

APPENDIX E – STRATEGIC ALIGNMENT

Figure E1 summarises how the 30-year investment programme for the Auckland rail network aligns with national, regional, and local policy. Summaries of the national strategic policy and regional policies and plans are provided in Table E1, Table E2 and Table E3 respectively.

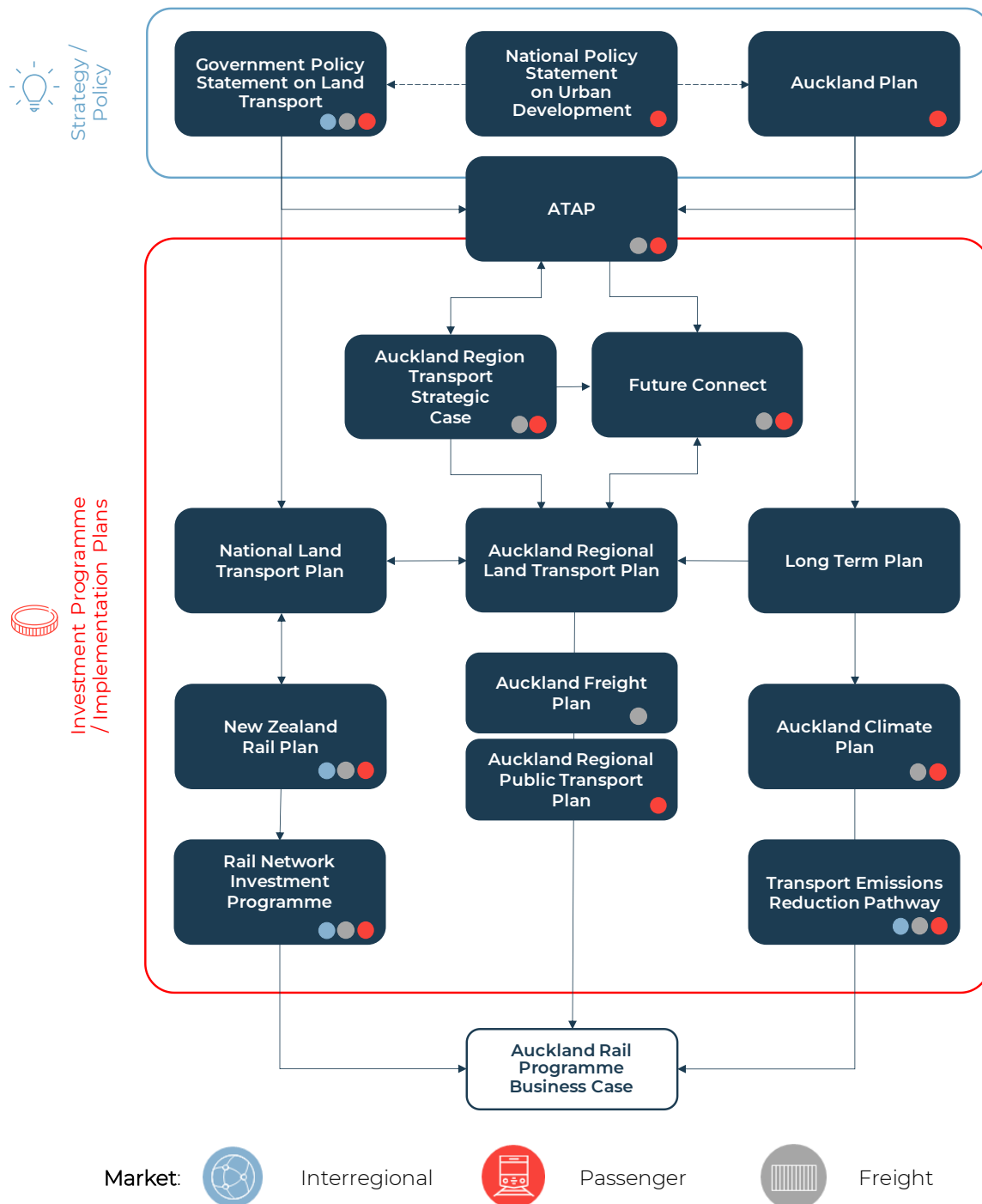











Figure E1: Strategic Policy Alignment

Table E1: National policy alignment

Document	Market	Alignment with / Impact on PBC
Indicative Government Policy Statement on Land Transport 2024 (GPS 2024)		<p>Investment in the Auckland rail network is well positioned to deliver on all of the six strategic priorities:</p> <p>Sustainable urban and regional development. Investment in the Auckland rail network around stations will support more intensive development within walkable catchments. Greater capacity allows for better inter-regional connectivity.</p> <p>Safety. Increases rail operational safety, passenger safety and security, removing rail/road/passenger interfaces, and indirectly by supporting mode shift from private car to safer modes.</p> <p>Integrated freight system. The recommended Auckland rail network investment is intended to deliver an integrated, low-emission freight alternative to road. Historically freight services have been a lower priority when network capacity is constrained. Recommended network investment seeks to address this issue.</p> <p>Maintaining and operating the system. Insufficient maintenance and renewals activity is a core problem identified by this PBC. The recommended investment seeks to address this issue.</p> <p>Increasing resilience. Currently the Auckland rail network does not allow for resilience for freight or passenger services. There is limited redundancy in the network and very few alternative paths in the event of operational issues or maintenance requirements. This is a core issue to be addressed by the recommended investment.</p> <p>Reducing emissions: Enabling mode shift to more efficient and lower emission modes supports the emission reduction strategic priority. The majority of rail service-km in Auckland are powered by electricity, and rail freight services are much more carbon-efficient than the truck alternative.</p>
Government Policy Statement on Land Transport 2021 (GPS 2021)		<p>GPS 2021 provides stronger emphasis on the strategic priorities of safety and better travel options. GPS 2021 further supports a more mode neutral approach, with a stronger focus on outcomes. Investment in the Auckland rail network is well positioned to deliver on all four strategic priorities:</p> <p>Safety improvements, e.g. in rail operational safety, passenger safety and security, removing rail/road/passenger interfaces, and indirectly by supporting mode shift from private car to safer modes</p> <p>Increasing access to social and economic opportunities and enabling travel choice, through capacity and service level improvements (particularly increased service frequency) and rail system resilience (asset and operational)</p> <p>Improving resilience and capacity on the Auckland rail network for freight services, so that more freight movements to occur on rail.</p>
