operations and Renewals	285.7	283.8	277.6	2,861.8	3,708.9
	Other NZTA Projects	856.2	896.8	1,089.9	18,155.0	20,989.4
TOTAL EXPENDITURE		**1,142.0**	**1,180.6**	**1,367.4**	**21,016.8**	**24,706.8**

** Crown Resilience Programme (Low Cost, Low Risk - $3.3m), Flood Response (CIP) SH1 Dome Valley & Surrounds Slips and Flood Management ($207.1m) and COVID-19 Recovery and Response Fund (CIP) (NWBI SH16 Westgate & Brigham Stations = $54.5m) **or potential alternative funding sources.+*

KiwiRail

KiwiRail's expenditure and funding is shown in the table below. Capital programme detail is provided in Appendix 3.

KiwiRail sets out investment in the rail network in the Rail Network Investment Programme (RNIP) which is approved by the Minister of Transport. Its capital programme for the Auckland Metro area is funded from the Public Transport Infrastructure Activity Class, reflecting that more than 90% of services on the Auckland network are metro passenger trains. The improvement projects KiwiRail will include in the RNIP and seek funding for from the Public Transport Infrastructure Activity Class, have been included in the Appendix.

Annual maintenance, operations and routine renewal costs for the Auckland Rail Network are determined through the Auckland Network Access Agreement (ANAA) process, with costs shared between KiwiRail Freight and AT. This process involves negotiating:

- The level of access for metro services to the Auckland network
- The level of maintenance and renewals for the network
- How costs are apportioned given relative freight and metro use.

KiwiRail will meet its share of these annual costs through the RNIP from the Rail Network Activity Class, while AT will meet its contribution from local share, fares and the Public Transport Services Activity Class.

KiwiRail has calculated the cost of its 10-year Maintenance, Operations and Renewals (MOR) Programme and estimated apportionment based on the service levels sought by AT. However, AT has indicated it can only afford to pay a proportion of its share in FY25 and FY26 (with funding availability beyond this to be confirmed). The required funding values to deliver the full MOR programme are included in the table below, however, actual expenditure and delivery will be dependent on final funding agreements.

Table 15: Proposed KiwiRail capital revenue and expenditure

KiwiRail		2024/25 ($m)	2025/26 ($m)	2026/27 ($m)	4-10 yr ($m)	Total 10-yr ($m)
Proposed Funding sources	Requested NLTF (to KiwiRail)***	189.8	135.3	85.5	3,526.2	3,936.9
	AT (for ANAA)**	76.3	82.8	91.3	668.3	918.7
TOTAL FUNDING		**266.1**	**218.1**	**176.8**	**4,194.6**	**4,855.6**
Proposed Expenditure	Rail infrastructure projects	174.9	120.8	67.7	3,413.9	3,777.3
	Annual maintenance, operations and renewals*	91.2	97.3	109.1	780.7	1,078.3
TOTAL EXPENDITURE		**266.1**	**218.1**	**176.8**	**4,194.6**	**4,855.6**

**Excludes pass-through costs and performance fees. This table does not include the committed RNGIM funding (outlined below). **As outlined above, the amounts indicated in the AT Opex tables and the KiwiRail Capex table currently do not align and are subject to further ANAA discussion and agreement. The numbers presented in this section reflect the current positions from each organisation. ***or potential alternative funding sources including additional Crown funding from Budget 2024.*

NLTF funding arrangements between Auckland Transport and KiwiRail

In addition to the core AT Capital programme, an additional item has specific funding arrangements between the NLTF, AT and KiwiRail. This relates to activities being delivered currently and administrative processes that were previously agreed. This funding may end up being transferred to KiwiRail under the 2024 RNIP, the process of which is currently being worked through.

Table 16: NLTF funding arrangements between Auckland Transport and KiwiRail

AT	Category	2024/25 ($m)	2025/26 ($m)	2026/27 ($m)	4-10 yr ($m)	Total 10-yr ($m)
Funding sources (To AT)	Requested NLTF – for RNGIM – Committed	62.9	12.0	14.3	0.0	89.1
TOTAL FUNDING		**62.9**	**12.0**	**14.3**	**0.0**	**89.1**
Capital expenditure (By KiwiRail)	RNGIM – Committed	62.9	12.0	14.3	0.0	89.1
TOTAL EXPENDITURE		**62.9**	**12.0**	**14.3**	**0.0**	**89.1**

NZ Upgrade Programme / Roads of Regional Significance

KiwiRail and the NZTA expenditure and funding for NZUP and RoRS projects is shown in the table below.

NZUP Capital programme and the RoRS capital programme detail is provided in Appendix 5.

Table 17: NZ Upgrade Programme Capital funding

NZUP	Category	Total 10-yr ($m)
Funding sources	Crown (NZUP – KiwiRail)	537.0
	Crown (RoRS – NZTA)	1,093.0
TOTAL FUNDING		**1,630.0**
Expenditure	Crown (NZUP – KiwiRail)	537.0
	Crown (RoRS – NZTA)	1,093.0
TOTAL EXPENDITURE		**1,630.0**

City Rail Link Limited

City Rail Link Limited (CRLL) is funded jointly by Auckland Council and Central Government to deliver the City Rail Link (CRL). The funding and expenditure are set out in the table below.

Table 18: City Rail Link Capital Funding

CRLL	Category	2024/25 ($m)	2025/26 ($m)	2026/27 ($m)	4-10 yr ($m)	Total 10-yr ($m)
Funding sources	Auckland Council	258.0	149.0	178.0	0.0	585.0
	Central Government	258	149	178	0	585.0
TOTAL FUNDING		**516.0**	**297.0**	**357.0**	**0.0**	**1,170.0**
Expenditure	City Rail Link	527.0	296.0	357.0	0	1,202.0

The costs above relate to the construction of CRL. Responsibility for operating the stations and running the services after completion is transferred to AT once CRL is opened. Revenues and costs for these are included in AT's forecasts.

Department of Conservation

The table below shows the Department of Conservation (DOC) activities for special purpose roads included in this RLTP. Programme detail is provided in Appendix 4. Funding for these activities will come from DOC and the NLTF.

Table 19: Department of Conservation Capital Funding

DoC	Category	2024/25 ($th)	2025/26 ($th)	2026/27 ($th)	4-10 yr ($th)	Total 10-yr ($th)
Funding sources	Requested NLTF	5.0	5.0	5.0	32.0	53.0
Expenditure	Local Road Maintenance and Improvements	5.0	5.0	5.0	32.0	53.0

8.

Appendices

Appendix 1

Auckland Transport Capital Programme

Categorisation
1 Non-Discretionary
2 Prioritised
3 Projects without Local share

Approvals
*Activities with approved phases but not yet completed

Objectives
1: Faster, more reliable PT
2: Decarbonisation
3: Safety
4: Economic Productivity
5. Resilience
ND. Non-Discretionary

Project Name	Description	Category	Funding Source	Strategic objectives	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31-2033/34	Total 10-yr cost
Renewals & resilience									**$ millions**				
Asset renewals													
Renewals Parking and Other	This programme will support any necessary renewals for AT-owned assets, including parking facilities, airfields, and other assets. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively. This programme is not subsidised from the National Land Transport Fund.	1	Local	ND.	2024/25 to 2033/34	9.2	6.1	5.9	6.1	6.4	6.6	29.2	69.5
Renewals Public Transport	This programme will support renewal requirements for AT's public transport assets. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively. Key assets for this programme include: • Rail and bus stations, bus stops, other PT facilities • Multi-train units (EMUs) and the Ferry fleet.	1	Local, NLTF	ND.	2024/25 to 2033/34	35.0	31.2	37.6	39.1	40.7	42.4	187.3	413.3
Renewals Road Pavement	AT regularly plans road renewal to enhance safety and maintain service levels for road users. This programme delivers pavement renewals. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively.	1	Local, NLTF	ND.	2024/25 to 2033/34	188.9	257.2	318.4	331.2	344.6	358.5	1584.9	3383.6
Renewals Streets	This programme will support the renewal of non-pavement network assets in the road reserve/ carriageway. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively.	1	Local, NLTF	ND.	2024/25 to 2033/34	93.0	107.8	132.3	137.6	143.2	149.0	658.6	1421.6
Renewals Structures	This programme will support the renewal of AT's structural assets such as bridges, retaining walls, major culverts and other structures. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively.	1	Local, NLTF	ND.	2024/25 to 2033/34	22.0	24.5	26.1	27.1	28.2	29.4	129.9	287.3

Resilience & adaption

Flood Response*	This programme delivers permanent reinstatement activities in a response to region-wide weather events in 2023. The programme has been under way since 2023 and will continue to provide the following activities: •Restoring and grading surface water channels and road shoulders •Scour protection works for surface water channels and at culvert inlets/outlets •Removing and clearing debris from road carriageways, surface water channels and bridge abutment. •Temporary protection measures such as AC bunding, covering of slip faces, crack sealing •Cutting back of banks to retreat from underslips •Stabilising slips (e.g. soil nailing, retaining walls, shotcrete, planting, hydroseeding) •Unblocking culverts •Restoring damaged road pavements, footpaths, cycleways, kerb and channel and road drainage structures.	1	Local, NLTF, Other	N.D	2024/25 to 2026/27	57.2	80.0	48.9	-	-	-	-	186.1
Network Resilience/ Adaptation	This programme will focus on activities to enable the network to withstand extreme weather events and save money on future requirements for repair. This ongoing programme will improve network resilience and adaptation to future climate events.	2	Local, NLTF	1,2,3,4,5	2025/26 to 2033/34	-	3.8	9.8	12.0	14.3	16.6	91.9	148.4
Street Lighting Safety Improvements	This programme will install street lighting for safety and when Vector and Counties Power upgrade from overhead to underground power lines (OHUG Programme). This programme will support the installation of new streetlights and cabling.	2	Local, NLTF	1,2,3	2025/26 to 2033/34	-	2.1	2.2	2.2	2.3	2.3	9.7	20.8
Unsealed Road Improvements	This programme will progressively upgrade unsealed roads in Auckland's network. This programme will provide a safer journey experience for road users on the unsealed road network by reducing natural hazards and increasing traffic due to rural activities such as forestry, farming and quarrying activities.	2	Local, NLTF	3,4,5	2024/25 to 2033/34	12.5	12.5	12.5	12.5	12.5	12.5	50.0	125.0
Network Discharge Improvements	This programme will enhance the treatment of stormwater runoff from existing roads that would otherwise continue to discharge untreated. The programme scope includes the installation of stormwater treatment devices on 23 priority roads at selected locations, which will improve the quality of water run-off from the AT road network.	2	Local, NLTF	5	2024/25 to 2033/34	1.0	1.6	1.2	1.2	1.2	1.3	5.3	12.9

Public transport													
Bus city centre							$ millions						
Midtown Bus Improvements for CRL*	When CRL opens in 2026, Wellesley Street will become a new gateway to the city with thousands of people arriving by train and high-frequency bus routes. This project will enhance connections between bus services, increase capacity, and significantly improve the customer experience. It aligns with the City Centre Masterplan (CCMP), which designates Wellesley Street as a transit corridor. Additionally, the project establishes a bus-only section of Wellesley Street between Queen Street and Albert Street, reducing through traffic and vehicle numbers in the city centre.	1	Local, NLTF	ND.	2024/25 to 2025/26	19.6	4.4	-	-	-	-	-	24.0
Midtown Bus Improvements West Stage2	This project is the next phase of 'Midtown Bus Improvements for CRL' and will extend the transit corridor between Albert Street and Victoria Park.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2028/29	1.0	4.3	23.9	22.2	22.6	-	-	74.0
Downtown Crossover Bus East Stage1	This programme, aligned with the City Centre Masterplan (CCMP), focuses on enhancing connections between bus services and improving the customer experience by developing new bus priority lanes and facilities in Downtown. Stage1 includes bus priority lanes and layovers in Customs Street (short-term) and Beach Road. The scope also encompasses a new off-street bus layover in Quay Park. A business case process is underway to finalise the scope.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2026/27	4.2	9.6	6.5	-	-	-	-	20.3
Downtown Crossover Bus East Stage3	Downtown Crossover Bus East Stage3 includes upgrades and new bus charging for the Quay Park bus layover as well as bus priority upgrades on Symonds Street to access the Quay Park layover. A business case process is underway to finalise the scope.	2	Local, NLTF	1,2,3,4,5	2027/28 to 2029/30	-	-	-	4.4	22.6	6.9	-	34.0
Downtown Crossover Bus West Stage2	Downtown Crossover Bus East Stage2 includes bus priority works in Lower Hobson, Sturdee and Fanshawe Streets, and a new bus layover at Wynyard Quarter. A business case is under way to finalise the scope.	2	Local, NLTF	1,2,3,4,5	2025/26 to 2029/30	-	1.1	12.0	22.2	28.3	17.3	-	80.8
Albert and Vincent Street Improvements	As part of the Northwestern Bus Improvements programme, this project focuses on enhancing travel time and more reliable PT services between Karang-a-hape Road and Britomart. The scope includes bus priority measures on Albert Street, Vincent Street, Pitt Street, Mayoral Drive and connections between Newton and Downtown. This project is scheduled for implementation between 2024 and 2027.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2027/28	1.0	3.3	2.7	1.7	-	-	-	8.7

Bus projects

Great North Road Improvements*	Great North Road is a major Auckland corridor for an increasing number of people in and out of the City Centre. The area is changing with more residential apartments and the population will grow by approximately 24% by 2031. This project will improve access to reliable public transport services and travel choice by providing bus priority lanes and a new cycleway.	1	Local, NLTF	ND.	2024/25	14.8	-	-	-	-	-	-	14.8
Northwest Bus Improvements*	The northwestern parts of Auckland continue to be one of the fastest growing areas in New Zealand with approximately 38,000 new residents by 2028 (compared to the number of residents in 2018). This investment aims to support more PT services and travel choices with better access to key destinations along the SH16 corridor. Together with NZTA's 'Northwestern WX1 Other Works' and SH16 Westgate & Brigham Stations, the overall programme delivers Westgate RTN Station, Brigham Creek station and planning for the Brigham Creek Park & Ride, to be delivered in stages over time.	1	Local	ND.	2024/25	10.4	-	-	-	-	-	-	10.4
Bus Access and Optimisation Programme	This programme will improve better public transport access with minor upgrades. The scope includes small-scale bus stop improvements, new neighbourhood interchanges and minor works to support double decker bus access operations by addressing risks such as low hanging power/phone lines or overhanging trees.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	12.0	14.4	14.7	14.9	14.7	15.0	45.8	131.5
Airport to Botany Interim Bus Improvements*	The Airport to Botany Interim Bus Improvements project will extend the existing AirportLink bus service to Botany via Te Irirangi Drive. The service currently operates between the airport and Manukau via Puhinui Station. The project will include priority measures to connect with the Eastern Busway.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2029/30	1.0	0.6	1.3	4.1	34.1	11.5	-	52.7
Regional Bus Depots (commercial)	This programme will provide charging infrastructure for public transport and support increasing services and patronage. The programme will identify areas that require more bus services and the growing demand for public transport services.	2	Local, NLTF	1,2,3,4	2025/26 to 2030/31	-	0.3	0.3	18.1	50.9	24.2	44.7	138.6
Panmure Bus Infrastructure Improvements	To enhance the reliability and resilience of Auckland's public transport services, a bus layover and driver facilities at Panmure station is required. The rollout of electric buses, along with the requirements of the Employment Relations Act, necessitates an off-street bus facility. A feasibility and optioneering study, conducted jointly with Eke Panuku, has identified a preferred site within the Panmure Master Plan.	2	Local, NLTF	1,2,3,4,5	2025/26 to 2027/28	-	0.1	2.2	5.5	-	-	-	7.8
Bus Routes for Climate Action	This programme, funded by the Climate Action Targeted Rate, will provide better bus routes and crosstown connections in response to the growing demand for public transport services.	2	Local, NLTF	1,2,3,4	2024/25 to 2029/30	3.1	9.6	13.0	5.5	5.7	5.8	-	42.7

Regional Bus Charging Infrastructure	This programme will provide charging infrastructure for public transport and support increasing services and patronage. The programme will identify areas that require more bus services and the growing demand for public transport services.	2	Local, NLTF	1,2,4	2028/29 to 2032/33	-	-	-	-	9.1	9.2	28.8	47.1
Newmarket Bus Layover	To enhance the reliability and resilience of Auckland's public transport services, AT has identified the need for a bus layover and driver facilities at a strategic location on the south side of Auckland Central. The roll out of the new Central and Northern public transport networks has resulted in additional bus services terminating in Newmarket, requiring a bus layover strategy for the area as space for on-road bus layovers is limited. A new bus layover will provide more spaces for buses and facilities for bus drivers. The scope also includes CCTV surveillance and security for the facility with recording function.	2	Local, NLTF	1,4	2025/26 to 2026/27	-	6.4	5.1	-	-	-	-	11.5
Sylvia Park Bus Improvements	This project will provide bus upgrades at Sylvia Park and surrounding areas, and provide better connections between trains and buses. Investigation and feasibility studies are underway.	2	Local, NLTF	1,2,3,4	2027/28 to 2029/30	-	-	-	0.7	1.8	20.3	-	22.8
Wayfinding for Stations and Bus Information	This programme will provide: • More visible beacons, clear catchment signage and information on key corridors to encourage behaviour change, travel time signs for PT, walking and cycling and vehicle users. • Improved digital solutions e.g. digital screens with maps, trip options, departure info and local points of interest & experiences.	2	Local, NLTF	1,2,3	2024/25 to 2029/30	5.2	10.7	14.1	14.4	14.7	7.5	-	66.6
Ti Rakau Drive Depot Electrification	This programme will support the electrification of Ti Rakau depot. This will support Eastern Busway outcomes as well as other electric bus movements in the local area.	2	Local, NLTF	1,2,5	2027/28	-	-	-	10.5	-	-	-	10.5
Ferry projects													
Decarbonisation of Ferries Stage 1*	Auckland's ferry fleet is ageing, increasingly unreliable, and lacks passenger capacity to meet the growing demand on a number of routes. Modern electric and electric hybrid ferries offer significant fuel savings (approx. 70% fuel cost reduction), lower maintenance, and significantly reduced emissions compared to traditional diesel ferries. This programme will renew Auckland's ferry fleet, including enabling ferry terminals to accommodate new larger capacity, standardised low emission vessels. Stage 1 includes the procurement of new vessels and the delivery of charging and wharf infrastructure at Downtown Ferry Terminal, Hobsonville Point and Half Moon Bay Ferry Terminals. It will also support minor wharf enablement at Bayswater and Beach Haven ferry terminals.	1	Local, NLTF, Other	ND.	2024/25 to 2029/30	65.0	78.2	71.0	41.0	7.7	18.7	-	281.6

Decarbonisation of Ferries Stage2	Stage 2 of this programme includes more low-emission ferries. It also plans to support enabling infrastructure at West Harbour and Birkenhead (piling only), to align with planned service contract improvements. A further assessment is required to confirm the final scope.	2	Local, NLTF	1,2,4,5	2026/27 to 2023/24	-	-	5.4	33.3	40.7	14.5	5.9	99.8
Ferry Terminal and Berths Pine Harbour	As the demand for ferry services is growing in Pine Harbour in 2028, this project will support terminal development and/or berth expansion in Pine Harbour to remove existing constraints and enable higher capacity ferry services. A business case is under way and the scope may include terminal development, gangways, pontoons, waiting areas, signage, cycle parking and weather protection.	2	Local, NLTF	1,2,4,5	2024/25 to 2027/28	0.5	4.5	13.0	15.5	4.1	-	-	37.6
Ferry Terminal Bayswater	This project will support the development of a ferry terminal and/or securing permanent marina berths in Bayswater (subject to business case development) to enable future ferry services in 2031. The scope may include terminal development, gangways, pontoons, waiting areas, signage, cycle parking and weather protection.	2	Local, NLTF	1,2,4,5	2025/26 to 2029/30	-	0.5	1.1	11.1	17.0	10.3	-	39.9
Rail projects													
EMU Rolling Stock Tranche for CRL*	This programme will respond to the growing demand for rail public transport services in Auckland by introducing additional new electric multi-units (EMUs). These EMUs will support the upcoming opening of the City Rail Link in 2026. 23 new EMUs have been contractually committed and will be available on Auckland's metro rail network by 2025.	1	Local, NLTF	ND.	2024/25 to 2025/26	173.3	31.4	-	-	-	-	-	204.7
EMU Stabling and Depots for CRL*	This programme will enhance long-term maintenance for the EMUs by adding 20 additional stabling units at the Wiri EMU Depot Stabling Yard. These units will support the new EMUs available for the City Rail Link (CRL). The programme is currently underway and is scheduled for completion in 2025.	1	Local, NLTF	ND.	2024/25 to 2026/27	7.5	12.0	10.0	-	-	-	-	29.5
EMU Stabling Facilities and Other	This project is designed for a new paint booth in the Wiri depot. AT has an obligation to keep EMUs regularly maintained and painted. Currently, this activity is undertaken in different locations that are not purpose built, impacting efficiency and quality, and increasing the time taken to paint a train set. A new paint booth in the Wiri depot will provide for more efficiently maintaining the trains in better condition.	2	Local, NLTF	1	2024/25	6.5	-	-	-	-	-	-	6.5

