

**Date:** Monday 11 December 2017  
**Time:** 9.30am  
**Meeting Room:** Reception Lounge  
**Venue:** Auckland Town Hall  
301-305 Queen Street  
Auckland

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## **Finance and Performance Committee**

### **OPEN ATTACHMENTS**

#### **ATTACHMENTS UNDER SEPARATE COVER**

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## Transport Choices

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### Purpose

1. To provide advice on options around investment priorities in transport infrastructure for Auckland.

### Summary

2. Collaborative work with central government through the Auckland Transport Alignment Project (ATAP) update in August 2017 identified an indicative capital investment package for Auckland of over \$24 billion (in inflated values).
3. Of this almost \$16 billion would normally be shown as Auckland Council capital expenditure, including both our 50% share of the City Rail Link, and other projects that would be delivered by Auckland Transport.
4. The transport priorities of the new government differ from the last and it intends to review both its Government Policy Statement (GPS) and ATAP. Funding decisions will need to follow this policy work. In the interim, the proposed Regional Fuel Tax (along with other assumed funding sources<sup>1</sup>) will enable a \$11 billion to \$12 billion 10-year capital programme, with the remaining gap still to be resolved.
5. This review work and funding uncertainty mean that it is not possible to develop a definitive 10-year capital programme in time for public consultation on the 10-Budget 2018-2028.
6. Nevertheless, Auckland Transport have progressed work on options for draft transport capital investment programme for the next decade called the draft 2018 Integrated Transport Programme (ITP). This draft programme reflects the ATAP work on the long-term strategic direction for Auckland transport network, including the need to address the impacts of faster growth.
7. For any given level of transport funding availability, there are options available to the Council around its priorities for the programme. The three main options for prioritising different outcomes are:
  - a. Option One: Continue with the current draft 2018 ITP, which is optimised to meet a broad range of key outcomes and provide value for money. This option is effective in facilitating housing construction and supporting public transport mode share. However, even with the full \$16 billion of funding as per the ATAP Update, this would only include the CBD to Mt Roskill component of the CBD to Airport Light Rail Project in the first 10 years.
  - b. Option Two: This is a variant of Option One, but with the assumption that the full CBD to Airport Light Rail project is 'ring fenced' by Council as a priority for funding and delivery within the 2018-28 period. With \$16 billion of funding, this option still provides a good balance across key outcomes – although some 'Supporting Growth' projects would fall outside of the programme as a consequence of including the full CBD to Airport Light Rail Project. At lower levels of funding additional Supporting Growth and public transport projects fall outside of the programme.
  - c. Option Three: Increase the priority given to public transport mode share outcomes. Compared to Option One, this has the effect of prioritising public transport projects, particularly Light Rail. Supporting Growth arterial road projects are generally excluded from this Option and it would not effectively support greenfields growth.
8. Each of these options has been prioritised within four funding bands to illustrate the implications of different funding levels. Options for accelerating the timing of delivery of the Light Rail project are also canvassed.

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<sup>1</sup> Assumed funding sources include full NZTA funding of AMETI and Mill Road (Northern and Southern sections) along with Crown Infrastructure Partners financing for selected greenfields investment. This is assumed to amount to \$2.4b in total.

Transport Choices

## Background

*The ten year programme - background to the draft 2018 ITP*

9. The draft 2018 ITP has been developed in two parts. The first covers the most basic elements of the programme (i.e. committed projects, Council ring-fenced projects, renewals and ongoing operational requirements, and projects with specific funding sources). These projects, which have a ten year cost of \$9 billion, have been assumed as given and are not prioritised.
10. The second part covers projects where there are choices over funding and timing. These have been prioritised using a multi-criteria assessment process called the 'ITP calculator'. Projects are ranked based on their contribution to the following main outcome areas:
  - a. enabling growth; addressing declines in access to employment; addressing congestion; encouraging public transport mode share
  - b. optimising key routes; maximising benefits from technology; increasing vehicle occupancy; reducing whole of life costs; strengthening the strategic road and public transport networks; improving commercial and freight network reliability
  - c. reducing harms from the transport system (including safety and environmental harms); and
  - d. value for money.
11. The calculator can be adjusted to change weightings between outcome areas to reflect different policy emphasis.

## Options

12. The three main options are set out below. Attachment A outlines where key projects would sit within the four funding bands – which range from \$9 billion to \$16 billion – under each option.

### Option One: the draft 2018 ITP (equal weighting of outcomes)

13. Option One is based on a broadly equal weighting of the main outcome areas, to best reflect the overall ATAP strategic approach, along with the ATAP Update. This is the option that has been presented to Councillors during LTP development workshops.
14. This programme delivers across a range of outcomes - primarily facilitating housing construction and improving public transport mode share. However, it also prioritises elements such as network optimisation, improved technology, safety and cycling. This programme provides for a reasonable spatial distribution of projects around Auckland.
15. Assuming the full \$16 billion is available, this option provides for a significant extension of the strategic public transport network - through AMETI/Eastern Busway, Northwestern busway<sup>2</sup> and new trains to support the CRL. However, it only includes construction of Light Rail from the CBD to Mt Roskill within the ten year funding envelope.