Ministry of Transport - Transport		<p>The TOF establishes five outcomes for New Zealand’s transport system to support and work towards the guiding principle of mode neutrality. Investment</p>

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Outcomes Framework (TOF)	 	<p>in the Auckland rail network has the potential to significantly contribute to all key outcomes sought by the TOF:</p> <p>Inclusive access (High alignment – enabling travel choice and access to opportunities by enabling increased capacity, frequency of services and a higher level of reliability).</p> <p>Economic prosperity (High alignment -supporting economic activity and improving freight movements through improved resilience and capacity on the Auckland rail network, allowing more freight movements to occur on rail).</p> <p>Environmental sustainability (High alignment - supporting mode shift to more environmentally friendly modes supports climate change, with the majority of rail service-km in Auckland being powered by electricity, and rail freight services being much more carbon-efficient than the truck alternative).</p> <p>Healthy and safe people (Medium alignment – supporting mode shift away from private vehicles, contributing to road safety outcomes through reduction of vehicles on the road, rail operational safety and passenger safety and security by removing rail/road/passenger interfaces).</p> <p>Resilience and security (Medium alignment - improvements to both rail asset and rail operation resilience through improved level of service on the Auckland rail network).</p> <p>The transport system supports economic activity via local, regional, and international connections, with efficient movements of people and products.</p>
National Policy Statement on Urban Development (NPS-UD)		<p>The NPS-UD aims to ensure that cities, such as Auckland, are well-functioning urban environments that meet the changing needs of communities, encouraging more intensive development close to rapid transit stations. The NPS-UD has been considered as part of demand scenario planning for this PBC. Investing in improvements to Auckland’s rail network is well aligned with the NPS-UD as the programme is intended to address physical constraints and poor level of service, supporting the higher level of urban intensification around the rapid transit network envisaged by the NPS-UD.</p>
Waka Kotahi Strategic Priorities (Arataki V2)	  	<p>Arataki V2 presents the Waka Kotahi NZ Transport Agency 10-year view of what is needed to deliver on the government’s current priorities and long-term outcomes for the land transport system – updated recently to address the priorities post-COVID. To deliver the government’s current priorities and long-term outcomes, the interventions available can be grouped under six main levers. For the Auckland region, the AR PBC will enable rail to play a bigger role in supporting the five step changes identified in Arataki V2:</p> <p>Transform urban mobility – enabling access to economic opportunities, with rail playing an enhanced role for journey-making by offering greater travel choices through increased capacity, more frequent services, and improved level of service (e.g. reliability).</p>