Karangahape Roadside for CRL*	This project will provide better access to and from the CRL station in Mercury Lane via Karang-a-Hape Road when the station opens in 2026. The scope includes streetscape improvements around the two new Karanga-a-Hape station entrances.	1	Local, NLTF	ND.	2024/25 to 2025/26	12.1	2.7	-	-	-	-	-	14.7
Level Crossings Removal for CRL*	The Level Crossings Removal programme will reduce safety risks for all users and support increased rail frequency for the CRL. The scope includes the road crossing at Church Street East and pedestrian crossings at the following locations to be removal: • O'Neill's Road • Corban Estate • Lloyd Avenue • Kingdon Street • Homai Station • Tironui Station Road.	1	Local, NLTF	ND.	2024/25 to 2027/28	21.8	29.6	5.4	6.0	-	-	-	62.9
Stations and Wayfinding for CRL	This programme will support minor changes and wayfinding updates at rail stations to support CRL Day 1.	1	Local, NLTF	ND.	2024/25 to 2026/27	2.6	12.8	2.2	-	-	-	-	17.6
Level Crossings Removal Takanini Stage1	The Level Crossings Removal programme will reduce safety risks for all users, address capacity constraints on the rail network, and remove bottlenecks on the adjacent road corridor. The scope for the Takanini Level Crossings Removal programme includes: • A new grade separated bridge connection between Manuia Road and Oakleigh Avenue/Hitchcock Road to provide direct access to the Takaanini industrial area. • Existing at grade level crossings at Spartan Road and Manuroa Road to be fully closed to vehicular traffic but will be replaced by grade-separated active mode bridges. • Existing at grade level crossings at Taka Street and Walters Road to be closed but will be replaced by grade separated bridges which will accommodate all modes. • Separated walking and cycling facilities to be provided in the bridge footprint at the location where a grade separated crossing is recommended i.e., Manuia Road, Taka Street and Walters Road. Stage1 will involve pre-implementation and part of implementation (e.g. station access, pedestrian crossings) while Stage2 will complete the implementation phase.	2	Local, NLTF	1,2,3,4,5	2025/26 to 2028/29	-	3.2	10.9	16.6	17.0	-	-	47.7

Level Crossings Removal Takanini Stage2	The Level Crossings Removal programme will reduce safety risks for all users, address capacity constraints on the rail network, and remove bottlenecks on the adjacent road corridor. The scope for the Takanini Level Crossings Removal programme includes: • A new grade separated bridge connection between Manuia Road and Oakleigh Avenue/Hitchcock Road to provide direct access to the Takaanini industrial area. • Existing at grade level crossings at Spartan Road and Manuroa Road to be fully closed to vehicular traffic but will be replaced by grade-separated active mode bridges. • Existing at grade level crossings at Taka Street and Walters Road to be closed but will be replaced by grade separated bridges which will accommodate all modes. • Separated walking and cycling facilities to be provided in the bridge footprint at the location where a grade separated crossing is recommended i.e., Manuia Road, Taka Street and Walters Road. Stage1 will involve pre-implementation and part of implementation (e.g. station access, pedestrian crossings) while Stage2 will complete the implementation phase.	2	Local, NLTF	1,2,3,4,5	2027/28 to 2030/31	-	-	-	20.9	130.1	134.1	217.7	502.6
Rail ETCS2 Signalling and Driver Assist	KiwiRail is planning to upgrade to the European Train Control System 2 (ETCS2). This system is designed to enhance train signalling and safety measures. AT will need to adapt the trains, simulators and driver training programmes and align with the new system. The project is in its initial stages and is pending approval from AT, NZTA, and KiwiRail before moving forward with implementation.	2	Local, NLTF	1,2,3,4,5	2025/26 to 2033/34	-	3.2	5.4	2.4	2.8	16.6	8.3	38.8
Rapid transit access													
First-and-final Leg for Top 12 RTN Stations*	This programme will provide safer journey experience, more travel options, and improved access to rapid transit network stations. It is based on AT's Rapid Transit Study, which highlighted various deficiencies related to access to RTN stations in Auckland. The First and Final Leg Business Case identified up to 12 stations with significant deficiencies.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2030/31	1.6	5.3	10.9	11.1	28.3	34.6	22.1	113.9

Northern Busway Enhancements	By 2038 around 18,000 bus trips from the NorthShore are expected to cross the Waitematā Harbour in the morning peak. Bus stations along the NorthernBusway are reaching capacity with the growing demand for public transport. This programme will optimise the busway and upgrade the stations. The programme scope includes: •Platform length and width extensions at Albany, Constellation, Sunnynook, Smales Farm and Akoranga Stations. •Optimisation and bus stop upgrades on Fanshawe Street. •Busway station upgrades to improve capacity and safety including changes to local bus platforms and bus circulation.	2	Local, NLTF	1,2,3,4	2027/28 to 2030/31	-	-	-	4.7	7.9	34.7	37.9	85.2
Rosedale Bus Station and Corridor*	This programme will support the improvement works for a new Rosedale busway station. The scope also includes limited civil works on Rosedale Road between Tawa Drive and Triton Drive intersections (400m section).	2	Local, NLTF	1,2,3,4,5	2024/25 to 2027/28	10.3	25.4	33.6	16.0	-	-	-	85.2
Park and Ride Programme	This programme provides improvements to park and ride facilities and capacity.This includes increasing the park and ride spaces at Drury, Ngākōroa and Paerātā Stations. This programme will provide for additional parking spaces required to accommodate the increasing demand in the area and effectively connect residents and commuters to public transport services.	2	Local, NLTF	1,2,3,4,5	2025/26 to 2033/34	-	1.0	4.9	25.0	24.4	16.6	109.5	181.3
Public Transport Safety and Amenity	This programme will provide safer PT facilities (e.g. rail shelter extensions and station security) and contribute to better customer experience for pedestrians and PT users. Minor improvements to existing PT facilities will support existing PT networks and the growing PT demand.	2	Local, NLTF	1,2,3,4	2024/25 to 2033/34	8.8	11.2	9.8	10.0	10.2	10.4	38.8	99.2
Whangaparaoa Bus Station	This programme will provide a new bus interchange in Whangaparāoa to support the extension of NX2 and growing public transport patronage when O Mahurangi-Penlink opens in 2026. The project will be in the implementation phase subject to funding.	2	Local, NLTF	1,2,3,4	2024/25 to 2028/29	2.1	0.5	3.3	20.0	6.8	-	-	32.6
Investigations for Rapid Transit Integration	This programme will support pipeline planning for integration of key rapid transit network projects including Northwest and Airport to Botany. The scope mainly includes works to support the integration of local roads to the planned rapid transit networks.	2	Local, NLTF	1,2,3,4	2025/26 to 2032/33	-	1.0	3.5	7.2	11.0	11.3	27.2	61.3

Urban development						$ millions							
Cycleway projects													
Mangere West Cycleway	This project will connect a cycle path from the Māngere Bridge to the airport. It will facilitate easier bike travel between residential areas in Māngere and connect to the existing shared walking and cycling path to the airport along George Bolt Memorial Drive.	1	Local, NLTF	ND.	2024/25	10.4	-	-	-	-	-	-	10.4
Point Chevalier to Westmere Improvements*	This project delivers a corridor upgrade between Point Chevalier and Westmere with improved facilities for walking, cycling and public transport. The project delivers approximately 2.8km of an off-road protected cycleway along Pt Chevalier Road to Garnet Road along with public transport improvements, intersection improvements, side road treatments and associated lighting as well as stormwater upgrades. The cycling component of this project is one of the Urban Cycleways Programme.	1	Local, NLTF	ND.	2024/25	20.8	-	-	-	-	-	-	20.8
Cycleways Programme (lower cost)*	This programme will support lower-cost cycleways that prioritise high-impact projects. This programme aims to promote cycling, enhance safety and expand travel options while reducing emissions. The programme aligns with the Cycling & Micromobility Programme Business Case, which outlines AT's investment strategy for cycling and micromobility over the next decade, with the aim of making cycling safer and more appealing. The scope includes Mangere East-Manukau cycling focus areas and others.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	4.6	23.1	27.3	29.4	30.6	28.4	152.3	295.7
Cycling for Climate Action*	Similar to the 'Cycleways Programme (lower cost)', this programme supports safe cycle facilities, travel options, access to opportunities, and environmental outcomes. Funded by Auckland Council's Climate Action Targeted Rate, this programme will support the investigation, design, and delivery of several priority cycle projects identified in the Cycling & Micromobility Programme Business Case.	2	Local, NLTF	1,2,3,4	2024/25 to 2028/29	16.6	15.4	22.8	26.8	24.3	-	-	106.0

Urban Cycleways Glen Innes Links*	As one of the Urban Cycleways Programme, links to Glen Innes Cycleways will add dedicated cycleways to Glen Innes, linking into the wider Auckland network including the new Glen Innes to Tāmaki Drive Shared Path. These new cycleways will provide a safer and more convenient connection for cyclists to reach Glen Innes train station, the shared path to Orakei Basin and Tāmaki Drive, and neighbouring suburbs. This project is funded through the Urban Cycleways Fund. The scope includes cycleways on: • parts of Taniwha Street • Point England Road • Merton Road between Morrin Road and Apirana Avenue • Line Road between Taniwha Street and West Tāmaki Road • South-eastern side of Stonefields Avenue and Morrin Road.	2	Local, NLTF	2,3,4,5	2024/25	6.4	-	-	-	-	-	-	6.4
Urban Cycleways GI to Tamaki Drive Stage4*	As one of the Urban Cycleways Programme, the Glen Innes to Tāmaki Drive Shared Path - Te Ara Ki Uta Ki Tai project will deliver a 7km-long path connecting Auckland's eastern suburbs to the city centre. The path completes a missing link in Auckland's cycle network and connect with cycle routes to Point England, the shared path along Tāmaki Drive and the Tāmaki Drive Cycle Route. This project will complete the remaining section between Ōrākei Basin to Tāmaki Drive for the shared path and will connect people all the way to the waterfront.	2	Local, NLTF	2,3,4,5	2024/25 to 2025/26	27.5	18.5	-	-	-	-	-	45.9
Meadowbank Kohimarama Connectivity Project	The existing rail corridor creates a barrier between the suburb of Meadowbank and Kohimarama. This limits the north-south travel for active modes. St Johns Road and Orakei Road both carry high traffic and are unsafe for active mode. The population in the suburb continues to grow creating a need to provide a better active mode infrastructure. The Meadowbank-Kohimarama Connectivity project, also referred to as 'Gowing Drive walking and cycling connection', will improve cycleway access to/from the suburb by connecting to the existing Glen Innes to Tamaki Drive (Gi2TD) shared-use path and the Meadowbank community to local schools via John Rymer Place.	2	Local, NLTF	2,3,5	2025/26 to 2026/27	-	17.1	7.6	-	-	-	-	24.7

Eastern Busway

Eastern Busway Pakuranga to Botany*	The Eastern Busway is a regionally significant programme to transform East Auckland, extending the rapid transit network through a dedicated busway and segregated cycleway between Panmure and Botany Town Centre. This programme includes the following scope in-progress: • Implementation of the Pakuranga to Botany busway featuring: - 12km of safe and separated walking and cycling routes - 5km of busway between Pakuranga and Botany fully separated from other traffic - 5 new bus stations with quality facilities - A flyover above Reeves Road providing a direct connection between Pakuranga Road and the South Eastern Highway.	1	Local, NLTF, Other	ND.	2024/25 to 2027/28	264.4	229.2	129.4	85.7	-	-	-	708.7
Botany Interchange and Link	The Eastern Busway is a regionally significant programme that expands the rapid transit network by creating a dedicated busway (along with a segregated cycleway) connecting Panmure and Botany Town Centre. This project the Botany interchange.	2	Local, NLTF	1,2,3,4,5	2026/27 to 2031/32	-	-	1.8	10.1	6.9	8.4	13.6	40.7

Priority growth areas

Wainui and Redhills Growth Improvements*	This programme is based on a public-private partnership and will support the provision of necessary transport networks to the housing development areas in Wainui and Redhills.	2	Local, Other	1,2,3,4,5	2024/25 to 2028/29	14.0	9.4	9.8	8.6	6.2	-	-	48.0
Carrington Road Improvements	The Wairaka Precinct (Unitec in Mt Albert) will see housing development for approximately 4,000 households by early 2030s. This programme aims to provide necessary transport infrastructure for public transport, walking & cycling and stormwater treatments that will respond to new residents' travel needs in the area.	2	Local, Other	1,2,3,4,5	2024/25 to 2027/28	4.4	33.0	42.4	42.1	-	-	-	122.0
Auckland Housing Programme Improvements	Kāinga Ora plans to develop 7,000 new households in Māngere and 9,500 in Mt Roskill by 2045, which will bring approximately 43,000 new residents to the area. The scope also includes new households in the Tamaki area. The programme will provide more travel choice, upgrade intersections and improve bus infrastructure to support planned housing development.	2	Local, NLTF, Other	1,2,3,4,5	2024/25 to 2033/34	6.6	11.4	25.7	23.3	23.8	24.2	84.9	199.9
Drury Local Road Improvements	Drury is a significant greenfield development area with over 22,000 proposed dwellings. This project will establish an extensive transport network in Drury, featuring new and improved multi-mode roads. Its purpose is to facilitate movement between local, regional, and inter-regional areas by optimising the existing transport system and connecting to planned train stations.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	20.8	0.5	1.4	2.8	8.5	8.7	54.8	97.4

Northwest Growth Improvements	The rapid growth in the Northwest area requires a robust transport network. This expansion is closely linked to the State Highway network managed by NZTA. Specifically, the inner northwest (including Redhills, Whenuapai, and Westgate) is projected to accommodate more than 28,000 houses and more than 25,000 jobs by 2051. Over 100 transport projects have been identified in this programme to address this growth between now and 2047.	2	Local, NLTF	1,2,3,4,5	2025/26 to 2033/34	-	0.3	1.4	4.2	7.9	6.9	30.2	50.8
Wynyard Quarter Integrated Road Programme	Since 2011 Wynyard Quarter has been transformed from an industrial neighbourhood into a new part of Auckland City Centre, with increasing residential and working populations. This programme will improve Beaumont Street and Westhaven Drive, deliver a high quality streetscape and establish important connections between the Wynyard Quarter, Victoria Park and the city centre.	2	Local	1,2,3	2024/25 to 2030/31	0.5	0.5	1.1	5.5	11.3	17.3	11.8	48.1
Property for growth													
Supporting Growth Post Lodgement (AT)*	Integrated transport planning is critical to urban development and positively contributes to quality, connected urban and natural environments in the growth area. AT is committed to Supporting Growth Programme activities such as route protection.	1	Local, NLTF	ND.	2024/25 to 2026/27	16.0	12.6	6.6	-	-	-	-	35.2
Property for Route Protection and Encroachments	AT has an obligation to respond to and resolve requests to acquire designated land for transport purposes and encroachments where development is occurring and there is no project or planned project funding. This is a provision to respond to unplanned property acquisitions processes and encroachment requests.	2	Local	1,2,3,4	2024/25 to 2033/34	26.0	26.7	27.7	28.3	28.8	29.4	123.7	290.6
Network & safety											**$ millions**		
Community response													
Community Network Improvements	This programme addresses community requests for corridor and intersection improvements. Its goal is to ensure safe and efficient operation on the arterial network. The programme includes a list of relatively small-scale projects (typically ranging from $1m to $3m each) that have a high profile within the community. The programme focuses on, but not limited to, suburban and peri-rural areas that are affected by intensification.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	21.8	22.4	22.8	23.3	23.8	23.1	97.0	234.2
Community Cycling and Micromobility	This programme will enhance existing cycleways across Auckland by improving local cycling and micromobility connections on the strategic cycling network. This programme will also provide more bike parking and wayfinding for the existing cycling network.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	9.4	8.1	7.1	7.2	7.4	7.5	30.8	77.4

Walking for Climate Action	This programme will support up to 35kms of walking connectivity improvements, including improvements to footpaths, additional pedestrian crossings, improved accessibility and increased pedestrian lighting in key locations across Auckland. A specific focus will be on improving the safety and ease of walking in the Manurewa area. This programme will provide safe, convenient and well-connected walking and cycling options for more Aucklanders. It will also invest in planting more trees in parks and on streets to prepare for a warmer future and subsequently reduce our vulnerability to extreme heat.	2	Local, NLTF	2,3,4	2024/25 to 2030/31	3.1	11.9	17.4	17.7	12.7	14.9	6.8	84.6
Community Footpaths Programme	This programme responds to community requests for new and wider footpaths across Auckland. Its goal is to enhance safety in the footpath network and improve access to active modes. The programme includes links to schools and community facilities, among other features. AT receives around 100 new requests annually, which are prioritised from a list of over 700.	2	Local, NLTF	1,2,3	2024/25 to 2033/34	4.2	4.3	5.4	5.5	5.7	5.8	24.3	55.1
Local board priority													
Projects for Franklin Paths Targeted Rate	The Transport Targeted Rate is newly introduced from FY2024/25 to accelerate investment in transport in the Franklin Local Board area. The local board makes decisions regarding funds raised through the rate. The council receives the rates payments and AT provides technical advice and administers the funds on behalf of the local board.	1	Local, NLTF	ND.	2025/26 to 2033/34	-	1.3	1.3	1.3	1.4	1.4	5.8	12.5
Projects for Rodney Transport Targeted Rate	The Rodney Local Board Transport Targeted Rate was introduced in 2018 by Auckland Council after extensive community consultation to accelerate investment in transport in the Rodney Local Board area. This programme is currently scheduled to run for ten years (2018 – 2028). The local board makes decisions regarding funds raised through the rate. The council receives the rates payments and AT provides technical advice and administers the funds on behalf of the local board.	1	Local, NLTF	ND.	2024/25 to 2027/28	3.1	8.5	2.2	0.6	-	-	-	14.4
Local Board Transport Capital Fund	The Local Board Transport Capital Fund started in late 2012 to enable locally important transport projects to receive appropriate priority and provide local boards with a more direct ability to influence local transport initiatives. This programme prioritises smaller, locally significant projects that may not prominently be featured in AT's prioritisation process. Examples include new kerb and channel projects, footpaths in rural villages, wayfinding signage, and small town centre streetscape upgrades.	1	Local, NLTF	ND.	2024/25 to 2033/34	19.8	21.3	21.7	22.2	22.6	23.1	97.0	227.7

Matiatia Landside (Park and Ride)	This project will provide safer movements for public transport and increasing traffic to/from the Waiheke Ferry Terminal. It will also provide public drop-off away from the keyhole and bike/scooter parking and storage with better stormwater treatments. The project scope also includes the removal of the existing carpark from the scheduled Māori heritage site / koiwi / foreshore area. This project, included in the Waiheke 10-year Transport Plan, will improve the island's main gateway, benefiting 1 million users per year. A business case is under way.	2	Local, NLTF	1,2,3	2026/27 to 2028/29	-	-	1.1	13.3	10.2	-	-	24.6
Network optimisation													
Network Optimisation*	The Network Optimisation programme will improve Auckland's road network and achieve better throughput and connections for multi-modal travel options. This programme will support congestion reduction and improved freight connections on Auckland's strategic transport network by making best use of existing network. The programme scope includes: • Maioro Street Special Vehicle Lane • Weymouth Road roundabout improvements • Delivery of dynamic lane and dynamic timings projects. This programme also includes a number of smart technology initiatives. E.g. installation of new CCTV cameras across the network, smart queue detection, cycle detection and pedestrian detection technology and a Real-time Network Performance Monitoring System for AT and NZTA.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	12.5	12.8	13.0	20.8	21.2	21.6	94.3	196.3
Bus and Transit Lanes programme (dynamic lanes)	As part of the Auckland Network Optimisation programme, this programme is specifically designed to provide bus priority projects. The scope focuses on removing 'pain points' along corridors and includes the optimisation of road layout, dynamic traffic lanes and managing traffic restrictions.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	3.1	9.6	9.8	16.6	17.0	28.8	123.1	208.1
Network Operations (ATOC) Programme	This programme will support selected improvements in the network and the Auckland Transport Operation Centre (ATOC) and transport network operations. ATOC will help provide a safer and more efficient transport network.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	1.7	1.9	2.0	1.4	1.5	1.5	4.3	14.3

Hill Street Intersection Improvement*	As the Ara Tuhono - Puhoi to Warkworth motorway and Te Honohono ki Tai - Matakana Link Road opened in 2023, the anticipated growth in Warkworth will lead to more local trips using the Hill Street intersection. By 2028, traffic volumes are projected to exceed the current capacity at the Hill Street intersection, resulting in significant delays during peak hours. This project will reduce traffic congestion while enhancing safety for travellers. The project scope includes: • Upgraded footpaths • Walking and cycling facilities • Traffic calming measures • Enhanced intersections with safe roundabouts.	2	Local, NLTF	1,3,4	2024/25 to 2026/27	14.6	4.1	1.1	-	-	-	-	19.7
Intelligent Transport Systems	This programme will deliver innovative services related to different modes of transport and traffic management. It will enable road users to be better informed and make safer, more coordinated, and smarter use of transport networks.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	5.2	7.5	7.6	5.5	7.0	7.1	33.6	73.5
Lake Road/ Esmonde Road Improvements*	This project will enhance travel options to and around the Devonport Peninsula, with a primary focus on Lake Road, Esmonde Road, and Bayswater Avenue. The project scope may include T2 lanes, intersection upgrades, and shared walking and cycling paths.	2	Local, NLTF	1,2,3,4,5	2026/27 to 2030/31	-	-	1.1	3.3	19.6	18.5	9.6	52.1
Freight Network Improvements	As part of the Network Optimisation programme, this programme will enhance freight connections within Auckland's strategic transport network. It aligns with the Auckland Freight Plan and addresses key outcomes by providing special vehicle lanes and safe environments to support freight movements.	2	Local, NLTF	4,5	2024/25 to 2023/24	1.0	2.1	3.3	6.7	6.8	6.9	30.4	57.2
Glenvar Road/ East Coast Road Intersection*	This project will enhance the intersection of Glenvar and East Coast roads to improve safety and capacity to support the Long Bay development area.	2	Local, NLTF	1,3,4	2025/26 to 2027/28	-	1.4	12.0	39.9	-	-	-	53.3
Parking & demand													
Time-of-use Programme (congestion)	This programme will support the efficient use of Auckland's transport network. AT started a business case which will provide the locations and timing for implementation.	2	Local, NLTF	1,2,3,4	2024/25 to 2027/28	4.4	76.7	28.9	48.5	-	-	-	158.5
Room to Move Programme	Tāmaki Makaurau Auckland's Parking Strategy 2023 meets current (and emerging) challenges, and aligns with Council directions. This programme will deliver changes to how road space and parking will be managed while developing policies detailing how AT will plan, provide and manage public parking.	2	Local, NLTF	1,2,3,4,5	2024/25 to 2033/34	2.6	2.7	2.5	3.3	2.3	4.0	6.8	24.2
Parking Programme	This programme will deliver AT's parking strategy and initiatives. It will support various parking activities, including residential parking permits, both on-street and off-street paid parking and enforcement processes.	2	Local	1,2,4,5	2024/25 to 2033/34	3.6	4.3	7.1	7.2	7.4	7.5	24.2	61.2

