

Options for Auckland's transport future

Basic Transport Network (2015-2025) \$6.9 Billion



Funded from the proposed 3.5% average rates increase and existing central government sources.

Investment is limited, particularly in the first five years.

2015/16 – 2019/20

- Low cost version of integrated fare structure
- Very limited spending on roading and public transport
- Waterview walking and cycling connection, but no other new cycling projects
- City Rail Link enabling works
- Completion of current projects such as Albany Highway.

2020/21 – 2024/25

- City Rail Link
- East West Connections
- Public transport improvements such as Fanshawe St, Otahuhu and Manukau bus interchanges
- No new park and rides or grade separation, and reduced investment in renewals and safety programmes.

2025/26 – 2044/45

- Continued lower levels of asset renewals, cycling and safety programmes
- Unclear whether or not strategic investments such as Penlink and rail to the airport could be delivered.

Auckland Plan Transport Network (2015-2025) \$10.3 Billion

There are two options to fund the additional investment needed



Motorway user charge of around \$2 per trip which would be free at night and may vary by time of day.

Key points to consider

- More costly and complex to implement and operate
- Most people can change behaviour to avoid or minimise charges
- Government support and new legislation required.

Additional annual 1% rates increase and 1.2 cents per litre fuel tax (each year for 9 years from 2016/17).

Key points to consider

- Simpler and cheaper to implement and operate
- Provides little incentive for transport users to change their behaviour to avoid charges
- Requires government support and legislative amendment required for fuel tax.

Includes significant investment on top of the basic transport network with many of the projects under the basic network being delivered earlier.

2015/16 to 2024/25

- Complete the roll-out of the new public transport network by 2018/2019
- Earlier delivery of more key road improvements than in the basic programme, including Te Atatu, Flat Bush and Albany
- Silverdale transport improvements including a park and ride
- Faster completion of East West Connections and AMETI busway from Panmure to Pakuranga
- At least 15 new park and rides
- Ferry terminal upgrades: Devonport, Bayswater, Half Moon Bay
- Five rail station upgrades and a new station at Paerata
- Bus lanes, bus priority improvements and interchanges to reduce delays and bus congestion
- Full integrated fare-system – simpler fares to encourage patronage growth, with many interchange points
- Grade separation at high priority rail level crossings
- Road improvement projects creating additional capacity to cope with expected growth and existing congestion
- Completion of 55% of the Auckland cycle network by 2025
- More school, workplace and community travel plans
- Expanding the regional safety and safety around schools programmes
- Maintaining asset renewals at higher levels to ensure a greater proportion of transport assets remain in better condition.

2025/26 – 2044/45

- Investment in strategic projects such as the additional harbour crossing, Penlink, North-Western busway and rail to the airport.