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		<p>Improve urban form – providing the required capacity and levels of service on the rail network will support and encourage more compact urban development to occur around rapid transit stations, contributing to a reduction in car trips.</p> <p>Significantly reduce harms – enabling rail safety improvements specifically by removing rail/road/passenger interfaces (i.e. level crossings) and indirectly by supporting mode shift from private car to safer modes that will contribute to Road to Zero.</p> <p>Tackle climate change – enabling and supporting mode shift to more efficient and environmentally friendly modes will help to tackle climate change, with the majority of rail service-km in Auckland being powered by electricity, and rail freight services being much more carbon-efficient than the truck alternative.</p> <p>Support regional development – improving interregional freight and passenger rail connections by making the Auckland rail network more accessible to all, including lower socio-economic communities in Auckland.</p>
Keeping Cities Moving (2019)		Waka Kotahi has developed its plan, Keeping Cities Moving, to grow the mode share of travel by public transport, walking and cycling. The investment programme for the Auckland rail network that this PBC will recommend is helping to deliver on the rapid transit component of the plan.
Ministry of Transport New Zealand Rail Plan (NZRP)	  	<p>The NZRP is a non-statutory document guiding investment in New Zealand's rail network through a set framework for planning/investing through the NLTF.</p> <p>The NZRP sets the strategic investment priorities for a resilient and reliable rail network as follows:</p> <ul style="list-style-type: none"> - Investing in the national rail network to restore rail freight, and provide a platform for future investments for growth - Investing in the metropolitan rail networks to support growth and productivity in our largest cities.
Rail Network Investment Programme (RNIP)	  	<p>The Land Transport Management Act requires KiwiRail to develop the RNIP - the investment programme for the national rail network, guided by the GPS and NZ Rail Plan.</p> <p>The current RNIP Auckland investments are focused toward delivering crucial upgrades for the Auckland rail network. The investment programme that the AR PBC will develop will help inform future RNIPs.</p>

Table E2: Regional policy alignment

Document	Market Area	Alignment with / Impact on PBC
Regional Land Transport Plan (RLTP), 2021-2031	 	<p>The RLTP is the 10-year plan that prioritises investment to address regional transport challenges across Auckland for all modes, with \$37 billion being invested in the Auckland transport network over the next 10-years.</p> <p>The RLTP identifies several committed projects that are essential to the Auckland rail network and are included in the do minimum for this PBC, including:</p>

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		<ul style="list-style-type: none"> • EMU Rolling Stock Current Tranche (\$5m, with funding sourced from Local Share and the NLTF) • EMU Rolling Stock and Stabling Tranche for CRL (\$412.5m, with funding sourced from Local Share, NLTF and Regional Fuel Tax (RFT)) • CRL Day One Level Crossing Removal (\$220m, with funding sourced from the NLTF) • Papakura Rail Station park and Ride (\$7.3m, with funding sourced from Local Share and the NLTF) • CRL Road Side Projects (\$5m, with funding sourced from Local Share and the NLTF) • Funding changes are also recommended to commit funding to Level-Crossing Removal – Group 2 (\$100m, seeking funding through the NLTF) <p>The RLTP identified a rail infrastructure programme of over \$6.6 billion for consideration (outside committed funding). The investment programme that this PBC will recommend will be used as an input to the 2024 RLTP and will shape future RLTPs.</p>
Auckland Plan 2050		<p>The Auckland Plan provides a 30-year vision for Auckland's growth and development. Transport and Access is one of the six main outcome themes for the Auckland Plan 2050.</p> <p>Further investment in the Auckland rail network will enable the following focus areas of the Transport and Access outcome to be addressed:</p> <ul style="list-style-type: none"> • Make better use of existing transport networks – by improving the capacity, resilience, and reliability of the Auckland rail network, this will make better use of the network for both passengers and freight. • Make walking, cycling and public transport preferred choices for Auckland – by improving the level of service offered to passengers this will encourage more users to choose rail. • Move to a safe transport network free from death and serious injury - enabling rail safety improvements specifically by removing rail/road/passenger interfaces (i.e. level crossings) and indirectly by supporting mode shift from private car to safer modes.
Vision Zero		<p>Vision Zero for Tāmaki Makaurau has a goal to eliminate transport deaths and serious injuries by 2050, aligning with the Auckland Plan 2050. It has 13 strategic priorities, and the AR PBC will help to deliver on four out of five of the strategic priorities related to safety, by removing level crossings, reducing the number of near misses involving pedestrians at these interfaces.</p> <p>Investment in the Auckland Rail network aligns with:</p> <ol style="list-style-type: none"> 1. Reducing transport deaths and serious injuries, especially for vulnerable transport users. 2. Providing a safe transport environment by increasing investment in safe infrastructure, technology, and speed management.
