Road safety													
Road Safety Programme*	Following a change in direction from Central Government this programme will provide safety interventions at high-risk areas that have been identified as part of our deep dive into safety issues across Auckland. A draft proposal for the programme includes signalised crossings/intersections, audible tactile line markings and many other interventions.	2	Local, NLTF	1,3,4	2024/25 to 2033/34	37.0	51.2	58.1	59.2	60.4	61.6	224.2	551.8
Safe Speeds programme	This programme will be dependant on the new speed rule and guidance provided by NZTA. The main focus will be on safe school speeds, providing safe and appropriate speeds that will protect our most vulnerable road user and be responsive to development and growth. AT has received a high number of requests to implement safe and appropriate speeds across a number of local boards and from communities across Auckland. This programme is also proposed to address reactive school requests to allow quick responses to safety concerns at schools.	2	Local, NLTF	1,3,4	2024/25 to 2033/34	3.8	7.8	7.9	8.1	8.3	8.4	35.4	79.7
Marae and Papakainga (Turnouts) safety programme	This programme will improve road safety around marae and to access marae from main roads.	1	Local	ND	2024/25 to 2033/34	1.0	1.7	1.7	1.7	1.8	1.8	7.5	17.2
Technology & change											**$ millions**		
Core Technology and Renewals	This programme focuses on core systems and customer-facing IT assets. These assets include customer service equipment and communications infrastructure.	1	Local, NLTF	ND.	2024/25 to 2033/34	14.0	14.4	15.8	18.9	19.8	20.2	92.2	195.2
Customer systems													
Customer and Business Systems	This programme will enhance the user experience by ensuring reliable and up-to-date information, improving customer interactions, and accommodating various travel options. This programme includes development of AT's systems including Metro & HOP, customer experience & digital channels, parking systems, enterprise solutions, and network management technology.	1	Local, NLTF	ND.	2024/25 to 2033/34	34.5	38.1	37.9	40.5	43.3	44.1	185.5	423.9
Open Loop and HOP Hardware Refresh*	The Open Loop project is scheduled for go-live by FY25. The project will refresh the PT fare payment system andallow the use of mobile phone/wearable devices, credit/debit card and digital wallets on buses, ferries and rail.	1	Local, NLTF	ND.	2024/25	10.0	-	-	-	-	-	-	10.0

National Ticketing System (AT assets)	The National Ticketing System is New Zealand's next generation public transport ticketing solution. It will give New Zealanders the ability to pay for their public transport using a variety of ways - by mobile phone, credit card or a nationally issued transit card. This programme will provide IT systems and processes to support: • Ability to quickly introduce/change fare products & policies • Patronage growth and flow on effects through mode shift. AT is working with NZTA to implement the National Ticketing System.	2	Local, NLTF	1,2,4	2024/25 to 2025/26	6.2	8.4	-	-	-	-	-	14.5
Auckland Transport total						**1458.8**	**1533.9**	**1475.0**	**1573.8**	**1553.8**	**1469.4**	**4937.7**	**14002.4**

Rail infrastructure projects funded outside of the RNIP

Project Name	Description	Cate-gory	Funding Source	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31-2033/34	Total Cost ($m)
Rail Network Growth Impact Management (RNGIM) - Committed*	Also known as the Rail Network Rebuild, this is the NLTF amount already funded and committed, to progress the first phase of the historic renewals backlog resulting from legacy underinvestment in the Auckland network. AT is the approved organisation and will direct the funds to KiwiRail (pass through cost)	1	NLTF (to Ki-wiRail)	2024/25 - 2026/27	62.9	12.0	14.3	-	-	-	-	89.1

Appendix 2

NZ Transport Agency Capital Programme

Categorisation
1 Non-Discretionary
2 Prioritised
3 Projects without Local share

Approvals
*Activities with approved phases but not yet completed

Objectives
1: Faster, more reliable PT
2: Decarbonisation
3: Safety
4: Economic Productivity
5. Resilience
ND. Non-Discretionary

Project Name	Description	Category	Funding Source	Strategic objectives	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31-2033/34	Total 10-yr Cost ($m)
Safety													
SH16 Brigham creek to Waimauku Safety Works*	SH16 safety improvements between Brigham Creek and Waimauku including road and bridge widening, service undergrounding and installation of median and roadside barriers. This relates to Stage 1 of the project with Stage 2 still under consideration.	1	NLTF	ND.	2024/25 to 2026/27	33.0	6.0	15.0	0.0	0.0	0.0	0.0	54.0
Auckland Share VFM Safety Improvements Programme	Specific safety improvements across the Auckland State Highway network that aren't addressed through other projects and programmes	2	NLTF	3,4,5	2024/25 to 2033/34	1.5	1.5	1.5	1.5	1.5	1.5	6.0	15.1
Preventing Wrong Way Drivers on Auckland Motorways*	Preventing Wrong Way Driver (WWD) project on Auckland Motorways intends to deliver a network wide solution to prevent, detect and reduce the number of WWD incidences. As a result, reduce the number of death and serious injuries on the network.	2	NLTF	3,5	2024/25 to 2026/27	2.0	4.0	2.5	0.0	0.0	0.0	0.0	8.5
Motorway Bridge Safety Screens	Safety screens for State Highway 1 overbridges to prevent objects and self harm	2	NLTF	3,5	2030/31 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	21.8	21.8
Rapid Transit													
SH16 Westgate & Brigham Stations*	Development of interim bus station at Westgate to support Western Express services and growth. Part of the initial stages of delivering the North West Rapid Transit solution.	1	Crown	ND.	2024/25	54.5	0.0	0.0	0.0	0.0	0.0	0.0	54.5
Northwest Rapid Transit*	Providing a rapid transit corridor linking North West Auckland to the City Centre. This project has been identified as a major PT project in the GPS 2024	2	NLTF	1,2,3,4,5	2024/25 to 2033/34	163.5	230.2	240.8	267.2	315.4	450.2	2,637.2	4,304.4

SH20 Airport to Botany*	Horizon 3 includes Airport to Botany RTN programme and complementary measures including new ramp from SH20B to SH20 south enabling A2B. A2B is currently in route-protection phase (led by the Supporting Growth Alliance). Notices of requirement (NOR) have either been completed or in progress and the programme will be delivered in partnership with AT. Identified as a major PT project in the GPS 2024	2	NLTF	1,2,3,4,5	2024/25 to 2033/34	0.0	0.0	5.3	5.3	5.3	27.0	346.7	389.6
SH18 Upper Harbour Rapid Transit	Rapid Transit services between Northwest Growth Area and Albany and connecting key RTN corridors (Northern and Northwest RTN). Includes technical assessment and some funds for route protecting the station locations given the need to integrate with the surrounding land use	2	NLTF	1,2,3,4,5	2028/29 to 2029/30	0.0	0.0	0.0	2.8	5.8	6.0	27.3	41.9
Operational Capital Programmes													
Crown Resilience Low Cost Risk Programme*	Crown allocation for proactive resilience Low Cost Low Risk activities over four years. To be managed and prioritised to target resilience at high risk sites.	1	Crown	ND.	2025/26	0.0	3.3	0.0	0.0	0.0	0.0	0.0	3.3
Debt Repayment	Government debt repayment on the Southern Corridor Improvement & SH20A to Airport projects	1	NLTF	ND.	2024/25 to 2026/27	117.0	118.0	118.0	0.0	0.0	0.0	0.0	353.0
Northwestern WX1 Other Works*	Bus improvements to support the interim Northwest RTN (WX1) and Westgate Station	1	NLTF	ND.	2024/25	5.5	0.0	0.0	0.0	0.0	0.0	0.0	5.5
Puhoi to Warkworth repayment*	PPP payments on the Puhoi to Warkworth project	1	NLTF	ND.	2024/25 to 2026/27	97.0	97.0	97.0	97.0	97.0	97.0	388.0	970.0
SH1 Dome Valley & Surrounds Slip & Flood Management*	Crown funded resilience works for State Highway 1 Dome Valley to manage flooding and slips. Rebuilding of roading infrastructure damaged by 2023 cyclone and weather events	2	Crown	3,4,5	2024/25 to 2029/30	41.4	38.2	32.7	32.7	32.7	29.4	0.0	207.1

Commercial vehicle safety centre (CVSC) - Stanley St *	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is Stanley St, Parnell	1	NLTF	ND.	2024/25	3.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Commercial vehicle safety centre (CVSC) - Bombay*	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is in Bombay	1	NLTF	ND.	2024/25 to 2025/26	12.0	4.0	0.0	0.0	0.0	0.0	0.0	16.0
Auckland Network Optimisation Programme*	Optimisation and efficiency measures to improve system operation, safety and resilience	2	NLTF	1,2,3,4,5	20254/25 to 2033/34	0.0	20.7	20.7	20.7	20.7	20.7	62.1	165.7
Commercial vehicle safety centre (CVSC) - Albany*	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is in Albany	2	NLTF	3,4,5	2024/25 to 2025/26	11.2	3.5	0.0	0.0	0.0	0.0	0.0	14.7
Commercial vehicle safety centre (CVSC) - SH1 Drury	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is in Drury.	2	NLTF	3,4,5	2027/28 to 2028/29	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.4
Auckland Share Digital engineering/ BIM	Digital Engineering may be defined as the use made of the convergence of emerging technologies such as Building Information Modelling (BIM), Geographic Information Systems (GIS) Asset Management Information Systems (AMIS) and related systems to derive better business, project and asset management outcomes. Digital Engineering is about capturing, sharing, analysing and presenting digital asset information that provides the evidence for asset management decisions.	2	NLTF	3,4	2024/25 to 2029/30	1.3	0.9	0.9	1.0	1.0	1.0	0.0	6.3

Auckland Share Data Driven Structure Asset Management	The new structures asset management framework includes the production of a collection of processes that will capture and assess risks in a comprehensive and consistent manner, and forecast maintenance and renewals costs in an accurate manner.	2	NLTF	4	2024/25 to 2026/27	0.4	0.7	0.1	0.0	0.0	0.0	0.0	1.3
Auckland System Planning	Region wide planning for the State Highway Network	2	NLTF	3,4,5	2024/25 to 2026/27	1.2	2.4	0.0	0.0	0.0	0.0	0.0	3.6
Low Cost Low Risk improvements 2024-27	Low Cost Low Risk projects are improvements projects (construction or implementation) with a total approved cost of up to $2m for each project.	2	NLTF	3	2024/25 to 2026/27	8.0	8.0	8.0	0.0	0.0	0.0	0.0	24.0
Auckland Share Environmental PBC	Applying a national approach to environmental practices such as fish passage, stormwater management etc	2	NLTF	5	2024/25 to 2026/27	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Auckland Noise Mitigation - Projects	For new roads and alterations to existing roads NZTA will assess noise exposure and noise mitiagtions as required for new projects	2	NLTF	-	2026/27 to 2028/29	0.0	6.8	14.0	24.3	0.0	0.0	0.0	45.0
Auckland Noise Mitigation - Wider Programme	Alterations to existing roads NZTA will assess noise exposure and noise mitiagtions as required as part of a programme	2	NLTF	-	2033/34	0.0	0.0	0.0	0.0	0.0	0.0	16.4	16.4
Mode Choice													
Cross Town Rapid Transit New Lynn to Onehunga	Cross isthmus Rapid Transit services have not yet been adequately assessed as part of the RTN story in Auckland. Arataki 30-year view (Land Transport Modes and Networks) identifies this as needing investigation. With growth expected to be more widespread as well as concentrated in key locations in the Central Isthmus there is a need to identify at a high level the nature, extent and requirement for such a corridor, the benefits (outcomes) delivered and an implementation pathway.	2	NLTF	1,2,3,4,5	2027/28	0.0	0.0	0.0	7.1	0.0	0.0	0.0	7.1
Strategic multimodal connections and Crossings	Resilience supporting multi modal solutions through the creaton of green bridges across the State Highway network	2	NLTF	1,2,5	2027/28 & 2030/31 to 2033/34	0.0	0.0	0.0	3.7	0.0	0.0	8.2	11.9

Growth

Supporting Growth Post Lodgement (NZTA)*	Completion of Supporting Growth Alliance activities to route protect the strategic network to support the future growth in the future urban areas of Auckland	1	NLTF	ND.	2024/25 to 2026/28	5.0	7.3	0.0	0.0	0.0	0.0	0.0	12.3
SH16/18 Staging Assessment Refresh	Assessment using past work to confirm best staging of SH16/SH18 given growth in households and Westgate Metro Centre	2	NLTF	2,3,4,5	2024/25 & 2030/34	2.7	0.0	0.0	0.0	0.0	0.0	1.5	4.3
Supporting Growth Implementation*	Commencement of design, on-site investigations and early property purchase to enable delivery of parts of the strategic network to support the future growth in the future urban areas of Auckland after 2034	2	NLTF	1,2,3,4	2029/30 to 2033/34	0.0	0.0	0.0	0.0	0.0	5.2	58.9	64.1
SH22 Drury Upgrade*	Delivery of SH22 improvements to support urbanisation, growth and increased vehicle / freight demand. This will complement the NZUP projects in the geographic area currently being delivered by NZTA and KiwiRail.	2	NLTF	1,3,4,5	2024/25 to 2026/27	10.3	21.8	38.4	27.5	28.0	12.6	0.0	138.6
SH18 Squadron Drive	West facing ramps and walking and cycling shared path	2	NLTF	3,4,5	2030/31 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	40.0	40.0

Better Connections

Legacy Property Acquisition - Auckland*	Ongoing Property Acquisition activity to ensure NZTA Waka Kotahi is meeting its statutory and legal obligations for property	2	NLTF	ND.	2024/25 to 2025/26	9.0	4.2	0.0	0.0	0.0	0.0	0.0	13.2
Waitemata Harbour Connections*	Northern Busway upgrades to the current fleet, stations and corridor to provide additional busway capacity (with AT). Resilience and efficiency upgrades to SH1 including new road infrastructure across the harbour between Akoranga Drive and the central motorway junction, raising the existing SH1 corridor to address inundation and sea level rise resilience, as well as major Auckland Harbour Bridge (AHB) renewal works, followed by reconfiguration of traffic lanes and the extension of the Northern Busway to the city centre.	2	NLTF	3,4,5	2024/25 to 2030/34	76.3	82.7	78.7	656.6	622.5	882.9	4,850.5	7,250.2
SH1 Warkworth to Wellsford (RoNS)*	A new State Highway, offline from the existing SH1, to connect Warkworth and Wellsford. Has been identified as a RONS in the 2024 GPS.	2	NLTF	3,4,5	2024/25 to 2030/34	79.5	79.5	216.6	411.1	411.1	411.1	1,370.3	2,979.3
Mill Road (RoNS)*	Upgrade of the Mill Road corridor (Redoubt Road) Identified as a RONS in the GPS 2024	2	NLTF	3,4,5	2025/26 to 2030/34	0.0	28.1	79.0	120.4	86.9	149.9	1,068.2	1,532.6

East West Link (RoNS)*	This project involves the establishment of a new section of State Highway between existing SH20 and SH1 to support economic productivity and faster travel times. This project has been identified as a RONS in the 2024 GPS.	2	NLTF	3,4,5	2028/29 to 2029/34	0.0	0.0	0.0	0.0	40.4	40.4	570.6	651.4
North West Alternate State Highway (RoNS)	Four lane State Highway between Brigham Creek and Fosters Road in Huapai, Interchanges at Brigham Creek and Tawa Road. This project is a new connection and has been identified as a RONS in the GPS 2024	2	NLTF	3,4,5	2030/31 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	84.8	84.8
SH1 Drury to Bombay (Route Protection)*	Route protecting for additional motorway lanes in both the north and southbound directions and future interchange improvements at Ramarama and Bombay	2	NLTF	3,4,5	2024/25 to 2030/34	4.6	10.6	6.7	5.3	8.5	10.6	180.5	226.9
State Highway planning in response to port future	To better understand the likely land transport implications of possible major changes to the upper North Island's Port network, regarding land transport: Investment implications (timing and nature and cost of potenatil future upgrades to the land transport system)	2	NLTF	4	2024/25 to 2025/26	2.4	3.6	0.0	0.0	0.0	0.0	0.0	6.0
Auckland Share RoNS Project Development	Preparatory work for the identified RoNS to ensure the pipeline is prepared appropriately. This relates to first stages of Mill Road and East-West Link, with equivalent work already complete for Warkworth to Wellsford. Some work has already been completed for the Northwest Alternative State Highway as part of the Supporting Growth Programme, but needs further project development.	2	NLTF	-	2024/25 to 2029/30	7.1	7.1	7.1	1.2	1.2	1.2	0.0	25.0
Auckland Share RoNS Property	Item to cover initial property purchases relating to the identified RoNS projects. Some projects already have allocated funding, such as Warkworth to Wellsford and East-West link which are identified in their line items.	2	NLTF	-	2024/25 to 2030/34	106.7	106.7	106.7	167.8	167.8	167.8	401.7	1,225.4

Maintenance, Operations and Renewals													
State highway Maintenance, Operations and renewals	State Highway maintenance, operations and renewals	1	NLTF	ND.	2024/25 to 2030/34	285.1	282.9	276.9	366.2	378.6	396.0	1,720.9	3,706.7
Auckland Share Pre-imp 2027-30 Bridge Rep	38 bridges on the State Highway network are currently over 100 years old, and this is set to increase to more than 260 by 2030. There is a need form the pipeline of this improvements activity ahead of the next NLTP for EOL bridge replacements.	2	NLTF	4,5	2024/25 to 2026/27	0.6	0.8	0.6	0.0	0.0	0.0	0.0	2.1
NZ TRANSPORT AGENCY TOTAL						**1,142.0**	**1,180.6**	**1,367.4**	**2,219.6**	**2,224.9**	**2,710.7**	**13,861.6**	**24,706.8**

KiwiRail Capital Programme

Categorisation
1 Non-Discretionary
2 Prioritised
3 Projects without Local share

Objectives
1: Faster, more reliable PT
2: Decarbonisation
3: Safety
4: Economic Productivity
5. Resilience
ND. Non-Discretionary

Project name	Description	Category	Funding source	Strategic objectives	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31 - 2033/34	Total 10-yr cost ($m)
KiwiRail improvements projects													
CRL Day One - ETCS Level 2 - Business case	Initiating an investigation of the next phase of electronic train control (ETCS Level 2). A component of the Infrastructure Package required to support CRL.	1	NLTF	ND.	2024/25 to 2025/26	2.6	1.1	0.0	0.0	0.0	0.0	0.0	3.7
CRL Day One - Infrastructure package - Additional traction feed (West)	Completion of an additional traction feed in the West to power additional trains. A component of the Infrastructure Package required to support CRL.	1	NLTF	ND.	2024/25	20.7	0.0	0.0	0.0	0.0	0.0	0.0	20.7
CRL Day One – Resilience and Asset Maintenance Programme - Infill Signalling	Installs additional signals to improve network resilience and reliability. A component of the Resilience and Asset Maintenance Programme required to support CRL.	1	NLTF	ND.	2024/25	2.8	0.0	0.0	0.0	0.0	0.0	0.0	2.8
CRL Day One - Resilience and Asset Maintenance Programme - Integrated rail management centre and emergency management systems	Enabling completion of an Auckland Control Centre for all aspects of the Auckland network to be managed from Auckland, improving coordination, resilience and reliability.	1	NLTF	ND	2024/25 to 2025/26	8.7	0.3	0.0	0.0	0.0	0.0	0.0	9.0
KiwiRail strategic future planning	Continuation of strategic future planning for the future development and long-term requirements of the Auckland network. This includes input into regional and all of government projects and policy initiatives, business case and feasibility study development, urban development, and stakeholder engagement.	2	NLTF	1,2,3,4,5	2024/25 to 2033/34	5.9	5.5	5.7	5.8	5.9	6.1	25.5	60.4

