

# Summary of RFT Projects

| Project                             | Indicative RFT funding | Where improvement will happen |      |       |      |         | Description   |
|-------------------------------------|------------------------|-------------------------------|------|-------|------|---------|---|
|                                     |                        | North                         | West | South | East | Central |   |
| 1<br>Bus Priority Improvements      | \$135 million          |                               |      |       |      | ●       | The Frequent Service Network is a core network of about 30 high frequency bus services. The bus priority improvements are essential components of this network, implementing further bus lanes, T2/T3 transit lanes and signal pre-emption to increase overall speed and reliability of buses.  |
| 2<br>City Centre bus infrastructure | \$62 million           | ●                             | ●    |       | ●    | ●       | Major new bus projects such as AMETI Eastern busway and other bus improvements will add to the already increasing the number of buses into the city centre. This project provides additional bus interchanges in the Downtown area and improved provision along the Wellesley St corridor.  |
| 3<br>Improving Airport Access       | \$26 million           |                               | ●    | ●     | ●    | ●       | A long, term programme of initiatives has been developed to address the unreliable journey times (all modes) to the airport. This project includes improved bus services from New, Lynn, Mt Roskill, Onehunga and Botany along with a new bus/rail interchange at Puhinui.  |
| 4<br>AMETI Eastern Busway           | \$201 million          |                               |      |       | ●    | ●       | The AMETI project will deliver an integrated, multi-modal transport system to support the growth of east Auckland. Stages 2,3 and 4 will include an urban busway between Panmure and Botany, associated stations (including Park and Ride) at Pakuranga and Botany, improved walking and cycling facilities and the Reeves Road flyover at Pakuranga. |
| 5<br>Park and Rides                 | \$24 million           | ●                             | ●    | ●     | ●    | ●       | Demand for Park and Ride facilities significantly exceeds supply. This project will add approximately 1900 new parking spaces to the existing approximately 5500 spaces. The focus will be on areas that are less well served by feeder buses.  |
| 6<br>Electric trains and stabling   | \$213 million          |                               | ●    | ●     |      | ●       | Once the City Rail Link is operational there will be increased demand on train services. 15 new electric trains have been ordered but growth and rail improvements such as electrification to Pukekohe will require a further 20 electric trains along with maintenance and stabling facilities.  |
| 7<br>Downtown ferry redevelopment   | \$28 million           | ●                             |      |       | ●    | ●       | The Downtown Ferry Terminal is one of the busiest public transport hubs in Auckland. All berths are used during morning and evening peaks. This project will increase the capacity of the terminal as well as improving the customer experience.  |

● Park and Ride and Active Transport projects in the East are funded as part of the AMETI Eastern Busway project

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| 8<br>Road Safety                              | \$225 million          | ●                             | ●    | ●     | ●    | ●       | This project is expected to reduce deaths and serious injuries by 60% over 10 years through a range of measures in both urban and rural areas e.g. red-light cameras, addressing high risk intersections, speed management, improved skid resistance and roadside barriers.                        |
| 9<br>Active Transport                         | \$112 million          | ●                             | ●    | ●     | ●    | ●       | There are a number of barriers to increasing walking and cycling as a mode of transport. This project addresses improvements and connectivity in the cycling network, and improved safety and amenity for walking focusing on short trips to city/town centres, schools and public transport hubs. |
| 10<br>Penlink                                 | \$66 million           | ●                             |      |       |      |         | Faster than expected growth and planned development requires the constraints around the Silverdale interchange to be addressed. Penlink is proposed as a toll road that will provide a new connection between the Northern Motorway Redvale and the Whangaparaoa Peninsula.                        |
| 11<br>Mill Road Corridor                      | \$102 million          |                               |      | ●     | ●    |         | Mill Road corridor provides an additional north-south corridor for southern Auckland, connecting Manukau with Drury through a new and improved corridor to the east of the Southern Motorway. It provides for growth in both residential and business sectors.                                     |
| 12<br>Road corridor improvements              | \$87 million           | ●                             | ●    |       | ●    |         | This project is a collection of initiatives to improve capacity, safety, amenity and connectivity of existing road corridors. It covers improvements to Lincoln Rd, Glenvar Rd, Matakana Link Rd, Lake Rd and intersection improvements to Smales/Allen Rd.  |
| 13<br>Capacity Improvements                   | \$99 million           | ●                             | ●    | ●     | ●    | ●       | This project is focused on maximising the efficiency of the existing transport network through initiatives such as traffic signal optimisation, improving key congestion points and using technology to monitor and actively manage the network in real time.                                      |
| 14<br>Growth related transport infrastructure | \$126 million          | ●                             | ●    | ●     |      |         | Provision has been made in the second half of the decade for transport infrastructure to support the expected growth in the south (Pukekohe, Paerata and Takanini), north (Silverdale, Dairy Flat, Wainui and Warkworth) and north-west (Kumeu, Redhills, and Whenuapai).                          |
| <b>Total</b>                                  | <b>\$1,506 million</b> |                               |      |       |      |         |  |