### Option Two: the draft 2018 ITP with Light Rail 'ring-fenced' by Council

16. Council has the ability to ring-fence funding for certain projects it regards as a particular priority. Option Two assumes that Council ring-fences the full CBD to Airport Light Rail Project for priority funding and delivery within the 2018-28 period, but otherwise retains the draft 2018 ITP list of projects.
17. Assuming the full \$16 billion is available, this option would allow for the inclusion of Light Rail whilst also preserving the bulk of the draft 2018 ITP. Although, some of the lower priority Supporting Growth and optimisation and technology projects from the ATAP Update would be displaced by including the full CBD to Airport Light Rail Project. This option would still provide support for a range of outcomes.

<sup>2</sup> Note that Northwestern busway costs – excluding stations – are assumed to be fully funded by the NZ Transport Agency.

18. At lower funding levels, a range of other Supporting Growth, public transport and safety and cycling projects fall below the funding line.

Option Three: a priority weighting on supporting public transport mode share

19. An alternative option available to the Council is to request that AT amends the capital programme by placing a higher weighting on public transport mode share within the ITP calculator. The key effect of this change, relative to Option One, would be to increase the priority of the Light Rail project, along with other public transport projects.
20. The increased emphasis on public transport means that \$470 million of Supporting Growth arterial road projects in the northwest would fall outside the \$16 billion programme, along with all of the growth related and network optimisation/technology projects assumed in the ATAP Update (with the exception of Mass Transit itself). In place of these initiatives is the Mt Roskill to Airport component of the Light Rail Project. The loss of the north-western Supporting Growth projects is the main difference compared with Option Two at full funding levels.
21. At lower funding levels, a range of other Supporting Growth, public transport and safety and cycling projects fall below the funding line.

Option performance in comparison to Mayoral Intent

22. Two key focus areas from the Mayoral Intent are particularly relevant to this transport programme:
- Accelerated transport investment, particularly in public and active transport and optimising the existing network to address traffic congestion
  - Facilitating the lift in scale and pace of housing construction, both through intensified housing and investment in new greenfields infrastructure.
23. All three options deliver extensive public transport components, with Option Three being the strongest, and also support active transport. Option One has the strongest optimisation component, due to the additional optimisation and technology elements included in the ATAP Update.
24. In terms of facilitating housing construction, all three options will support intensification through emphasis on public transport, with Option Three being the strongest. However, only Option One effectively enables greenfields growth through higher prioritisation of the 'Supporting Growth' arterial roading projects and inclusion of the additional ATAP Update projects. Option Two provides limited support to greenfields growth, but only with \$16 billion of funding. Option Three excludes almost all of the Supporting Growth arterial roading projects and is unlikely to meet the Mayoral Intent of enabling greenfields growth.

Timing options for CBD to airport Light Rail

25. The current Light Rail project is currently designed around an operational date of mid-2020s.
26. The Mayoral Intent sought advice on options for accelerating the timing of this project. Auckland Transport therefore commissioned work investigating the option of accelerating the project to enable a 2020 delivery date. This work has identified that seeking to complete a project of this size and complexity would raise a number of timescale and scope risks. These risks are currently being worked through by a panel of experts from the NZ Transport Agency and Auckland Transport.

**Attachments**

No.	Title
A	Transport programme options table

**Signatories**

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<b>Authorisers</b>	Cynthia Gillespie, Chief Strategy and Development Officer, Auckland Transport

Transport Choices

Item 11

### Attachment A: Transport Programme Options Table

Key	
Programme to \$9 billion (base plus projects with specific funding sources)	
Programme to \$12 billion	
Programme to \$13.5 billion (Original ATAP funding level)	
Programme to \$16 billion (ATAP Update funding level)	
Programmes not within \$16 billion	

Key Projects (Not a comprehensive list)	Option One: draft 2018 ITP (equal weighting of outcomes)	Option Two: draft 2018 ITP with Light Rail ring- fenced by Council	Option Three: a priority weighting on supporting public transport mode share
City Rail Link			
Committed projects (including new electric trains)			
Ring-fenced projects (e.g. local board initiatives)			
On-going Operational Requirements (includes minor safety and PT programmes)			
Renewals			
AMETI Programme			
Mill Road (North and Southern section)			
Crown Infrastructure Partners			
Lincoln Road corridor improvements			
Network optimisation and technology			
North-Western Busway Stations			
Additional electric trains (and stabling)			
Safety at high risk urban and rural roads and intersections			
CBD Bus Infrastructure and Priority Improvements			
Bus Priority Programme (priority elements)			
Airport Access and Puhinui Interchange			
Downtown Ferry Terminal Redevelopment			
<i>Walking &amp; Cycling</i>			
Access to RTN stations			
Improving city centre access			
Improvements in metropolitan centres			
Penlink			

Auckland Council 10-year Budget 2018-2028

Attachment K

*Light Rail*

Light Rail CBD to Airport - Design and Route Protection (incl land)  
Light Rail CBD to Mt Roskill Construction  
Light Rail Mt Roskill to Airport Construction

Partial completion within envelope		
4	Largely completed within envelope	Partial completion within envelope
		Largely completed within envelope

*Supporting Growth - South*

Grade Separation Takanini  
Manukau to Drury FTN Stage one  
Pukekohe Inner Link


*Supporting Growth - North West*

Redhills Connections  
Fred Taylor Drive  
Totara/Trig Road Extension


*ATAP Update Accelerated Projects (excl Light Rail)*

Enhanced network optimisation and technology  
Accelerated supporting growth projects in North  
Accelerated supporting growth projects in South  
Accelerated supporting growth projects in North-West  
Accelerated supporting growth projects in Warkworth