Progressive fencing	Continuation of fencing of the network to support efficient network operation by increasing the safety and security of the network and reducing the risk of track incursions that can create disruptions.	2	NLTF	1,3,4,5	2024/25 to 2033/34	2.6	2.2	2.3	2.3	2.4	2.4	10.2	24.4
Auckland area train control software upgrade (TMS R9K)	Commencement to completion of upgrading Auckland's traffic management system to optimise planning and management of train operations.	2	NLTF	1,3,4,5	2025/26 to 2026/27	0.0	5.5	5.7	0.0	0.0	0.0	0.0	11.2
(1) Single-line running switches	Continuation of a switch implementation programme started by W2QP and RNGIM that allows single-line running during maintenance windows. This is necessary to extend the maintenance window and improve productivity.	2	NLTF	1,2,3,4,5	2024/25 to 2033/34	3.5	1.8	1.6	1.6	2.0	1.7	3.8	16.0
(2) Auckland metro plant and equipment	New maintenance accessways, network maintenance facilities, stabling yards and sidings for plant and equipment. This leverages investment in plant and improves the productivity and safety of network maintenance.	2	NLTF	1,2,3,4,5	2024/25 to 2033/34	0.3	0.6	1.4	7.7	18.6	19.0	403.9	451.5
(3) Auckland metro network maintenance depots and access tracks	Investing in plant that introduces new functionality or increases productivity to enable safer and more efficient maintenance practices and reduce disruption.	2	NLTF	1,2,3,4,5	2024/25 to 2033/34	0.3	0.6	5.5	23.3	63.6	65.3	226.0	384.6
Avondale to Southdown	Investigation, design and pre-implementation to protect the existing designation and progress activation of the Avondale-Southdown rail corridor, to create greater long term segregation of all-stop and non-stop train services for both freight and metro passengers and new cross-isthmus connectivity options	2	NLTF	1,2,3,4,5	2024/25 to 2033/34	1.1	4.5	4.6	2.4	9.5	17.0	31.7	70.8
4 tracking Westfield to Pukekohe	Investigation and design, route protection and initial construction of additional track, to increase capacity for expected growth, resulting in competitive and reliable services for freight, regional, and metro passengers along the Southern corridor and at the Westfield Junction bottleneck.	2	NLTF	1,2,3,4,5	2024/25 to 2033/34	3.8	6.7	8.0	16.5	27.5	23.7	1807.6	1893.8
Level crossings upgrades, grade separation and removal programme (Auckland)	KiwiRail's engineering design and modelling to support AT's level crossing programme in Auckland. Options could include grade separations through over and under-passes, more barrier arms and other safety measures, and some outright closures.	2	NLTF	1,2,3,4,5	2024/25 to 2026/27	2.2	2.8	4.6	0.0	0.0	0.0	0.0	9.6

Southern power feed upgrade	SFC installation and other upgrades to traction power supply capacity, to meet demand from increased metro services and conversion to electric freight.	2	NLTF	1,2,4,5	2027/28 to 2031/32	0.0	0.0	0.0	11.6	3.0	3.0	81.0	98.6
ETCS Level 2 - implementation and signalling optimisation	Commencement of implementation of ETCS Level 2 signalling improvements in Auckland to maximise productivity of the existing system and support resilience.	2	NLTF	1,2,3,4,5	2027/28 to 2033/34	0.0	0.0	0.0	18.5	47.5	65.9	73.0	204.9
Mid-zone power feed replacement	Replacement of existing power feed and other upgrades to traction power supply capacity, to meet demand from increased metro services and conversion to electric freight.	2	NLTF	1,2,4,5	2030/31 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	25.6	25.6
New southern power feed	Further SFC installation and upgrades to traction power supply capacity to meet demand from increased metro services and conversion to electric freight.	2	NLTF	1,2,4,5	2032/33 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	15.1	15.1
Level crossing signal optimisation	Signal replacement and repositioning required after level crossings are removed prior to the implementation of ETCS Level 2. This is required to realise the rail benefits of level crossing removals especially near stations.	2	NLTF	1,3,4	2027/28 to 2032/33	0.0	0.0	0.0	7.8	8.0	8.1	21.5	45.4
Property for passenger fleet stabling	Expansion of stabling for inter-regional fleet and metro fleet (if required), including construction and any additional property needed	2	NLTF	1,2	2030/31 to 2033/34	0.0	0.0	0.0	0.0	0.0	0.0	20.8	20.8
Maintenance, operations and renewals													
Auckland metro rail maintenance, operations, and renewals	Estimated KiwiRail share of annual network maintenance and renewals costs to be agreed through the ANAA process. This does not include the AT contribution.	1	NLTF	ND.	2024/25 - 2033/34	14.9	14.5	17.8	17.4	14.7	15.2	65.1	159.6
Overdue renewals	Commencement of a programme to address the remaining renewals backlog for the Auckland network, due to both historic underinvestment and more recent funding shortfalls.	1	NLTF	ND.	2024/25 - 2033/34	23.7	23.4	26.0	34.5	21.6	21.9	92.5	243.6

Rail Network Rebuild	Also known as the Rail Network Growth Impact Management cost scope adjustment, this is the remaining, funded value required to complete the first phase of the historic renewals backlog resulting from legacy underinvestment in the Auckland network. This is in addition to the amount already funded and committed, which will come through AT's programme as the approved organisation.	1	NLTF/ Crown	ND.	2024/25 - 2025/26	95.6	63.6	0.0	0.0	0.0	0.0	0.0	159.2
Traction control software system renewal	Commencement to completion of renewing the system that controls the Auckland electrical network to enable its safe and efficient operation.	1	NLTF	ND.	2024/25 - 2026/27	1.1	2.2	2.3	0.0	0.0	0.0	0.0	5.6
KiwiRail total						**189.8**	**135.3**	**85.5**	**149.4**	**224.3**	**249.3**	**2903.3**	**3936.9**

Rail infrastructure projects funded outside of the RNIP

Project Name	Description	Category	Funding Source	Dura-tion	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31-2033/34	Total Cost ($m)
Rail Network Growth Impact Management (RNGIM) - Committed	Also known as the Rail Network Rebuild, this is the NLTF amount already funded and committed, to progress the first phase of the historic renewals backlog resulting from legacy underinvestment in the Auckland network. AT is the approved organisation and will direct the funds to KiwiRail.	1	NLTF via AT	ND.	62.9	12.0	14.3	0.0	0.0	0.0	0.0	89.2

Appendix 4

Department of Conservation Capital Programme

Project Name	Description	Category	Funding Source	Duration	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31-2033/34	Total 10-yr Cost ($th)
Department of Conservation Projects						**$ thousands**						
Local Road Improvements					0	0	0	0	0	0	0	0.0
Local Road Maintenance				to 2033/34	5.3	5.3	5.3	5.3	5.3	5.3	21.2	53.0

NZ Upgrade Programme & Roads of Regional Significance Capital Projects

New Zealand Upgrade Programme

Project name	Description	Delivery Agency	Funding source	Total 10-yr cost ($m)
NZUP Improvements Projects				
Drury Stations	Construction of three new rail stations at Drury Central, Drury West and Paerata and the associated bus interchange, park and ride facilities and connecting roads.	KiwiRail	NZUP	444.8
Papakura to Pukekohe Electrification	Electrification of 19km of track between Papakura and Pukekohe, including installation of overhead equipment, a new traction power feed and signalling upgrades.	KiwiRail	NZUP	57.2
Wiri to Quay Park	Provides a third rail (third main) to ease the bottleneck between Wiri and Westfield, increase capacity around Westfield Junction and improve rail access to the Ports of Auckland at Quay Park.	KiwiRail	NZUP	35.0
NZTA Improvements Projects (RoRS)				
Penlink (RoRS)	A new transport link between SH1 and Whangaparaoa Peninsula. A separated, shared walking and cycling lane adjacent to the new state highway will provide travel choice for those living in or visiting the peninsula.	NZTA	RoRS	567.0
State Highway 1 Papakura to Drury Stage One (RoRS)	Part of the Papakura to Bombay project, this is implementation of SH1 improvements from Papakura to Drury South, widening the highway to three lanes in each direction to provide better travel time reliability.	NZTA	RoRS	402.0
Investment in Drury (RoRS)	Package of works to provide more transport choices, connect people to Drury Railway Station, and support the development of additional housing (incl. Waihoehoe Road upgrade)	NZTA	RoRS	124.0
NZ UPGRADE PROGRAMME & ROADS OF REGIONAL SIGNIFCANCE TOTAL				**1630.0**

Appendix 6

Other projects considered by RLTP for NLTF funding

Agency	Project	Category
AT	Britomart Bay Platform and Egress Capacity	3
AT	City Centre Access for Everyone Programme	3
AT	Cycleway Connections Programme	3
AT	Devonport Terminal Upgrade Stage3	3
AT	Downtown Bus Stops and Footpaths	3
AT	Drury Rail Stations (additional to NZUP)	3
AT	Eastern Busway Integration -future Dependencies	3
AT	EMU Rolling Stock Tranche4	3
AT	EMU Stabling and Depots Tranche4	3
AT	Environmental Sustainability Infrastructure	3
AT	Ferry Maintenance and Charging Depot	3
AT	First-and-final Leg for Tier2 RTN Stations	3
AT	Glen Innes Station Underpass Improvement	3
AT	Half Moon Bay Vehicle Terminal Upgrade	3
AT	Harbour Crossing -future Network Dependencies	3
AT	Henderson Rail-Bus Station Improvements	3
AT	Henderson to Constellation Rapid Transit	3
AT	Level Crossings Investigation and Protection	3
AT	Level Crossings Removal Groups 3-5	3
AT	Lincoln Road Corridor Improvements	3
AT	Median Barrier Acceleration Programme	3
AT	Middlemore Rail Station Upgrade	3
AT	Murphys Road Corridor Improvement	3
AT	New North Road Corridor	3
AT	Northwest RTN -future Network Dependencies	3
AT	Point Chev Towncentre Layover	3
AT	Rail Station Capacity Programme	3
AT	Residential Speed Management	3

AT	Seismic Strengthening Programme	3
AT	Smales Allens Road Widening and Intersection Upgrade	3
AT	Supporting Electric Vehicles	3
AT	Takanini Rail Station Upgrade	3
AT	Unplanned Natural Events	3
AT	Urban Cycleways Waitemata Safe Routes	3
AT	Vaughans Road and Okura Improvement	3
AT	Waiheke Ten-Year Transport Plan	3
AT	Walking Connections Programme	3
AT	Wayfinding for Cycling Improvements	3
AT	Whangaparaoa Road Transition to Penlink	3

Post-consultation additions

AT	Albany Network Improvements Plan: Lucas Creek Bridge & The Avenue Intersection Improvements	3
AT	Chapel Rd realignment	3
NZTA	Airport to Botany (property and full implementation)	3

Appendix 7

Ranked Multi-Agency Capital Programme

RLTP 2024 Item	Org	Final Rank	Final Total 10-Yr Cost ($)	Descriptions
NON-DISCRETIONARY - Committed & Renewals (In alphabetical order)				
AT Opex (Repayments)	AT Opex	**1=t**	327.0 m	Repayments for the current fleet of trains (Electric Motorised Units - EMU's)
Auckland metro rail maintenance, operations, and renewals	KR	**1=**	159.6 m	Estimated KiwiRail share of annual network maintenance and renewals costs to be agreed through the ANAA process. This does not include the AT contribution.
City Rail Link	CRLL	**1=**	1202.0 m	Completion of the new heavy rail connection between Waitemata (Britomart) and Mt. Eden stations.
Commercial vehicle safety centre (CVSC) - Bombay	NZTA	**1=**	16.0 m	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is in Bombay
Commercial vehicle safety centre (CVSC) - Stanley St	NZTA	**1=**	3.0 m	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is Stanley St, Parnell
Core Technology and Renewals	AT	**1=**	195.2 m	This programme focuses on core systems and customer-facing IT assets. These assets include customer service equipment and communications infrastructure.
CRL Day One - ETCS Level 2 - Business case	KR	**1=**	3.7 m	Initiating an investigation of the next phase of electronic train control (ETCS Level 2). A component of the Infrastructure Package required to support CRL.
CRL Day One - Infrastructure package - Additional traction feed (West)	KR	**1=**	20.7 m	Completion of an additional traction feed in the West to power additional trains. A component of the Infrastructure Package required to support CRL.
CRL Day One – Resilience and Asset Maintenance Programme - Infill Signalling	KR	**1=**	2.8 m	Installs additional signals to improve network resilience and reliability. A component of the Resilience and Asset Maintenance Programme required to support CRL.
CRL Day One - Resilience and Asset Maintenance Programme - Integrated rail management centre and emergency management systems	KR	**1=**	9.0 m	Enabling completion of an Auckland Control Centre for all aspects of the Auckland network to be managed from Auckland, improving coordination, resilience and reliability.
Crown Resilience Low Cost Risk Programme	NZTA	**1=**	3.3 m	Crown allocation for proactive resilience Low Cost Low Risk activities over four years. To be managed and prioritised to target resilience at high risk sites.
Customer and Business Systems	AT	**1=**	423.9 m	This programme will enhance the user experience by ensuring reliable and up-to-date information, improving customer interactions, and accommodating various travel options. This programme includes development of AT's systems including Metro & HOP, customer experience & digital channels, parking systems, enterprise solutions, and network management technology.
Debt Repayment	NZTA	**1=**	353.0 m	Government debt repayment on the Southern Corridor Improvement & SH20A to Airport projects
Decarbonisation of Ferries Stage1	AT	**1=**	281.6 m	Auckland's ferry fleet is ageing, increasingly unreliable, and lacks passenger capacity to meet the growing demand on a number of routes. Modern electric and electric hybrid ferries offer significant fuel savings (approx. 70% fuel cost reduction), lower maintenance, and significantly reduced emissions compared to traditional diesel ferries. This programme will renew Auckland's ferry fleet, including enabling ferry terminals to accommodate new larger capacity, standardised low emission vessels. Stage 1 includes the procurement of new vessels and the delivery of charging and wharf infrastructure at Downtown Ferry Terminal, Hobsonville Point and Half Moon Bay Ferry Terminals. It will also support minor wharf enablement at Bayswater and Beach Haven ferry terminals.
Dept. of Conservation	DoC	**1=**	0.1 m	Maintenance and Improvements for local roads on Aotea/Great Barrier
Eastern Busway Pakuranga to Botany	AT	**1=**	708.7 m	The Eastern Busway is a regionally significant programme to transform East Auckland, extending the rapid transit network through a dedicated busway and segregated cycleway between Panmure and Botany Town Centre. This programme includes the following scope: • Pakuranga to Botany (in-progress) - featuring the implementation of: - 12km of safe and separated walking and cycling routes - 5km of busway between Pakuranga and Botany fully separated from other traffic - 5 new bus stations with quality facilities - A flyover above Reeves Road providing a direct connection between Pakuranga Road and the South Eastern Highway.
EMU Rolling Stock Tranche for CRL	AT	**1=**	204.7 m	This programme will respond to the growing demand for rail public transport services in Auckland by introducing additional new electric multi-units (EMUs). These EMUs will support the upcoming opening of the City Rail Link in 2026. 23 new EMUs have been contractually committed and will be available on Auckland's metro rail network by 2025.
EMU Stabling and Depots for CRL	AT	**1=**	29.5 m	This programme will enhance long-term maintenance for the EMUs by adding 20 additional stabling units at the Wiri EMU Depot Stabling Yard. These units will support the new EMUs available for the City Rail Link (CRL). The programme is currently underway and is scheduled for completion in 2025.
Flood Response	AT	**1=**	186.1 m	This programme delivers permanent reinstatement activities in a response to region-wide weather events in 2023. The programme has been under way since 2023 and will continue to provide the following activities: • Restoring and grading surface water channels and road shoulders • Scour protection works for surface water channels and at culvert inlets/outlets • Removing and clearing debris from road carriageways, surface water channels and bridge abutment. • Temporary protection measures such as AC bunding, covering of slip faces, crack sealing • Cutting back of banks to retreat from underslips • Stabilising slips (e.g. soil nailing, retaining walls, shotcrete, planting, hydroseeding) • Unblocking culverts • Restoring damaged road pavements, footpaths, cycleways, kerb and channel and road drainage structures.
Great North Road Improvements	AT	**1=**	14.8 m	Great North Road is a major Auckland corridor for an increasing number of people in and out of the City Centre. The area is changing with more residential apartments and the population will grow by approximately 24% by 2031. This project will improve access to reliable public transport services and travel choice by providing bus priority lanes and a new cycleway.
Karangahape Roadside for CRL	AT	**1=**	14.7 m	This project will provide better access to and from the CRL station in Mercury Lane via Karang-a-Hape Road when the station opens in 2026. The scope includes streetscape improvements around the two new Karanga-a-Hape station entrances.
Legacy Property Acquisition - Auckland	NZTA	**1=**	13.2 m	Ongoing Property Acquisition activity to ensure Waka Kotahi is meeting its statutory and legal obligations for property

Level Crossings Removal for CRL	AT	1=	62.9 m	The Level Crossings Removal programme will reduce safety risks for all users and support increased rail frequency for the CRL. The scope includes the road crossing at Church Street East and pedestrian crossings at the following locations to be removal: • O'Neill's Road • Corbans Estate • Lloyd Avenue • Kingdon Street • Homai Station • Tironui Station Road.
Local Board Transport Capital Fund	AT	1=	227.7 m	The Local Board Transport Capital Fund started in late 2012 to enable locally important transport projects to receive appropriate priority and provide local boards with a more direct ability to influence local transport initiatives. This programme prioritises smaller, locally significant projects that may not prominently be featured in AT's prioritisation process. Examples include new kerb and channel projects, footpaths in rural villages, wayfinding signage, and small town center streetscape upgrades.
Mangere West Cycleway	AT	1=	10.4 m	This project will connect a cycle path from the Māngere Bridge to the airport. It will facilitate easier bike travel between residential areas in Māngere and connect to the existing shared walking and cycling path to the airport along George Bolt Memorial Drive.
Metropolitan Rail Network Management Plan Government top-up funding - Auckland	KR	1=	-	This initiative supports KiwiRail by providing funding for the Auckland NMP, enabling works to be delivered to lift service reliability while the Minister of Transport's Metro Rail Operating Model review addresses respective funding responsibilities and definitions.
Midtown Bus Improvements for CRL	AT	1=	24.0 m	When CRL opens in 2026, Wellesley Street will become a new gateway to the city with thousands of people arriving by train and high-frequency bus routes. This project will enhance connections between bus services, increase capacity, and significantly improve the customer experience. It aligns with the City Centre Masterplan (CCMP), which designates Wellesley Street as a transit corridor. Additionally, the project establishes a bus-only section of Wellesley Street between Queen Street and Albert Street, reducing through traffic and vehicle numbers in the city centre.
Northwest Bus Improvements	AT	1=	10.4 m	The northwestern parts of Auckland continue to be one of the fastest growing areas in New Zealand with approximately 38,000 new residents by 2028 (compared to the number of residents in 2018). This investment aims to support more PT services and travel choices with better access to key destinations along the SH16 corridor. Together with NZTA's 'Northwestern WX1 Other Works' and SH16 Westgate & Brigham Stations, the overall programme delivers Westgate RTN Station, Brigham Creek station and planning for the Brigham Creek Park & Ride, to be delivered in stages over time.
Northwestern WX1 Other Works	NZTA	1=	5.5 m	Bus improvements to support the interim Northwest RTN (WX1) and Westgate Station
NZUP - KiwiRail Projects	NZUP	1=	537.0 m	Projects delivered by KiwiRail for the NZ Upgrade Programme. This includes Drury Stations, Wiri to Quay Park and Papakura to Pukekohe Electrification
Open Loop and HOP Hardware Refresh	AT	1=	10.0 m	The Open Loop project is scheduled for go-live by FY25. The project will refresh the PT fare payment system and allow the use of mobile phone/wearable devices, credit/debit card and digital wallets on buses, ferries and rail.
Overdue renewals	KR	1=	243.6 m	Commencement of a programme to address the remaining renewals backlog for the Auckland network, due to both historic underinvestment and more recent funding shortfalls.
Point Chevalier to Westmere Improvements	AT	1=	20.8 m	This project delivers a corridor upgrade between Point Chevalier and Westmere with improved facilities for walking, cycling and public transport. The project delivers approximately 2.8km of an off-road protected cycleway along Pt Chevalier Road to Garnet Road along with public transport improvements, intersection improvements, side road treatments and associated lighting as well as stormwater upgrades.
Projects for Franklin Paths Targeted Rate	AT	1=	12.5 m	The Transport Targeted Rate is newly introduced from FY2024/25 to accelerate investment in transport in the Franklin Local Board area. The local board makes decisions regarding funds raised through the rate. The council receives the rates payments and AT provides technical advice and administers the funds on behalf of the local board.
Projects for Rodney Transport Targeted Rate	AT	1=	14.4 m	The Rodney Local Board Transport Targeted Rate was introduced in 2018 by Auckland Council after extensive community consultation to accelerate investment in transport in the Rodney Local Board area. This programme is currently scheduled to run for ten years (2018 – 2028). The local board makes decisions regarding funds raised through the rate. The council receives the rates payments and AT provides technical advice and administers the funds on behalf of the local board.
Public Transport Services (Incl. Parking, community transport etc.)	AT Opex	1=	14188.0 m	All Public Transport services, as shown in Auckland Council's Long-term Plan and includes parking and enforcement and community transport activities.
Puhoi to Warkworth repayment	NZTA	1=	970.0 m	PPP payments on the Puhoi to Warkworth project
Rail Network Growth Impact Management (RNGIM) - Committed	KR	1=	89.1 m	Also known as the Rail Network Rebuild, this is the NLTF amount already funded and committed, to progress the first phase of the historic renewals backlog resulting from legacy underinvestment in the Auckland network. AT is the approved organisation and will direct the funds to KiwiRail.
Rail Network Rebuild	KR	1=	159.2 m	Also known as the Rail Network Rebuild, this is the remaining, currently unfunded value required to complete the first phase of the historic renewals backlog resulting from legacy underinvestment in the Auckland network. This is in addition to the amount already funded and committed, which will come through AT's programme as the approved organisation.
Renewals Parking and Other	AT	1=	69.5 m	This programme will support any necessary renewals for AT-owned assets, including parking facilities, airfields, and other assets. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively. This programme is not subsidised from the National Land Transport Fund.
Renewals Public Transport	AT	1=	413.3 m	This programme will support renewal requirements for AT's public transport assets. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively. Key assets for this programme includes: • Rail and bus stations, bus stops, other PT facilities • Multi-train units (EMUs) and the Ferry fleet
Renewals Road Pavement	AT	1=	3383.6 m	AT regularly plans road renewal to enhance safety and maintain service levels for road users. This programme delivers pavement renewals. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively.
Renewals Streets	AT	1=	1421.6 m	This programme will support the renewal of non-pavement network assets in the road reserve/carriageway. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively.
Renewals Structures	AT	1=	287.3 m	This programme will support the renewal of AT's structural assets such as bridges, retaining walls, major culverts and other structures. The renewals work will be prioritised based on the condition of each asset and its level of criticality to operations, ensuring that the most crucial assets are maintained effectively.
Road & Footpaths	AT Opex	1=	3016.0 m	Maintenance activities within road corridors (E.g. Street cleaning, Drainage clearing, Bus stop maintenance)
RoRS Projects (NZTA)	RoRS	1=	1093.0 m	Projects delivered by NZTA for the NZ Upgrade Programme. This includes Penlink, SH1 Papakura to Drury Stage 1 and Investment in Drury (Local roads - SH22 Upgrades & Waihoehoe)
SH1 Dome Valley & Surrounds Slip & Flood Management	NZTA	1=	207.1 m	Crown funded resilience works for State Highway 1 Dome Valley to manage flooding and slips. Rebuilding of roading infrastructure damaged by 2023 cyclone and weather events
SH16 Brigham creek to Waimauku Safety Works	NZTA	1=	54.0 m	SH16 safety improvements between Brigham Creek and Waimauku including road and bridge widening, service undergrounding and installation of median and roadside barriers. This relates to Stage 1 of the project with Stage 2 still under consideration.
SH16 Westgate & Brigham Stations	NZTA	1=	54.5 m	Development of interim bus station at Westgate to support Western Express services and growth. Part of the initial stages of delivering the North West Rapid Transit solution.
State Highway Maintenance, Operations and renewals	NZTA	1=	3706.7 m	State Highway maintenance, operations and renewals
Stations and Wayfinding for CRL	AT	1=	17.6 m	This programme will support minor changes and wayfinding updates at rail stations to support CRL Day 1.
Supporting Growth Post Lodgement (AT)	AT	1=	35.2 m	Integrated transport planning is critical to urban development and positively contributes to quality, connected urban and natural environments in the growth area. AT is committed to Supporting Growth Programme activities such as route protection.
Supporting Growth Post Lodgement (NZTA)	NZTA	1=	12.3 m	Completion of Supporting Growth Alliance activities to route protect the strategic network to support the future growth in the future urban areas of Auckland

Traction control software system renewal	KR	**1=**	5.6 m	Commencement to completion of renewing the system that controls the Auckland electrical network to enable its safe and efficient operation.
DISCRETIONARY (in priority order)				
Auckland Network Optimisation Programme	NZTA	**2**	165.7 m	Optimisation and efficiency measures to improve system operation, safety and resilience
Network Optimisation	AT	**3**	196.3 m	The Network Optimisation programme will improve Auckland's road network and achieve better throughput and connections for multi-modal travel options. This programme will support congestion reduction and improved freight connections on Auckland's strategic transport network by making best use of existing network. The programme scope includes: • Maioro Street Special Vehicle Lane • Weymouth Road roundabout improvements • Delivery of dynamic lane and dynamic timings projects. This programme also includes a number of smart technology initiatives. E.g. installation of new CCTV cameras across the network, smart queue detection, cycle detection and pedestrian detection technology and a Real-time Network Performance Monitoring System for AT and NZTA.
Bus and Transit Lanes programme (dynamic lanes)	AT	**4**	208.1 m	As part of the Auckland Network Optimisation programme, this programme is specifically designed to provide bus priorities. The scope focuses on removing 'pain points' along corridors and includes the optimisation of road layout, dynamic traffic lanes and managing traffic restrictions.
KiwiRail strategic future planning	KR	**5**	60.4 m	Continuation of strategic future planning for the future development and long-term requirements of the Auckland network. This includes input into regional and all of government projects and policy initiatives, business case and feasibility study development, urban development, and stakeholder engagement.
Progressive fencing	KR	**6**	24.4 m	Continuation of fencing of the network to support efficient network operation by increasing the safety and security of the network and reducing the risk of track incursions that can create disruptions.
Auckland area train control software upgrade (TMS R9K)	KR	**7**	11.2 m	Commencement to completion of upgrading Auckland's traffic management system to optimise planning and management of train operations.
(1) Single-line running switches	KR	**8=**	16.0 m	Continuation of switch implementation programme started by W2QP and RNGIM that allows single-line running during maintenance windows. This is necessary to extend the maintenance window and improve productivity.
(2) Auckland metro plant and equipment	KR	**8=**	384.6 m	Investing in plant that introduces new functionality or increases productivity to enable safer and more efficient maintenance practices and reduce disruption.
(3) Auckland metro network maintenance depots and access tracks	KR	**8=**	451.5 m	New maintenance accessways, network maintenance facilities, stabling yards and sidings for plant and equipment. This leverages investment in plant and improves the productivity and safety of network maintenance.
Bus Access and Optimisation Programme	AT	**11**	131.5 m	As part of the Auckland Network Optimisation programme, this programme will improve customer experience and bus accessibility with minor changes (e.g. bus shelters, neighbourhood interchanges, bus route mitigations, optimising bus operations).
Network Operations (ATOC) Programme	AT	**12**	14.3 m	This programme will support selected improvements in the network and the Auckland Transport Operation Centre (ATOC) and transport network operations. ATOC will help provide a safer and more efficient transport network.
Avondale to Southdown	KR	**13**	70.8 m	Investigation, design and pre-implemenation to protect the existing designation and progress activation of the Avondale-Southdown rail corridor, to create greater long term segregation of all-stop and non-stop train services for both freight and metro passengers and new cross-isthmus connectivity options
Wainui and Redhills Growth Improvements	AT	**14**	48.0 m	This programme is based on a public-private partnership and will support the provision of necessary transport networks to the housing development areas in Wainui and Redhills.
Cycleways Programme (lower cost)	AT	**15=**	295.7 m	This programme will support lower-cost cycleways that prioritise high-impact projects. This programme aims to promote cycling, enhance safety and expand travel options while reducing emissions. The programme aligns with the Cycling & Micromobility Programme Business Case, which outlines AT's investment strategy for cycling and micromobility over the next decade, with the aim of making cycling safer and more appealing. The scope includes Mangere East-Manukau cycling focus areas and others.
Midtown Bus Improvements West Stage2	AT	**15=**	74.0 m	This project is the next phase of 'Midtown Bus Improvements for CRL' and will extend the transit corridor between Albert Street and Victoria Park.
4 tracking Westfield to Pukekohe	KR	**17**	1893.8 m	Investigation and design, route protection and initial construction of additional track, to increase capacity for expected growth, resulting in competitive and reliable services for freight, regional, and metro passengers along the Southern corridor and at the Westfield Junction bottleneck.
Botany Interchange and Link	AT	**18**	40.7 m	The Eastern Busway is a regionally significant programme that expands the rapid transit network by creating a dedicated busway (along with a segregated cycleway) connecting Panmure and Botany Town Centre. This project the Botany interchange.
Carrington Road Improvements	AT	**19=**	122.0 m	The Wairaka Precinct (Unitec in Mt Albert) will see housing development for approximately 4,000 households by early 2030s. This programme aims to provide necessary transport infrastructure for public transport, walking & cycling and stormwater treatments that will respond to new residents' travel needs in the area.
First-and-final Leg for Top 12 RTN Stations	AT	**19=**	113.9 m	This programme will provide safer journey experience, more travel options, and improved access to rapid transit network stations. It is based on AT's Rapid Transit Study, which highlighted various deficiencies related to access to RTN stations in Auckland. The First and Final Leg Business Case identified up to 12 stations with significant deficiencies.
Northwest Rapid Transit	NZTA	**21**	4304.4 m	Providing a rapid transit corridor linking North West Auckland to the City Centre. This project has been identified as a major PT project in the GPS 2024
Level crossings upgrades, grade separation and removal programme (Auckland)	KR	**22**	9.6 m	KiwiRail's engineering design and modelling to support AT's level crossing programme in Auckland. Options could include grade separations through over and under-passes, more barrier arms and other safety measures, and some outright closures.
Level Crossings Removal Takanini Stage1	AT	**23=**	47.7 m	The Level Crossings Removal programme will reduce safety risks for all users, address capacity constraints on the rail network, and remove bottlenecks on the adjacent road corridor. The scope for the Takanini Level Crossings Removal programme includes: • A new grade separated bridge connection between Manuia Road and Oakleigh Avenue/Hitchcock Road to provide direct access to the Takaanini industrial area. • Existing at grade level crossings at Spartan Road and Manuroa Road to be fully closed to vehicular traffic but will be replaced by grade-separated active mode bridges. • Existing at grade level crossings at Taka Street and Walters Road to be closed but will be replaced by grade separated bridges which will accommodate all modes. • Separated walking and cycling facilities to be provided in the bridge footprint at the location where a grade separated crossing is recommended i.e., Manuia Road, Taka Street and Walters Road. Stage1 will involve pre-implementation and part of implementation (e.g. station access, pedestrian crossings) while Stage2 will complete the implementation phase.
Level Crossings Removal Takanini Stage2	AT	**23=**	502.6 m	The Level Crossings Removal programme will reduce safety risks for all users, address capacity constraints on the rail network, and remove bottlenecks on the adjacent road corridor. The scope for the Takanini Level Crossings Removal programme includes: • A new grade separated bridge connection between Manuia Road and Oakleigh Avenue/Hitchcock Road to provide direct access to the Takaanini industrial area. • Existing at grade level crossings at Spartan Road and Manuroa Road to be fully closed to vehicular traffic but will be replaced by grade-separated active mode bridges. • Existing at grade level crossings at Taka Street and Walters Road to be closed but will be replaced by grade separated bridges which will accommodate all modes. • Separated walking and cycling facilities to be provided in the bridge footprint at the location where a grade separated crossing is recommended i.e., Manuia Road, Taka Street and Walters Road. Stage1 will involve pre-implementation and part of implementation (e.g. station access, pedestrian crossings) while Stage2 will complete the implementation phase.
Community Network Improvements	AT	**25**	234.2 m	This programme addresses community requests for corridor and intersection improvements. Its goal is to ensure safe and efficient operation on the arterial network. The programme includes a list of relatively small-scale projects (typically ranging from $1m to $3m each) that have a high profile within the community. The programme focuses on, but not limited to, suburban and peri-rural areas that are affected by intensification.
Auckland Housing Programme Improvements	AT	**26**	199.9 m	Kāinga Ora plans to develop 7,000 new households in Māngere and 9,500 in Mt Roskill by 2045, which will bring approximately 43,000 new residents to the area. The programme will provide more travel choice, upgrade intersections and improve bus infrastructure to support planned housing development.
Cycling for Climate Action	AT	**27**	106.0 m	Similar to the 'Cycleways Programme (lower cost)', this programme supports safe cycle facilities, travel options, access to opportunities, and environmental outcomes. Funded by Auckland Council's Climate Action Targeted Rate, this programme will support the investigation, design, and delivery of several priority cycle projects identified in the Cycling & Micromobility Programme Business Case.
Decarbonisation of Ferries Stage2	AT	**28=**	99.8 m	Stage 2 of this programme includes more low-emission ferries. It also plans to support enabling infrastructure at West Harbour and Birkenhead (piling only), to align with planned service contract improvements. A further assessment is required to confirm the final scope.

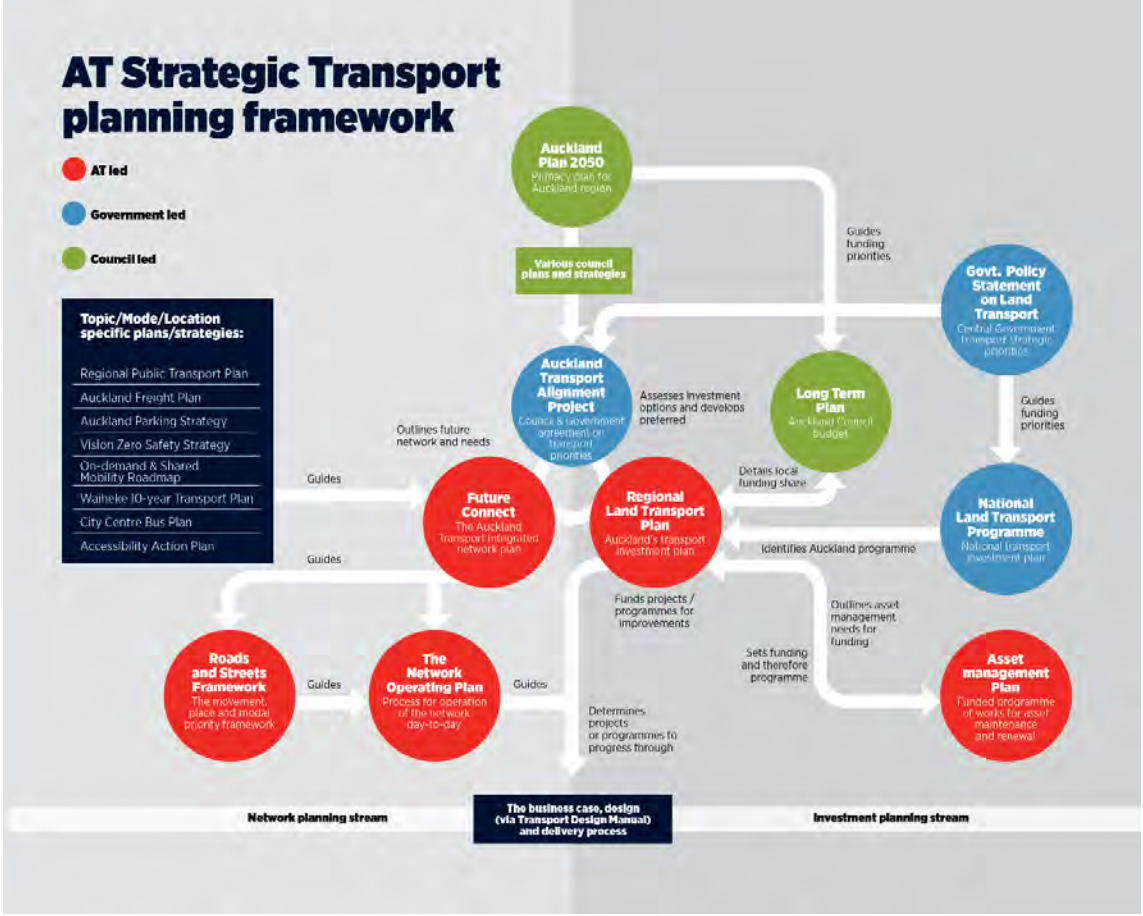
SH20 Airport to Botany	NZTA	**28=**	389.6 m	Horizon 3 includes Airport to Botany RTN programme and complementary measures including new ramp from SH20B to SH20 south enabling A2B. A2B is currently in route-protection phase (led by the Supporting Growth Alliance). Notices of requirement (NOR) have either been completed or in progress and the programme will be delivered in partnership with AT. Identified as a major PT project in the GPS 2024
Time-of-use Programme (congestion)	AT	**30**	158.5 m	This programme will support the efficient use of Auckland's transport network. AT started a business case which will provide the locations and timing for implementation.
SH16/18 Staging Assessment Refresh	NZTA	**31**	4.3 m	Assessment using past work to confirm best staging of SH16/SH18 given growth in households and Westgate Metro Centre
Northern Busway Enhancements	AT	**32**	85.2 m	By 2038 around 18,000 bus trips from the North Shore are expected to cross the Waitematā Harbour in the morning peak. Bus stations along the Northern Busway are reaching capacity with the growing demand for public transport. This programme will optimise the busway and upgrade the stations. The programme scope (with NZTA) includes: •
Waitemata Harbour Connections	NZTA	**33**	7250.2 m	Northern Busway upgrades to the current fleet, stations and corridor to provide additional busway capacity (with AT). Resilience and efficiency upgrades to SH1 including new road infrastructure across the harbour between Akoranga Drive and the central motorway junction, raising the existing SH1 corridor to address inundation and sea level rise resilience, as well as major Auckland Harbour Bridge (AHB) renewal works, followed by reconfiguration of traffic lanes and the extension of the Northern Busway to the city centre.
Hill Street Intersection Improvement	AT	**34**	19.7 m	As the Ara Tuhono - Puhoi to Warkworth motorway and Te Honohono ki Tai - Matakana Link Road opened in 2023, the anticipated growth in Warkworth will lead to more local trips using the Hill Street intersection. By 2028, traffic volumes are projected to exceed the current capacity at the Hill Street intersection, resulting in significant delays during peak hours. This project will reduce traffic congestion while enhancing safety for travellers. The project scope includes: • Upgraded footpaths • Walking and cycling facilities • Traffic calming measures • Enhanced intersections with safe roundabouts.
Property for Route Protection and Encroachments	AT	**35**	290.6 m	AT has an obligation to respond to and resolve requests to acquire designated land for transport purposes and encroachments where development is occurring and there is no project or planned project funding. This is a provision to respond to unplanned property acquisitions processes and encroachment requests.
Downtown Crossover Bus East Stage1	AT	**36=**	20.3 m	This programme, aligned with the City Centre Masterplan (CCMP), focuses on enhancing connections between bus services and improving the customer experience by developing new bus priority lanes and facilities in Downtown. Stage1 includes bus priority lanes and layovers in Customs Street (short-term) and Beach Road. The scope also encompasses a new off-street bus layover in Quay Park. A business case process is underway to finalise the scope.
Downtown Crossover Bus East Stage3	AT	**36=**	34.0 m	Downtown Crossover Bus East Stage3 includes upgrades and new bus charging for the Quay Park bus layover as well as bus priority upgrades on Symonds Street to access the Quay Park layover. A business case process is underway to finalise the scope.
Downtown Crossover Bus West Stage2	AT	**36**	80.8 m	Downtown Crossover Bus East Stage2 includes bus priority works in Lower Hobson, Sturdee and Fanshawe Streets, and a new bus layover at Wynyard Quarter. A business case is under way to finalise the scope.
Southern power feed upgrade	KR	**39**	98.6 m	SFC installation and other upgrades to traction power supply capacity, to meet demand from increased metro services and conversion to electric freight.
Albert and Vincent Street Improvements	AT	**40=**	8.7 m	As part of the Northwestern Bus Improvements programme, this project focuses on enhancing travel time and more reliable PT services between Karang-a-hape Road and Britomart. The scope includes bus priority measures on Albert Street, Vincent Street, Pitt Street, Mayoral Drive and connections between Newton and Downtown. This project is scheduled for implementation between 2024 and 2027.
Room to Move Programme	AT	**40=**	24.2 m	Tāmaki Makaurau Auckland's Parking Strategy 2023 meets current (and emerging) challenges, and aligns with Council directions. This programme will deliver changes to how road space and parking will be managed while developing policies detailing how AT will plan, provide and manage public parking.
Intelligent Transport Systems	AT	**42**	73.5 m	This programme will deliver innovative services related to demand management and network optimisation. It will enable road users to be better informed and coordinated to improve traffic flow.
Community Cycling and Micromobility	AT	**43**	77.4 m	This programme will enhance existing cycleways across Auckland by improving local cycling and micromobility connections on the strategic cycling network. This programme will also provide more bike parking and wayfinding for the existing cycling network.
Rosedale Bus Station and Corridor	AT	**44**	85.2 m	This programme will support the improvement works for a new Rosedale busway station. The scope also includes limited civil works on Rosedale Road between Tawa Drive and Triton Drive intersections (400m section).
Drury Local Road Improvements	AT	**45=**	97.4 m	Drury is a significant greenfield development area with over 22,000 proposed dwellings. This project will establish an extensive transport network in Drury, featuring new and improved multi-mode roads. Its purpose is to facilitate movement between local, regional, and inter-regional areas by optimising the existing transport system and connecting to planned train stations.
Park and Ride Programme	AT	**45=**	181.3 m	This programme provides improvements to park and ride facilities and capacity.This includes increasing the park and ride spaces at Drury, Ngākōroa and Paerātā Stations. This programme will provide for additional parking spaces required to accommodate the increasing demand in the area and effectively connect residents and commuters to public transport services.
SH1 Warkworth to Wellsford (RoNS)	NZTA	**47**	2979.3 m	A new State Highway, offline from the existing SH1, to connect Warkworth and Wellsford. Has been identified as a RONS in the 2024 GPS.
Public Transport Safety and Amenity	AT	**48**	99.2 m	This programme will provide safer PT facilities (e.g. shelters and station security) and contribute to better customer experience for pedestrians and PT users. Minor improvements to existing PT facilities will support existing PT networks and the growing PT demand.
ETCS Level 2 - implementation and signalling optimisation	KR	**49**	204.9 m	Commencement of implementation of ETCS Level 2 signalling improvements in Auckland to maximise productivity of the existing system and support resilience.
Network Resilience/Adaptation	AT	**50**	148.4 m	This programme will focus on activities to enable the network to withstand extreme weather events and save money on future requirements for repair. This ongoing programme will improve network resilience and adaptation to future climate events.
Airport to Botany Interim Bus Improvements	AT	**51**	52.7 m	The Airport to Botany Interim Bus Improvements project will extend the existing AirportLink bus service to Botany via Te Irirangi Drive. The service currently operates between the airport and Manukau via Puhinui Station. The project will include priority measures to connect with the Eastern Busway.
Northwest Growth Improvements	AT	**52**	50.8 m	The rapid growth in the Northwest area requires a robust transport network. This expansion is closely linked to the State Highway network managed by NZTA. Specifically, the inner northwest (including Redhills, Whenuapai, and Westgate) is projected to accommodate 28,000 houses and 25,000 jobs by 2051. Over 100 transport projects have been identified in this programme to address this growth between now and 2047.
Supporting Growth Implementation	NZTA	**53**	64.1 m	Commencement of design, on-site investigations and early property purchase to enable delivery of parts of the strategic network to support the future growth in the future urban areas of Auckland after 2034
Mill Road (RoNS)	NZTA	**54**	1532.6 m	Upgrade of the Mill Road corridor (Redoubt Road) Identified as a RONS in the GPS 2024
Urban Cycleways Glen Innes Links	AT	**55**	6.4 m	Links to Glen Innes Cycleways will add dedicated cycleways to Glen Innes, linking into the wider Auckland network including the new Glen Innes to Tāmaki Drive Shared Path. These new cycleways will provide a safer and more convenient connection for cyclists to reach Glen Innes train station, the shared path to Orakei Basin and Tāmaki Drive, and neighbouring suburbs. This project is funded through the Urban Cycleways Fund. The scope includes cycleways on: • parts of Taniwha Street • Point England Road • Merton Road between Morrin Road and Apirana Avenue • Line Road between Taniwha Street and West Tāmaki Road • South-eastern side of Stonefields Avenue and Morrin Road.
Cross Town Rapid Transit New Lynn to Onehunga	NZTA	**56=**	7.1 m	Cross isthmus Rapid Transit services have not yet been adequately assessed as part of the RTN story in Auckland. Arataki 30-year view (Land Transport Modes and Networks) identifies this as needing investigation. With growth expected to be more widespread as well as concentrated in key locations in the Central Isthmus there is a need to identify at a high level the nature, extent and requirement for such a corridor, the benefits (outcomes) delivered and an implementation pathway.
SH18 Upper Harbour Rapid Transit	NZTA	**56=**	41.9 m	Rapid Transit services between Northwest Growth Area and Albany and connecting key RTN corridors (Northern and Northwest RTN). Includes technical assessment and some funds for route protecting the station locations given the need to integrate with the surrounding land use
SH22 Drury Upgrade	NZTA	**56=**	138.6 m	Delivery of SH22 improvements to support urbanisation, growth and increased vehicle / freight demand. This will complement the NZUP projects in the geographic area currently being delivered by NZTA and KiwiRail.

East West Link (RoNS)	NZTA	**59=**	651.4 m	This project involves the establishment of a new section of State Highway between existing SH20 and SH1 to support economic productivity and faster travel times. This project has been identified as a RONS in the 2024 GPS.
North West Alternate State Highway (RoNS)	NZTA	**59=**	84.8 m	Four lane State Highway between Brigham Creek and Fosters Road in Huapai, Interchanges at Brigham Creek and Tawa Road. This project is a new connection and has been identified as a RONS in the GPS 2024
Street Lighting Safety Improvements	AT	**61**	20.8 m	This programme will install street lighting for safety and when Vector and Counties Power upgrade from overhead to underground power lines (OHUG Programme). This programme will support the installation of new streetlights and cabling.
Walking for Climate Action	AT	**62**	84.6 m	This programme will support up to 35kms of walking connectivity improvements, including improvements to footpaths, additional pedestrian crossings, improved accessibility and increased pedestrian lighting in key locations across Auckland. A specific focus will be on improving the safety and ease of walking in the Manurewa area. This programme will provide safe, convenient and well-connected walking and cycling options for more Aucklanders. It will also invest in planting more trees in parks and on streets to prepare for a warmer future and subsequently reduce our vulnerability to extreme heat.
Parking Programme	AT	**63**	61.2 m	This programme will deliver AT's parking strategy and initiatives. It will support various parking activities, including residential parking permits, both on-street and off-street paid parking and enforcement processes.
Lake Road/Esmonde Road Improvements	AT	**64**	52.1 m	This project will enhance travel options to and around the Devonport Peninsula, with a primary focus on Lake Road, Esmonde Road, and Bayswater Avenue. The project scope may include T2 lanes, intersection upgrades, and shared walking and cycling paths.
Road Safety Programme	AT	**65=**	551.8 m	In collaboration with NZTA, this programme will provide safety interventions at high risk areas. Interventions include signalised intersections and roundabouts following an assessment of each area.
Safe Speeds programme	AT	**65=**	79.7 m	This programme will deliver speed limit changes, monitor and evaluate the impact of the changes. The Safe Speeds programme looks specifically outside schools, town centres and at locations that are of the highest risk.
Regional Bus Depots (commercial)	AT	**67**	138.6 m	This programme will secure bus depots to cater for increasing PT buses. Suitable options and locations may consider various commercial arrangements.
Community Footpaths Programme	AT	**68**	55.1 m	This programme responds to community requests for new and wider footpaths across Auckland. Its goal is to enhance safety in the footpath network and improve access to active modes. The programme includes links to schools and community facilities, among other features. AT receives around 100 new requests annually, which are prioritised from a list of over 700.
Mid-zone power feed replacement	KR	**69=**	25.6 m	Replacement of existing power feed and other upgrades to traction power supply capacity, to meet demand from increased metro services and conversion to electric freight.
New southern power feed	KR	**69=**	15.1 m	Further SFC installation and upgrades to traction power supply capacity to meet demand from increased metro services and conversion to electric freight.
Panmure Bus Infrastructure Improvements	AT	**71**	7.8 m	To enhance the reliability and resilience of Auckland's public transport services, a bus layover and driver facilities at Panmure station is required. The rollout of electric buses, along with the requirements of the Employment Relations Act, necessitates an off-street bus facility. A feasibility and optioneering study, conducted jointly with Eke Panuku, has identified a preferred site within the Panmure Master Plan.
Unsealed Road Improvements	AT	**72**	125.0 m	This programme will progressively upgrade unsealed roads in Auckland's network. This programme will provide a safer journey experience for road users on the unsealed road network by reducing natural hazards and increasing traffic due to rural activities such as forestry, farming and quarrying activities.
Urban Cycleways GI to Tamaki Drive Stage4	AT	**73**	45.9 m	The Glen Innes to Tāmaki Drive Shared Path - Te Ara Ki Uta Ki Tai project will deliver a 7km-long path connecting Auckland's eastern suburbs to the city centre. The path completes a missing link in Auckland's cycle network and connect with cycle routes to Point England, the shared path along Tāmaki Drive and the Tāmaki Drive Cycle Route. This project will complete the remaining section between Ōrākei Basin to Tāmaki Drive for the shared path and will connect people all the way to the waterfront.
Ferry Terminal and Berths Pine Harbour	AT	**74**	37.6 m	As the demand for ferry services is growing in Pine Harbour in 2028, this project will support terminal development and/or berth expansion in Pine Harbour to remove existing constraints and enable higher capacity ferry services. A business case is under way and the scope may include terminal development, gangways, pontoons, waiting areas, signage, cycle parking and weather protection.
Auckland Share VFM Safety Improvements Programme	NZTA	**75=**	15.1 m	Specific safety improvements across the Auckland State Highway network that aren't addressed through other projects and programmes
SH1 Drury to Bombay (Route Protection)	NZTA	**75=**	226.9 m	Route protecting for additional motorway lanes in both the north and southbound directions and future interchange improvements at Ramarama and Bombay
Preventing Wrong Way Drivers on Auckland Motorways	NZTA	**77**	8.5 m	Preventing Wrong Way Driver (WWD) project on Auckland Motorways intends to deliver a network wide solution to prevent, detect and reduce the number of WWD incidences. As a result, reduce the number of death and serious injuries on the network.
Meadowbank Kohimarama Connectivity Project	AT	**78**	24.7 m	The existing rail corridor creates a barrier between the suburb of Meadowbank and Kohimarama. This limits the north-south travel for active modes. St Johns Road and Orakei Road both carry high traffic and are unsafe for active mode. The population in the suburb continues to grow creating a need to provide a better active mode infrastructure. The Meadowbank-Kohimarama Connectivity project, also referred to as 'Gowing Drive walking and cycling connection', will improve cycleway access to/from the suburb by connecting to the existing Glen Innes to Tamaki Drive (Gi2TD) shared-use path and the Meadowbank community to local schools via John Rymer Place.
Marae and Papakainga (Turnouts) safety programme	AT	**79**	17.2 m	This programme will improve road safety around marae and to access marae from main roads.
Rail ETCS2 Signalling and Driver Assist	AT	**80**	38.8 m	KiwiRail is planning to upgrade to the European Train Control System 2 (ETCS2). This system is designed to enhance train signalling and safety measures. AT will need to adapt the trains, simulators and driver training programmes and align with the new system. The project is in its initial stages and is pending approval from AT, NZTA, and KiwiRail before moving forward with implementation.
Bus Routes for Climate Action	AT	**81**	42.7 m	This programme, funded by the Climate Action Targeted Rate, will provide better bus routes and crosstown connections in response to the growing demand for public transport services.
Ferry Terminal Bayswater	AT	**82**	39.9 m	This project will support the development of a ferry terminal and/or securing permanent marina berths in Bayswater (subject to business case development) to enable future ferry services in 2031. The scope may include terminal development, gangways, pontoons, waiting areas, signage, cycle parking and weather protection.
Whangaparaoa Bus Station	AT	**83**	32.6 m	This programme will provide a new bus interchange in Whangaparāoa to support the extension of NX2 and growing public transport patronage when O Mahurangi-Penlink opens in 2026. The project will be in the implementation phase subject to funding.
Level crossing signal optimisation	KR	**84**	45.4 m	Signal replacement and repositioning required after level crossings are removed prior to the implementation of ETCS Level 2. This is required to realise the rail benefits of level crossing removals especially near stations.
Freight Network Improvements	AT	**85**	57.2 m	As part of the Network Optimisation programme, this programme will enhance freight connections within Auckland's strategic transport network. It aligns with the Auckland Freight Plan and addresses key outcomes by providing special vehicle lanes and safe environments to support freight movements.
Commercial vehicle safety centre (CVSC) - Albany	NZTA	**86**	14.7 m	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is in Albany
Wynyard Quarter Integrated Road Programme	AT	**87**	48.1 m	Since 2011 Wynyard Quarter has been transformed from an industrial neighbourhood into a new part of Auckland City Centre, with increasing residential and working populations. This programme will improve Beaumont Street and Westhaven Drive, deliver a high quality streetscape and establish important connections between the Wynyard Quarter, Victoria Park and the city centre.
Investigations for Rapid Transit Integration	AT	**88**	61.3 m	This programme will support pipeline planning for integration of key rapid transit network projects including Northwest and Airport to Botany. The scope mainly includes works to support the integration of local roads to the planned rapid transit networks.
Regional Bus Charging Infrastructure	AT	**89**	47.1 m	This programme will provide charging infrastructure for public transport and support increasing services and patronage. The programme will identify areas that require more bus services and the growing demand for public transport services.
SH18 Squadron Drive	NZTA	**90**	40.0 m	West facing ramps and walking and cycling shared path
Glenvar Road/East Coast Road Intersection	AT	**91**	53.3 m	This project will enhance the intersection of Glenvar and East Coast roads to improve safety and capacity to support the Long Bay development area.
Newmarket Bus Layover	AT	**92**	11.5 m	To enhance the reliability and resilience of Auckland's public transport services, AT has identified the need for a bus layover and driver facilities at a strategic location on the south side of Auckland Central. The roll out of the new Central and Northern public transport networks has resulted in additional bus services terminating in Newmarket, requiring a bus layover strategy for the area as space for on-road bus layovers is limited. A new bus layover will provide more spaces for buses and facilities for bus drivers. The scope also includes CCTV surveillance and security for the facility with recording function.
Auckland Share Pre-imp 2027-30 Bridge Rep	NZTA	**93**	2.1 m	38 bridges on the State Highway network are currently over 100 years old, and this is set to increase to more than 260 by 2030. There is a need form the pipeline of this improvements activity ahead of the next NLTP for EOL bridge replacements.
Sylvia Park Bus Improvements	AT	**94**	22.8 m	This project will provide bus upgrades at Sylvia Park and surrounding areas, and provide better connections between trains and buses. Investigation and feasibility studies are underway.

Commercial vehicle safety centre (CVSC) - SH1 Drury	NZTA	**95**	0.4 m	CVSCs, once called Weigh Stations, are sites where officers can safely carry out thorough inspections. They are being installed on high-volume routes throughout Aotearoa one of these locations is in Drury.
National Ticketing System (AT assets)	AT	**96**	14.5 m	The National Ticketing System is New Zealand's next generation public transport ticketing solution. It will give New Zealanders the ability to pay for their public transport using a variety of ways - by mobile phone, credit card or a nationally issued transit card. This programme will provide IT systems and processes to support: • Ability to quickly introduce/change fare products & policies • Patronage growth and flow on effects through mode shift. AT is working with NZTA to implement the National Ticketing System.
Auckland Share Digital engineering/BIM	NZTA	**97**	6.3 m	Digital Engineering may be defined as the use made of the convergence of emerging technologies such as Building Information Modelling (BIM), Geographic Information Systems (GIS) Asset Management Information Systems (AMIS) and related systems to derive better business, project and asset management outcomes. Digital Engineering is about capturing, sharing, analysing and presenting digital asset information that provides the evidence for asset management decisions.
Matiatia Landside (Park and Ride)	AT	**98=**	24.6 m	This project will achieve safer movements to/from the Waiheke Ferry Terminal. It will also provide public drop-off away from the keyhole and bike/scooter parking and storage with better stormwater treatments. The project scope also includes the relocation of the existing carpark on a tapu burial site near the Terminal.
Motorway Bridge Safety Screens	NZTA	**98=**	21.8 m	Safety screens for State Highway 1 overbridges to prevent objects and self harm
Network Discharge Improvements	AT	**100**	12.9 m	This programme will enhance the treatment of stormwater runoff from existing roads that would otherwise continue to discharge untreated. The programme scope includes the installation of stormwater treatment devices on 23 priority roads at selected locations, which will improve the quality of water run-off from the AT road network.
Auckland Share Data Driven Structure Asset Management	NZTA	**101**	1.3 m	The new structures asset management framework includes the production of a collection of processes that will capture and assess risks in a comprehensive and consistent manner, and forecast maintenance and renewals costs in an accurate manner.
Wayfinding for Stations and Bus Information	AT	**102**	66.6 m	This programme will provide: • More visible beacons, clear catchment signage and information on key corridors to encourage behaviour change, travel time signs for PT, walking and cycling and vehicle users. • Improved digital solutions e.g. digital screens with maps, trip options, departure info and local points of interest & experiences.
Property for passenger fleet stabling	KR	**103=**	20.8 m	Expansion of stabling for inter-regional fleet and metro fleet (if required), including construction and any additional property needed
Strategic multimodal connections and Crossings	NZTA	**103=**	11.9 m	Resilience supporting multi modal solutions through the creaton of green bridges across the State Highway network
Ti Rakau Drive Depot Electrification	AT	**105**	10.5 m	This programme will support the electrification of Ti Rakau depot. This will support Eastern Busway outcomes as well as other electric bus movements in the local area.
Auckland System Planning	NZTA	**106**	3.6 m	Region wide planning for the State Highway Network
EMU Stabling Facilities and Other	AT	**107**	6.5 m	This project is designed for a new paint booth in the Wiri depot. AT has an obligation to keep EMUs regularly maintained and painted. Currently, this activity is undertaken in different locations that are not purpose built, impacting efficiency and quality, and increasing the time taken to paint a train set. A new paint booth in the Wiri depot will provide for more efficiently maintaining the trains in better condition.
Low Cost Low Risk improvements 2024-27	NZTA	**108**	24.0 m	Low Cost Low Risk projects are improvements projects (construction or implementation) with a total approved cost of up to $2m for each project.
Auckland Share Environmental PBC	NZTA	**109**	0.1 m	Applying a national approach to environmental practices such as fish passage, stormwater management etc
State Highway planning in response to Port future	NZTA	**110**	6.0 m	To better understand the likely land transport implications of possible major changes to the upper North Island's Port network, regarding land transport: Investment implications (timing and nature and cost of potenatil future upgrades to the land transport system)
Auckland Noise Mitigation - Projects	NZTA	**111**	45.0 m	For new roads and alterations to existing roads NZTA will assess noise exposure and noise mitiagtions as required for new projects
Auckland Noise Mitigation - Wider Programme	NZTA	**112**	16.4 m	Alterations to existing roads NZTA will assess noise exposure and noise mitiagtions as required as part of a programme
Auckland Share RoNS Project Development	NZTA	**113=**	25.0 m	Preparatory work for the identified RoNS to ensure the pipeline is prepared appropriately. This relates to first stages of Mill Road and East-West Link, with equivalent work already complete for Warkworth to Wellsford. Some work has already been completed for the Northwest Alternative State Highway as part of the Supporting Growth Programme, but needs further project development.
Auckland Share RoNS Property	NZTA	**113=**	1225.4 m	Item to cover initial property purchases relating to the identified RoNS projects. Some projects already have allocated funding, such as Warkworth to Wellsford and East-West link which are identified in their line items.

Appendix 8: **Policy context**

The figure below provides an overview of how the RLTP interacts and aligns with strategic policy documents, and Central Government and Auckland Council investment programmes.



Key planning documents and other information that have guided the preparation of this RLTP are briefly described below.

The Auckland Plan 2050

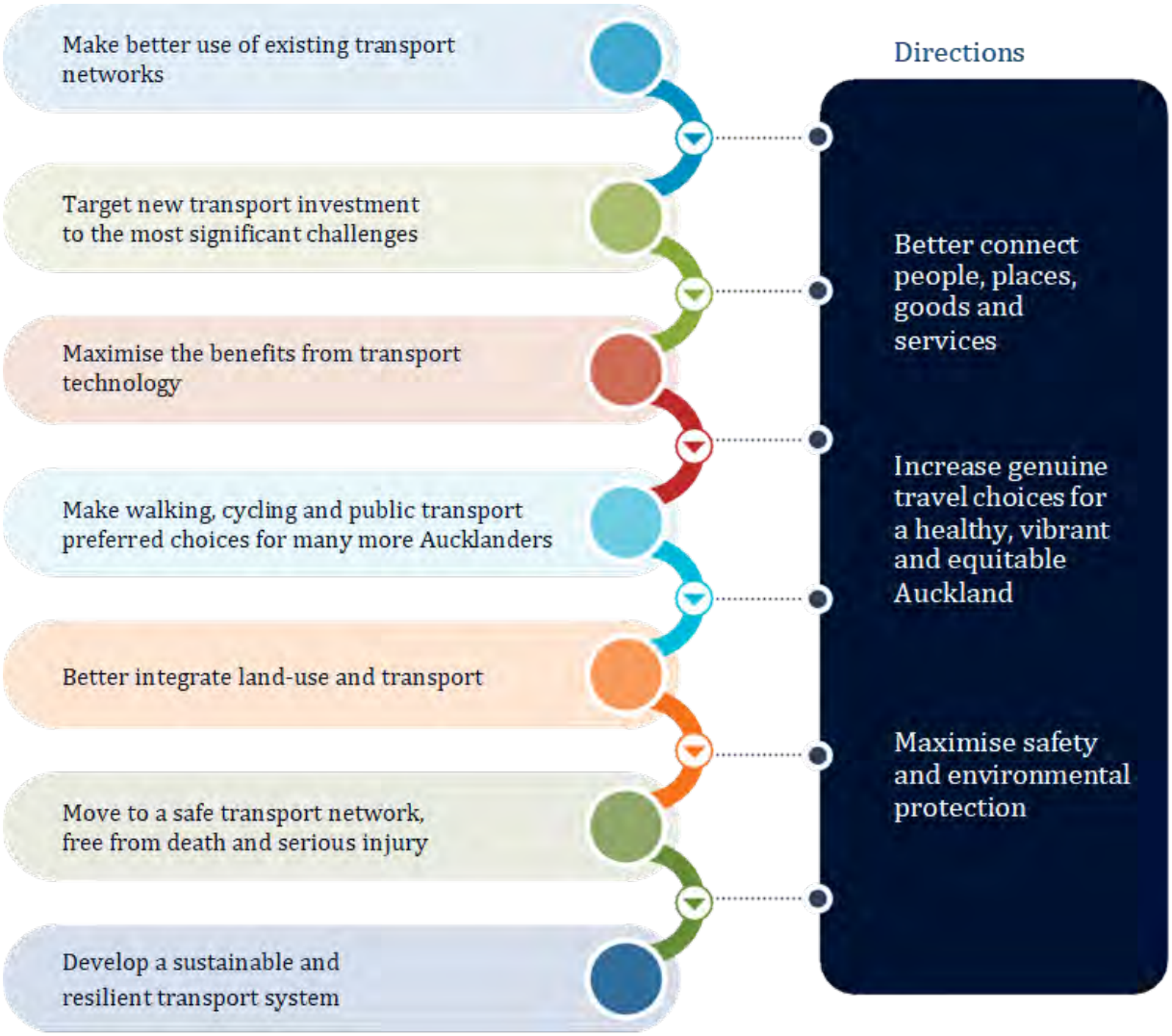
The Auckland Plan 2050 is a long-term strategy for managing Auckland's growth and development over the next 30 years. It considers how we will address the key challenges of high population growth and environmental degradation, and how we can ensure shared prosperity for all Aucklanders.

The first Auckland Plan was produced in 2012 and included a highly detailed series of objectives and targets. The Auckland Plan 2050 is a more streamlined spatial plan with a simple structure and clear links between outcomes, directions and focus areas.

The Auckland Plan 2050 aims to achieve the following outcomes:

- Belonging and participation
- Māori identity and wellbeing
- Homes and places
- Transport and access
- Environment and cultural heritage
- Opportunity and prosperity.

Transport contributes to achieving all six outcomes, with the strongest links to 'Transport and Access'.



Future Connect 2024-2034

Future Connect is a 10-year system planning tool for Auckland's integrated transport system. It sets out strategic networks for each transport mode, outlines the deficiencies and opportunities expected in the next decade, and identifies Indicative Focus Areas for further investigation as future projects. The Strategic Case summarises the challenges facing Auckland's transport system, system objectives and performance measures.

Future Connect has been developed by Auckland Transport (AT) in partnership with the NZ Transport Agency Waka Kotahi (NZTA) and Auckland Council in collaboration with Mana Whenua, and in consultation with the Ministry of Transport, KiwiRail and Kāinga Ora and major stakeholder groups such as the Freight Reference Group, Tāmaki Makaurau Road Safety Governance Group, Bike Auckland, NZ Automobile Association and Living Streets Aotearoa.

Other relevant documents

The Land Transport Management Act 2003 sets out the planning, funding and operating framework for New Zealand's land transport infrastructure and services, including roading, public transport, the rail network and traffic safety.

The Government Policy Statement on land transport (GPS) sets out the Government's National Land Transport Fund (NLTF) expenditure priorities over the next 10 years. The Draft Government Policy Statement on land transport 2024 (Draft GPS) is designed to boost economic growth and productivity, resilience, reliability, and safety.

The National Land Transport Programme (NLTP) is a three-year programme that sets out how the NZTA invests land transport funding on behalf of the Crown to create a safer, more accessible, better connected and more resilient transport system.

The Regional Public Transport Plan 2023-2031 (RPTP) sets out AT's policies, guidelines and activities for the delivery of Auckland public transport focused over a three-year period with an eight-year horizon.

The Auckland Long-term Plan (LTP) underpins AT's RLTP programme by providing committed funding and enabling AT to secure support from the NZTA.

Te Tāruke-ā-Tāwhiri: The Auckland Climate Plan sets a pathway to rapidly reduce GHG emissions (50% reduction by 2030) and help prepare Auckland for the impacts of climate change. Transport is one of eight priorities, and road transport accounts for about 38.5% of Auckland's total emissions in 2018, of which about 86% relates to travel by road.

The Climate Change Response (Zero Carbon) Amendment Act 2019 provides a framework by which New Zealand can develop and implement clear and stable climate change policies that ensure New Zealand has net-zero GHG emissions by 2050 and prepare for, and adapt to, the effects of climate change.

Vision Zero for Tāmaki Makaurau is a transport safety strategy and action plan to eliminate deaths and serious injuries (DSI) on Auckland's transport network by 2050. It is a partnership between AT, Auckland Council, NZ Police, NZTA, ACC, Auckland Regional Public Health Services and the Ministry of Transport.

The National Policy Statement on Urban Development 2020 (NPS-UD) seeks to ensure that new development capacity enabled by councils is of a form, and in locations, which meet the diverse needs of communities and encourage well-functioning, liveable urban environments.

Tāmaki – Whenua Taurikura Auckland Future Development Strategy 2023-2053 aims to promote integrated, long-term strategic planning to help the council set the high-level vision for accommodating urban growth over the long term and identify strategic priorities to inform other development-related decisions. It seeks to achieve well-functioning urban environments, ensure there is sufficient development capacity and integrate planning and infrastructure planning and funding.

The NZ Rail Plan 2021 is a non-statutory planning document to guide investment in the rail system over the longer-term. It sets out the Government's strategic vision and investment priorities and describes the changes made to the Land Transport Management Act to enable KiwiRail to access the NLTP. It also identifies the two investment priorities for a resilient and reliable network, both of which are relevant to Auckland: Investing in the national rail network to restore rail freight and provide a platform for future investments for growth; and investing in metropolitan rail to support growth in our largest cities.

The Rail Network Investment Programme (RNIP) is a three-year investment programme and a 10-year forecast for the rail network, developed by KiwiRail and approved by the Minister of Transport. The NZ Rail Plan and the GPS guide the development of the RNIP, which needs to be reflected in the RLTP. The RNIP will be funded from the Rail Network Activity Class and the Public Transport Infrastructure Activity Class for metropolitan rail activities, supported by Crown funding.

Arataki is the NZTA's 30-year view of what is needed to deliver the Government's current priorities and long-term objectives for the land transport system.

The Auckland Freight Plan 2020 identifies the critical challenges for freight movement, desired outcomes, and includes an action plan to achieve them. It has been developed by AT in partnership with Auckland Council, the NZTA and key freight stakeholders, including the Ministry of Transport, KiwiRail, Ports of Auckland, Auckland Airport, the Automobile Association, the National Road Carriers Association, Mainfreight and the Road Transport Association NZ.

The AT Māori Responsiveness Plan (MRP) outlines operational-level actions to enable AT to fulfil its responsibilities under Te Tiriti o Waitangi – the Treaty of Waitangi – and its broader legal obligations in being more responsible and effective to Māori.

Kia ora Tāmaki Makaurau is a performance measurement framework and named for its overall outcome: holistic wellbeing for Tāmaki Makaurau. The Framework supplements the responsiveness approach to be relevant to the expectations and aspirations of Māori under the Treaty of Waitangi.

Auckland Council Local Board Plans are developed by the 21 local boards across Auckland. Each local board plan includes outcomes related to transport and specific actions the relevant local board wishes to see progressed.

Appendix 9: **Prioritisation methodology**

Ranking of projects within this RLTP was undertaken using a three-stage methodology.

Stage One identified which projects were 'non-discretionary' (i.e. mandatory) and should be included in the proposed programme without further prioritisation. These aligned with key elements of the LTP and GPS relating to maintenance, productivity and finishing major investments underway. Non-discretionary projects or programmes generally fell within the following criteria:

- ***Committed and Agreed*** *– any project already in contract and under construction or subject to some other form of agreement or statutory responsibility; and legally obligated (E.g. Property liability from consent lodgements)*
- ***Critical Dependency*** *– e.g. Previously agreed core CRL Day 1 related projects or other critical dependent items*
- ***MOR*** *– any project or programme determined to be maintenance, operations and renewals, including:*
- ***CAPEX-related corporate functions****, including necessary upgrades to technologies and systems*
- ***Renewals*** *includes Flood Response (unless 'build back better' improvements)*
- ***Ringfenced Funding source*** *– any project or programme fully funded outside of the NLTF, either by local or central government or others. These will not be ranked.*

Inclusion of the renewals items reflected the strong emphasis given to maintaining and renewing the network within key policy documents such as the Mayoral Proposal, LTP and GPS.

Stage Two ranked the 'discretionary' projects (i.e. those items where there was still a choice over whether to include the project or programme in the RLTP) against regional / objectives and the alignment to the policy direction on preferred 'investment attributes'. These objectives and policy attributes were developed with input and consideration from the Regional Transport Committee and Auckland Council's Transport and Infrastructure Committee. The regional objectives were weighted at 60% and included:

- **Faster, more reliable public transport (27.5%)** –This priority relates to the use of Public Transport network across a variety of aspects such as bus lanes, stations/stops, station access. It considers current and future demands.
- **Network resilience and sound asset management (25%)** – This priority reflects the GPS direction for greater emphasis on Resilience and Maintenance.
- **Support for the region's economic productivity (20%)** – This priority relates to the improvement of economic activity. It reflects improvements to current or future growth areas and congestion where possible.
- **Improved safety and reducing deaths and serious injuries (15%)** – This priority relates to the enhancement of safety across modes on the network for all users.
- **Continued decarbonisation of the transport system towards the 2050 target (12.5%)** – This priority relates to the emissions created by our transport initiatives. It reflects Council and Government aspirations to reach net-zero carbon emissions by 2050.

These objectives reflect the direction included in the Council's LTP and the GPS. Weightings and multipliers were agreed and re-confirmed after consultation with the Regional Transport Committee and Transport and Infrastructure Committee.

The investment attributes identified through the policy framework were weighted at 40% and included:

- **Complete (20%)** – Finish what we have started before embarking on new large-scale investment
- **Speed of delivery (20%)** – A back-to basics approach of smaller scale, tactical, faster and lower cost solutions and delivery (which particularly applies to AT's programme)
- **Expenditure efficiency (20%)** – Deliver value for money solutions as indicated by a project benefit to cost ratio
- **Timing and urgency (20%)** – The urgency of the problem to be solved
- **Key outcome areas (20%)** - Consideration of the Māori Outcomes and new State Highways was also included in the process.

These investment attributes reflected the strong policy emphasis in both the LTP and GPS on a revised approach to project delivery to support faster delivery and value for money.

Discretionary projects were rated qualitatively, typically from zero to three, against a set of sub-criteria, by an inter-agency working group comprising representatives from AT, NZTA, KiwiRail and Auckland Council.

Stage Three considered the impact of other variables, such as dependencies between projects and the balance of the programme in terms of mix of large and small projects and geographic spread. In practice, this process was constrained by limited timeframes and was considered alongside feedback received during consultation.

Post consultation changes. As described in Annex 13, an additional score was added to discretionary State Highway capacity improvements projects to ensure that the overall average ranking aligned to feedback from the public survey.

Minor amendments to the weightings of Strategic Objectives used in the prioritisation (namely a small increase to the weighting of the 'Faster more reliable Public Transport' Objective and a small decrease to the 'Continued Decarbonisation of the Transport network Towards 2050' Objective) were also made to better reflect public feedback.

Appendix 10: **The Relationship of Police activities to the RLTP**

New Zealand (NZ) Police have a significant role to play in keeping Tāmaki Makaurau's roads and communities safe, a responsibility we share as part of a safe system response. As a requirement of section 16(6)(b) in the Land Transport Management Act (LTMA), this is an assessment of the relationship of Police to the Regional Land Transport Plan.

Road policing in the Auckland aligns to the Safe Roads Control Strategy by focusing on preventing risky driving behaviour and enforcement of the top risk factors where enforcement can have the greatest impact: restraints, impairment, distraction and speed enforcement (RIDS). In line with international best practice, there is strong alignment of enforcement activities to community education and road safety promotion. This work is governed by the Tāmaki Makaurau Road Safety Governance Group in line with the Vision Zero strategy for Tāmaki Makaurau and coordinated by the inter-agency partnership group.

$1.195 billion is invested in road policing activities (2021-2024), with around 30% allocated to Tāmaki Makaurau. This proportion flows through to the policing targets, where Tāmaki Makaurau is responsible for around 30% of the three million random breath test desired target for 2020/21.

The Road Safety Partnership Programme 2021-2024 outlines the operational priorities and desirable outcomes for road policing and NZ Police work in partnership with AT to deliver local road safety plans which are informed by the Road Safety Partnership Programme.

These activities are delivered by the Tāmaki Makaurau Road Policing unit, working across the three police districts of Waitematā (Rodney, Albany, North Shore, Waitakere and Whau Wards), Auckland (Waitematā and Gulf, Albert- Eden-Roskill, Orakei, Maungakiekie-Tāmaki Wards and Whau), and Counties Manukau (Howick, Manukau, Manurewa-Papakura and Franklin Wards).

OPERATIONAL PRIORITIES	NZ POLICE ACTIVITIES
Speed	Provide sufficient enforcement levels of legal speed limits to achieve general deterrence
Road and roadsides	Enforce proper use of the roads
Active users	Educate and enforce relevant laws to help keep active road users safe
Incident management	Respond to and investigate major incidents on the network
Light vehicles	Enforce laws around vehicle defects and illegal modifications
Motorcycling	Enforce compliance with road rules and refer motorcyclists to education and skills programmes
Heavy vehicles	Ensure compliance with heavy vehicle rules
Alcohol and drugs	Deliver sufficient testing levels to achieve general deterrence from driving under the influence of drugs or alcohol, and enforce compliance with legislation
High-risk drivers	Reduce the opportunities for high-risk drivers
Fatigue and distraction	Identify and discourage the use of cell phones while driving and driving while fatigued
Restraints	Ensure the wearing of restraints
Inexperienced drivers	Refer drivers to licence programmes

Police deliver on these priorities through a combination of general deterrence, specific deterrence and specialised/ intensive focus.

General deterrence

- Dosage (moderating intensity of enforcement according to risk)
- Unpredictability (making enforcement activity less predictable)
- Network coverage (being widely seen across the network).

Specific Deterrence

- Enforcement which includes alternative resolutions, issuing infringement notices, and filing criminal charges.

Specialised/Intensive focus

- Identifying high-risk drivers and proactively intervening to encourage behaviour change and reduce opportunities for offending.

These priorities are targeted to help achieve NZ Police's Road Policing target of a 5% reduction in road deaths each year and is consistent with the Vision Zero Strategy for Tāmaki Makaurau.

Vision Zero Strategy for Tāmaki Makaurau is an ambitious transport safety strategy to reduce DSI on Auckland's transport system to zero by 2050. An important part of achieving our Vision Zero aspirations is through leadership and governance. NZ Police is a member of Tāmaki Makaurau Road Safety Governance Group which also includes AT, NZTA, Accident Compensation Corporation, Ministry of Transport, Auckland District Health Board and Auckland Council. The governance group holds members to account for the delivery of the system outcome that reduces DSI in accordance with strategy targets, with clear mechanisms for communication, collaboration, and accountability.

To enhance the effectiveness of enforcement a review of safety related fines and penalties is required to better align to the risk of the behaviour. This review is signalled in the Draft GPS on transport.

To achieve the safety outcomes for Tāmaki Makaurau we need to work in partnership and strengthen all parts of the system. Road policing and enforcement plays a key role in reducing DSI and plays an important part in the collective effort in reaching our road safety targets.

Reassurance	• Identify and engage with sector and community partners to ensure referral pathways are established to address the causes of offending • Develop a public facing communications strategy to address why we police our roads in the way we do to achieve trust and confidence and reassure the public • Participate in Ministry of Transport Review	• NRPC supported by Districts • NRPC supported by Media and Communications • NRPC supported by Districts	• Q2/3 • Q3/4 • Q2/3	• Driver licence programme referrals • Offences resolved by Te Pae Oranga • Number of Written Traffic Warnings • Recidivism rates for first time offenders • Reduction in deaths on our roads • Reduction in injuries on our roads • Reduction in crashes on our roads	• Maintain strong working relationships with referral partners to provide holistic, wrap-around support and services • Provide community reassurance through visible deployment and work together (and across Districts) to share learnings • Encourage our partners to faithfully represent evidence-led Police positions on, and strongly advocate for the improvement and/or clarification of legislation and associated policies and frameworks • Work with our communities to create a constructive, future-focused narrative that is inclusive and free of systemic bias
Support & Capability Planning	• NRPC to develop a deployment dashboard tool MVP for pilot in Tāmaki Makaurau. User acceptance testing, pilot and evaluation to be undertaken. Phase Two of this will likely entail the implementation of road safety multi-agency tasking and coordination process for Tāmaki Makaurau • Invest in pursuit management technologies to decrease harm from fleeing driver incidents • Undertake Comparative Performance Evaluations for each District and commence consultation on other supporting options for deployment • Further develop the 'Policing our Roads Toolkit' and make content available to Districts • Complete retrospective analysis of hospitalised drivers blood specimens to understand the prevalence and nature of drug impaired driving	• KPMG supported by NRPC and Tāmaki Makaurau • NRPC supported by Response and Operations • NRPC supported by Districts • NRPC supported by RNZPC • NRPC supported by National Criminal Investigations Group	• Q2/3 • Q3 • Q4 • Q3 • Q3	• 12 Comparative Performance Evaluations completed by Q4 • Continued engagement with District • Complete reporting from ESR and analysis	• Effectively engage in strategic and executive level partnerships through participating in more shared agency forums and improving cross agency oversight • Recognise capability and capacity gaps of partners and offer support where appropriate • Implement Police-led, co-created initiatives across government to support community and local activity – incorporating Iwi service providers into our work • Engage with our partners and actively participate in opportunities to support graduated driver licence attainment, access to treatment programmes, and deliver targeted, educational road safety messaging • Engage and partner with academic and international law enforcement partners to understand what methodologies are used offshore

Appendix 11: **Significance policy**

Purpose

The purpose of this Significance Policy is to determine **significance** in respect of various matters in relation to the Auckland RLTP.

Section 106(2) of the Land Transport Management Act (LTMA) 2003 requires the Regional Transport Committee to adopt a policy that determines significance in respect of:

a) variations made to the regional land transport plan under section 18D; and
b) the activities that are included in the regional land transport plan under section 16.

This policy sets out how to:

a) determine the significance of variations to the Auckland RLTP under section 18D of the LTMA 2003
b) determine what is a **significant activity** for the purpose of section 16 of the LTMA 2003.

Significance of variations to the Regional Land Transport Plan

Legislation provides for an RLTP to remain in force for six years. However, the Regional Transport Committee may prepare a variation to the RLTP either following a review under section 18CA, or where good reason exists. In accordance with section 18D of the Act, consultation will be required on a variation if the variation is significant.

The following variations are considered to be significant:

a) The addition or removal of an improvement activity or group of activities that the Regional Transport Committee considers to be of strategic importance. These are activities that either have a significant effect on the objectives in the RLTP or have significant network, economic or land use implications or impact on other regions.
b) A new AT activity, or a change to the scope of an existing AT activity, which the Regional Transport Committee considers represents a 30% or greater increase or decrease in AT's total gross operating or capital expenditure in any one year.
c) A new Transport Agency activity or a change to the scope of an existing Transport Agency activity, which the Regional Transport Committee considers would increase expenditure by more than 30% of the Transport Agency's total gross expenditure in Auckland in any one year.
d) Any variation that is defined as significant in the Auckland Council's Significance Policy as it applies to AT.
e) A variation to the RLTP that results in a significant variation to the Regional Public Transport Plan.

The following variations will generally not be significant:

a) A change to the duration and/or order of priority of an activity or project that does not substantially change the balance of the programme
b) Replacement of an activity or project by another activity or project of the same or substantially similar type
c) Cost or timing changes that do not affect the scope of an activity or project
d) A scope change for a project that does not significantly alter its original objectives
e) An activity that has previously been consulted on
f) A decision to progress emergency works.

Changes to KiwiRail activities will be managed through the RNIP variation process.

Consultation is not required for any variation that is not significant or arises from the declaration or revocation of a State Highway.

Activities with inter-regional significance for the Regional Land Transport Plan

An activity will be considered to have inter-regional significance, and therefore needs to be shown in the RLTP in accordance with section 16(2) (d), if it is a **significant activity** and it has implications for connectivity with other regions and/or for which cooperation with other regions is required, or it is a nationally significant activity identified in the Government Policy Statement on land transport.

Appendix 12: **Consistency with S14 of the LTMA**

1. The Land Transport Management Act (**LTMA**) requires that before the Regional Transport Committee (**RTC**) submits a Regional Land Transport Plan (RLTP) for approval it must meet the conditions set out in section 14 of the Act.

2. This Appendix sets out our evaluation against those considerations. Evaluation against Section 14(a)(i) and (ii) is set out in detail below, with the remainder of the evaluation in a table.

3. This evaluation also includes other matters around emissions reduction, that will be relevant for the final Auckland Transport (**AT**) Board decision on approval of the RLTP.

SECTION 14(a)(i) - THE RTC MUST BE SATISFIED THAT THE REGIONAL LAND TRANSPORT PLAN CONTRIBUTES TO THE PURPOSE OF THE ACT

Requirement

4. Section 14(a)(i) of the LTMA requires the RTC to be satisfied that the RLTP contributes to the purpose of the Act, which is to contribute to an effective, efficient, and safe land transport system in the public interest.

Evidence

Effectiveness

5. The RLTP 2024-2033 (the **RLTP**) sets out five Regional Objectives, namely: Faster and More Reliable Public Transport, Network Resilience and sound asset management, Support for the Region's Economic Productivity, Improved Safety and Reducing Deaths and Serious Injuries, and Continued Decarbonisation of the Transport System towards the 2050 Target. All 'discretionary' projects have been assessed for their contribution to achieving these objectives. This is essentially an 'effectiveness' assessment – which tests the scale of the expected contribution a project will make to desired outcomes.

6. In terms of the discretionary projects, what has emerged from the assessment is a programme which prioritises support for public transport infrastructure projects. These projects will improve the competitiveness of public transport (through improvements to speed and reliability), thereby encouraging mode shift and reducing congestion (compared to a do minimum) – enhancing the timeliness of travel for both public transport users and motorists. This in turn supports both enhanced economic productivity (through reduced travel costs) and emissions reduction (through reduced private vehicle travel) outcomes. Investment in walking and cycling achieves similar outcomes. Meanwhile, the programme includes proposals for substantial investments in State Highway improvements which, although a lower priority, are still anticipated to have a significant impact in improving travel conditions and contribute to resilience and economic productivity outcomes.

7. In terms of the non-discretionary elements of the programme, these largely reflect emphasis on:

   - Public transport services, which have already been considered for effectiveness under the Regional Public Transport Plan framework
   - Proposed Maintenance, Operations and Renewals investment. The major feature of this investment is a proposal for increased investment in local road renewals, which supports both effectiveness and efficiency by better ensuring the network is fit for purpose at a lower overall whole of life costs
   - Committed projects, which are effectively mandatory.

Efficiency

8. The RLTP has also assessed projects against four main 'Investment Policy' criteria. These are:

- Finish what we started before embarking on new large-scale investment
- A back-to-basics approach of smaller scale, tactical, faster and lower cost solutions
- Expenditure efficiency to deliver value for money solutions as indicated by a project's cost to benefit ratio
- Timing and urgency.

9. In combination, these policy criteria seek to ensure we are maximising the benefits of existing investment and support overall value for money by delivering effective, smaller, more timely projects at lower cost. This is supported by the results of the prioritisation, which shows that projects with a higher benefit to cost ratio typically have a higher overall ranking.

Safe

10. Improved safety and reduced deaths and serious injuries is one of the key Regional Objectives driving this RLTP. All discretionary projects have been assessed for their contribution to this outcome, and the plan includes investment to improve safety outcomes through infrastructure improvements at high risk locations, speed management and working with communities to deliver road safety promotion and mode shift activities.
11. The plan also supports reductions in harmful particulate emissions by supporting mode shift through investment in public transport services and public transport, walking and cycling infrastructure. Long-term decarbonisation of the public transport network (for example, through investment in low emissions ferries) is also supported.

In the public interest

12. For the reasons set out above, the RLTP contribute to an effective, efficient, and safe land transport system. It follows that it also contributes to a land transport system in the public interest.
13. To the extent that the public interest encompasses wider social, cultural, economic and environmental wellbeing, the proposed RLTP programme supports this wellbeing by:
    a. ensuring improved travel times across all modes. In turn, this improves connectivity and provides enhanced access to key social, cultural and economic opportunities; and
    b. prioritising investment in public transport infrastructure and services, which is anticipated to support mode shift and reduce private vehicle travel and associated greenhouse gas emissions. As noted, the RLTP also proposes investment in the long-term decarbonisation of the public transport network.
14. Public and stakeholder feedback demonstrates broad support for the challenges and objectives identified by this RLTP, along with the priority for discretionary investment in public transport infrastructure. This suggests that the RLTP broadly aligns with the way that the public see their interests reflected in future investment in the transport system.

Section 14 (a)(ii) THE RTC MUST BE SATISFIED THAT THE REGIONAL LAND TRANSPORT PLAN IS CONSISTENT WITH THE GPS ON LAND TRANSPORT

Requirement

15. The RTC must be satisfied that the RLTP is consistent with the Government Policy Statement on land transport 2024 (**2024 GPS**).

Evidence

16. The following section sets out how the RLTP is consistent with the 2024 GPS and supports the four strategic priorities set out in that document.

GPS Overarching Priority – *Economic Growth and Productivity*

17. The Economic Growth and Productivity strategic priority is identified as the overarching strategic priority in the GPS. Increased maintenance and resilience, safety and value for money are all equally weighted and important priorities that collectively support the delivery of a transport system that drives economic growth and productivity.

18. The GPS notes that the transport sector supports economic growth and productivity by providing quality transport connections which enable goods and people to reach their destinations efficiently. The concept applied in this assessment builds on this to recognise the role of transport improvements in improving access to jobs and the labour force as part of supporting urban productivity.

Overall approach

19. The RLTP emphasises investment in effective and efficient public transport infrastructure projects as the key route to supporting economic growth and productivity within the Auckland region.

20. Public transport has the potential to move large numbers of people more efficiently than private vehicles. With limited available transport corridor space and the high cost of land purchases, public transport is often the only realistic way to increase the capacity of our transport network to accommodate future growth. In particular, prioritising public transport infrastructure supports economic growth and productivity by ensuring continued timely access to our key commercial employment centres. Investment in public transport, along with walking and cycling, also encourages mode shift away from private vehicle trips, which has the benefit of reducing congestion and therefore provides more space for freight and other business travel that needs to use private vehicles. This approach is recognised in the GPS, which notes that effective public transport provides commuters with more choice and helps to reduce travel times, congestion and emissions.

21. Alongside public transport, the RLTP also proposes investment in other modes to support economic development outcomes. For example, the RLTP proposes major investment in the State Highway network, particularly the Waitemata Harbour Connections project which will improve resiliency and reduce congestion on this critical national link (SH1). Other State Highway projects, such as the East-West Link and Mill Road, support freight or provide network capacity outside of the urban area where public transport and cycling are less practical transport alternatives. Meanwhile, investment in projects on the local road network will help to optimise the network and support more sustainable travel from key growth areas. It will also enable future investment in Time of Use Charging as a way of enhancing demand management approaches.

Inclusion of Key Projects

22. The GPS notes a number of key projects within Auckland as supporting its approach to achieving economic growth and productivity outcomes. These projects – Warkworth to Wellsford, Mill Road, the East-West Link, Additional Waitemata Harbour Connections, completion of the CRL and supporting infrastructure, the Eastern Busway, Northwest Rapid Transit Corridor and components of the Airport to Botany Busway - are all included in this RLTP's proposed investment programme.

Prioritisation approach

23. The prioritisation approach used to rank this RLTP's proposed investment programme supports the economic growth and productivity priority. Together the 'Faster, More Reliable Public Transport' and 'Support for the region's economic productivity'' objectives in the RLTP, which both support the economic growth and productive strategic priority in the 2024 GPS, account for almost 50% of the weighting given to Regional Objectives in the assessment. This meant that projects performing well against these criteria typically received a higher overall ranking in the programme.

GPS Priority – *Increased Maintenance and Resilience*

24. The RLTP has treated Maintenance, Operations and Renewals as a non-discretionary activity. In total, the RLTP proposes nearly $13 billion of investment in Maintenance, Operations and Renewals.

25. Importantly, the RLTP also proposes significantly increased investment in local network renewals to respond to recent cost increases and enables progress to be made in addressing the backlog of local network road surface renewals that has built up over recent years. This aligns well with the new 'Pothole Prevention' Activity Class.

26. "Network Resilience and sound asset management" has been included as a regional objective, and therefore drives prioritisation of the discretionary programme. The RLTP proposes significant investment in network resilience activities, with almost $500 million worth of investment in Auckland Transport's resilience portfolio, and over $500 million for KiwiRail projects that will support improved resilience for the rail network. A number of State Highway projects - such as Waitemata Harbour Connections and Warkworth to Wellsford - will also significantly improve the resilience of key inter-regional corridors.

GPS Priority – *Safety*

27. "Improving safety and reducing deaths and serious injuries" is one of the regional objectives driving RLTP prioritisation. Discretionary projects were ranked for their contribution to safety outcomes, and the RLTP includes $710 million in proposed direct investment in safety.

28. Much of the direct safety investment is focused on the Road Safety Programme and Safe Speeds programme, which reflects the way AT view of how safety objectives in the Auckland context are best achieved. Investment will, however, be tailored to ensure safety interventions are fit for purpose for each location. AT expects to reduce its reliance on things like raised pedestrian crossings (in light of the regional objective and GPS strategic priority relating to value for money, discussed below), and will work to deliver the right intervention at the right location.

GPS Priority – Value for money

29. The RLTP's approach to value for money aligns well to the GPS. As described above, we have prioritised projects for their contribution to overall Regional Objectives, incorporating GPS priorities. We have also prioritised projects against the following 'investment policies':

    - Finish what we started before embarking on new large-scale investment
    - A back-to-basics approach of smaller scale, tactical, faster and lower cost solutions
    - Expenditure efficiency – which seeks to deliver value for money solutions as indicated by a project's benefit to cost ratio
    - Timing and urgency – the urgency of the problem to be solved.

30. In combination, our assessment against the Regional Objectives, which test effectiveness, and Investment Policies, which test value for money, means the RLTP aligns well to the Ministry of Transport's effectiveness and efficiency framework referenced in the 2024 GPS.

31. Although not directly influenced by the RLTP, Auckland agencies are also undertaking a number of initiatives that support the GPS value for money objective. These include:

    - An expected increase in the farebox recovery ratio for public transport services from around 30 percent to around 40 percent by the end of the decade
    - Work to reduce expenditure on temporary traffic management while preserving safety
    - Changes to AT's approach to road safety investment to insure investment is focused on the highest benefit and cost effective changes
    - Pursuing time of use charging and dynamic lanes to make the most out of existing assets.

Overall Conclusion

32. Overall, the RLTP is consistent with the 2024 GPS, although it reflects elements that are specific to Auckland in the way it proposes to deliver on the 2024 GPS strategic priorities. In particular, this sees a strong focus on public transport investment as the most effective way to achieve economic growth and productivity and other strategic priorities in the crowded urban environment.

Other requirements in s.14 of the LTMA

Before a Regional Transport Committee (RTC) submits a regional land transport plan to a regional council or Auckland Transport (as the case may be) for approval, the Regional Transport Committee must:

(b) have considered— *(i) alternative regional land transport objectives that would contribute to the purpose of this Act* *(ii) the feasibility and affordability of those alternative objectives*	The RTC considered Regional Land Transport Objectives at its meeting in March 2024. The relative weighting of these objectives was also considered, and then refined in the final RLTP in response to public feedback. A number of objectives were considered earlier in the process, with a view to aligning to the direction from the LTP and expected direction of the GPS. These objectives included Inter-regional freight, and Progress with Projects of National Significance. Staff considered that these alternative objectives were less feasible than those that aligned more closely to final GPS guidance.
(c) have taken into account any— *(i) national energy efficiency and conservation strategy; and*	The NZEECS 2017-22 identifies three priorities, of which 'Efficient and low emissions transport' is most relevant to the RLTP. In addition to matters discussed above, the RLTP supports the NEECS by: • The inclusion of programmes to decarbonise the bus and ferry fleet • Projects to expand the reach and capacity of the Rapid Transit Network, supporting greater intensification around transport hubs • Programmes to support Intelligent Transport Systems • Projects that support freight and passenger movement by rail. Note that the NZEECS expired in June 2022 under section 12 of the Energy Efficiency and Conservation Act 2 but has not yet been replaced.
(c) have taken into account any— *(ii) relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991; and*	The **National Policy Statement on Freshwater Management (NPS-FM) 2020**. The NPS-FM sets the direction on how freshwater should be managed in New Zealand. The RLTP projects will incorporate improved stormwater management. The Government has announced its intention to begin work on a replacement for the NPS-FM in 2024 and the deadline for councils to notify freshwater plan changes has been extended by three years to 31 December 2027. The **National Policy Statement on Urban Development (NPS-UD) 2020** The NPS-UD seeks to ensure that New Zealand has well-functioning urban environments. The RLTP supports this objective by ensuring that the urban environment is serviced by existing or planned public transport, and that land-use planning can be integrated with infrastructure planning and funding decisions. The NPS-UD also requires councils to prepare a Future Development Strategy (FDS) and councils are strongly encouraged to use the FDS to inform the RLTP. The FDS sets broad strategic context for the RLTP, including high priority housing development areas. **Auckland Unitary Plan (AUP).** The development of the RLTP has taken account of the provisions and general direction of the AUP in that the RLTP objectives, investment programme and outcomes align with the following

	transport objectives in the Regional Policy Statement within the AUP. *(1) Effective, efficient and safe transport that:* *(a) supports the **movement of people, goods and services**;* *(b) integrates with and supports a **quality compact urban form**;* *(c) **enables growth**;* *(d) **avoids, remedies or mitigates adverse effects on the quality of the environment** and amenity values and the health and **safety** of people and communities; and* *(e) **facilitates transport choices**, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community.* In particular, the RLTP's strong emphasis on fast and reliable public transport supports efficient movement, enables compact growth and helps to mitigate adverse effects on the environment. The expected form of land use under the AUP has also been part of the context considered when assessing project prioritisation.
(c) have taken into account any – *(iii) likely funding from any source*	The RTC has considered likely funding sources through the development of the Draft RLTP investment programme, and these are set out in Section 8.

Appendix 13: **Changes from the Draft RLTP**

The changes outlined in this section have been made to the Draft RLTP 2024 as a result of the following inputs:

- Consultation, engagement and feedback from the public and stakeholders
- Confirmed or latest versions of the Auckland Long-term Plan 2024-34 (LTP), Rail Network Investment Plan and State Highway Investment Proposal
- Changes to the NZ Upgrade Programme announced by the Minister of Transport on 13 May 2023, introducing the Roads of Regional Significance (RoRS)
- Other minor technical changes or new information that become available.

Responding to the consultation, engagement and feedback

The following refinements have been made to the final RLTP as a result of the consultation and engagement process:

Prioritisation amendments	Application of an additional score, within the ranking system, to discretionary State Highway Capacity Improvements projects to bring their median ranking to third place overall. This aligns with how the broad project types were ranked in the public survey as part of consultation (where State Highway projects emerged as the third overall priority on a weighted basis). It also improves RLTP alignment with the GPS. This change does not impact the order of projects within individual activity class rankings. Minor amendments to the weightings of Strategic Objectives used in the prioritisation (namely a small increase to the weighting of the 'Faster more reliable Public Transport' Objective and a small decrease to the 'Continued Decarbonisation of the Transport network Towards 2050' Objective) were also made to better reflect public feedback.
Category 3 project amendments	Following a review of the Hearings, in conjunction with the Plans and Programmes, amendments were made to Appendix 6 to include the following projects: • *ATOC Transformation Programme* • *Community Bike Hubs* • *Level Crossings Removal Groups 3-5* • *Ormiston Town Centre Link* • *Airport to Botany (Route Protection & Implementation)* • *Albany Network Improvements Plan: Lucas Creek Bridge & The Avenue Intersection Improvements* • *Chapel Road realignment.*
Title & Description improvements	Greater detail and specificity was provided to support better understanding of project items and what their intended scopes entailed, especially for AT Programmes.
AT Programme	Amendments were made to Years 1-3 to the AT programme to reflect feedback and advocacy from stakeholders received during consultation, along with small technical adjustments. This resulted in the reprofiling of several items, namely: • *Renewals Parking and other (Additional $4.2 million funding in Y1)*

	• *Unsealed Roads Improvements (Re-profiled to increase funding in Y1 & 2 to $12.5 million per year, with $0.4 million additional funding)* • *Bus Access and Optimisation (Re-profiled to increase funding in Y1 & 2, with $0.3 million additional funding)* • *Decarbonisation of Ferries Stage 1 (Re-profiled with deferral of $26 million to Y4-10 to reflect a revised delivery approach to the project)* • *First and Final Leg for Top 12 Stations (Re-profiled to increase funding in Y1)* • *Dynamic Lanes (Re-profiled to increase funding in Y1 & 2).* Refinements to the AT programme items were also made, such as splitting the *Point Chevalier to Westmere* and *Mangere West cycleways* and the introduction of the *EMU Stabling Facilities and Other* line (of which the $6.5 million budget was re-allocated from the existing non-discretionary EMU stabling line item). These had scoring applied given their discretionary status.

Incorporating changes that arise from Plan & Programme updates

During the finalisation of the document, updates came from the following sources, which resulted in the outlined amendments.

As part of finalising its LTP, Auckland Council has revised its funding for AT. These changes are incorporated in the final RLTP.

AT Capital costs	An increase of $600 million was applied to the AT Programme, following the finalisation of the LTP. This included: • An additional $502.6 million being applied to *Level Crossing Removal Takaanini Stage 2* • Alongside programme amendments outlined above, the RTC recommended an additional $92.2 million was allocated across Years 4-10 to the *Park & Ride Programme,* reflecting the feedback received during the consultation period and a desire to have a significant impact on a key programme • Residual funding after these two items were utilised to support the amendments outlined in the table above. The removal of the $473 million item for *Kāinga Ora Joint Programme (alternate funding)* was also applied following advice by the Council financial team. These changes cumulatively resulted in the proposed AT Capital programme increasing overall from $13,875.8 million to $14,002.4 million.
AT Operational costs	An increase from $13.987 billion to $14.188 billion was made to the AT Operations Public Transport Services expenditure budget as a result of updates to the LTP, supporting an overall increase to the RLTP. Assumed Track Access Charges also increased after the LTP update, but do not match KiwiRail's assumed amounts; This remains subject to negotiation in the coming months.
Activity Class Analysis	Following the release of the GPS, amendments were made to the assumed activity class splits and level of funding from the NLTF that certain items are expected to be received. For example, Renewals Streets and Renewals Structure moved from a 30% split between Local Road Improvements (with Local Road Operations) to a 50% split, increasing the draw of funding from the Local Road Improvements Activity Class by non-discretionary items.
Measures	Introduced two new measures for Freight Network Performance and Road Throughput, reflecting their inclusion in the GPS.

As part of finalising its State Highway Investment Proposal (SHIP), the NZTA has revised its programme. These changes are incorporated in the final RLTP.

New items	*Preventing Wrong Way Drive on Auckland Roads* was added to reflect updates to the SHIP, with scoring applied given its discretionary status. This increased the overall NZTA budget by $8.5 million to $24,706.8 million.
Classification update	Confirmation received that "SH1 Dome Valley & Surrounds Slip & Flood Management improvements' was wholly Crown funded and was to be treated as non-discretionary.
RoNS updates	More clearly identified those projects that were part of the Roads of National Significance (RoNS).

As part of finalising its Rail Network Investment Plan, KiwiRail has revised its programme. These changes are incorporated in the final RLTP.

KiwiRail Capital Costs	Following RNIP updates, a net increase of $1.1 million with adjustments across 7 line items making the total proposed budget $3,936.9 million. This primarily resulted from cashflow re-forecasts to projects underway to reflect the latest RNIP programme. It also reflected announcements related to rail renewals in the Budget 2024.

NZTA and KiwiRail revised their NZUP and Roads of Regional Significance (RoRS) programme. These changes are incorporated in the final RLTP.

RoRS updates	Following the announcement by the Minister of Transport of 13 May 2024 regarding the Roads of Regional Significance (RoRS), the programme was updated to reflect the naming and funding of these items. Amended costs by the NZTA resulted in a $152 million reduction to $1,093 million total proposed costs. These included: • $8 million increase in *Penlink* ($576 million) • $1 million increase in *SH1 Papakura to Drury Stage One* ($402 million) • $161 million decrease in *Investment in Drury* ($124 million).
NZUP updates	Amended costs by KiwiRail resulted in a $9.1 million reduction to $537 million total costs. These included: • $2.6 million reduction in *Drury Stations* ($444.8 million) • $4.7 million reduction in *Papakura to Pukekohe Electrification* ($57.2 million) • $3 million reduction in *Wiri to Quay Park* ($35 million).

Ensuring the final RLTP is complete and meets the requirements of the LTMA

There are a number of changes included in the final RLTP to ensure that it is complete and fully meets the requirements of the Land Transport Management Act (LTMA). They are:

1. Addition of a Summary of Consultation (required by S.16(6)(f) of the LTMA)
2. Addition of a new Appendix showing how the RLTP is consistent with S.14 of the LTMA (required by s.16(6)(a) of the LTMA)
3. Updated Appendices 1-3 to outline how each project item is expected to contribute to the identified Strategic Objectives (required by s.16(3)(e) of the LTMA).

Other amendments to improve quality

Categorisation refinements	Additionally, items categorisation was reviewed and amended where appropriate. This led to changes in the funding amounts applied to each category as outlined In Chapter 4. Examples include: • Supporting Growth (AT & NZTA) reclassified as Growth, from Local Roads and Optimisation • Midtown Bus Improvements for the CRL moved to be Other PT, from Rapid Transit (incl. Rail) as it will result in improved Bus operations that complement CRL rather than being part of the CRL.
Communication and accuracy improvements	In addition to the stated amendments, various small changes have been made to the RLTP to ensure it is complete and accurate. An example of this includes funding source definitions.
Final printed copy	A final version of the document for printing and distribution will be produced after submission to the NZTA Board before 1st August 2024. This will be completed in August.

Appendix 14: **Glossary**

AC	Auckland Council
AIAL	Auckland International Airport Ltd
ANAA	Auckland Network Access Agreement
AT	Auckland Transport
ATAP	Auckland Transport Alignment Project
CCO	Council Controlled Organisation
CERF	Climate Emergency Response Fund
CRL	City Rail Link
DOC	Department of Conservation
DSI	Deaths and serious injuries
EEC	Energy Efficiency and Conservation Authority
EMU	Electric Multiple Unit
EV	Low Emission Vehicle
FTN	Frequent Transit Network (key bus and ferry routes)
GHG	Greenhouse Gas emissions
GPS	Government Policy Statement on land transport
LTMA	Land Transport Management Act
LTP	Long-term Plan
MOR	Maintenance, Operations and Renewals
MoT	Ministry of Transport
NPS-UD	National Policy Statement on Urban Development
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NZTA	NZ Transport Agency Waka Kotahi
NZUP	New Zealand Upgrade Programme
RTC	Regional Transport Committee
RFT	Regional Fuel Tax
RLTP	Regional Land Transport Plan
RNIP	Rail Network Investment Programme
RNR	Rail Network Rebuild
RoNS	Roads of National Significance
RoRS	Roads of Regional Significance
RPTP	Regional Public Transport Plan
RTC	Regional Transport Committee
RTN	Rapid Transit Network
RPTP	Regional Public Transport Plan
SH	State Highway
SHIP	State Highway Investment Proposal
TERP	Transport Emissions Reduction Pathway
TIC	Transport Infrastructure Committee
TCQ	The Congestion Question