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		<p>3. Creating safe and healthy streets through safe active modes including access to public transport, schools, and town centres.</p> <p>4. Delivering safe end-to-end public transport journeys.</p>
Te Tāruke-ā-Tāwhiri: The Auckland Climate Plan	 	<p>Te Tāruke-ā-Tāwhiri sets a pathway to rapidly reduce GHG emissions (50 percent reduction by 2030) and helps prepare Auckland for the impacts of climate change. Recommendations include increasing public transport mode share and transitioning more road freight to rail. Land transport accounted for 38.5 percent of the region's greenhouse gas emissions in 2018 and therefore is an important focus for this plan.</p> <p>Investment in the Auckland rail network will help rail contribute towards the goals outlined in Te Tāruke-ā-Tāwhiri. Addressing physical constraints and improving levels of services will enable and support mode shift to rail as a more efficient, lower emission mode of travel for passengers and freight.</p>
Transport Emissions Reduction Pathway (TERP)	  	<p>The TERP describes what is required for Auckland to successfully reduce transport emissions in line with Te Tāruke-ā-Tāwhiri: The Auckland Climate Plan. It describes 11 key transformations required for Auckland to achieve its transport emissions reductions targets by 2030. This target is a 64% reduction compared to 2019 levels.</p> <p>Investing in the Auckland rail network will contribute to the following transformation areas of the TERP:</p> <ul style="list-style-type: none"> • Use public transport much more - improving both physical constraints and level of service for rail passengers will encourage more use of the public transport system and contribute to the seven-fold increase in public transport mode share (by distance) that is needed. This also applies to inter-regional travel where rail can provide a viable alternative for some of Aucklanders' domestic travel. • Make freight and services cleaner and more efficient – by improving physical constraints and level of service for rail freight customers, additional mode shift to rail for freight can be achieved and help contribute to the 50% freight emissions reduction target.

Table E3 summarises the relevant regional plans that have been used to guide investment for this PBC.

Table E3: Regional plan alignment

Document	Market Area	Alignment with / Impact on PBC
Auckland Transport Alignment Project (ATAP) 2021	 	<p>ATAP is a cross-agency partnership that establishes joint strategic priorities for Auckland and an indicative transport investment package to guide funding programmes (e.g Rail Network Investment Plan (RNIP) and Regional Land Transport Plan (RLTP)).</p> <p>Previous ATAPs have identified three key 'steps' for rail investment that focus on improving network capacity, frequency, level of service, safety and reducing passenger / freight train conflicts.</p> <p>Step one (\$4.6 billion) is included in ATAP 2021 (with most of the investment included in the AR PBC do minimum) and steps two and three will be included in future updates. The AR PBC will refine some of the critical investments that ATAP identified and will provide a prioritised programme that the next revision of ATAP can draw on to inform the next 'steps' for the Auckland rail network.</p>
Future Connect – Auckland Transport's Network Plan	 	<p>Future Connect is a 10-year system planning tool for Auckland's integrated transport system that describes strategic networks for each transport mode, outlining the deficiencies and opportunities for each.</p> <p>Future Connect indicates deficiencies and opportunity on rail links along the Southern Line (near growth areas and Puhinui) as well as access to key freight nodes such as Ports of Auckland. The AR PBC will assess these deficiencies and recommend investment to address them.</p>
Auckland Region Transport Strategic Case 2021 - 2031	 	<p>The Auckland Region Transport Strategic Case (ARTS) outlines partners' strategic objectives and the problems and opportunities facing Auckland's transport system. It is guided by Future Connect, ATAP and informs the RLTP 2021-31 investment programme. This document assesses the wider transport problems on the network, inclusive of issues linked to rail accessibility, environmental impacts, safety and increasing overall travel options.</p>
Regional Public Transport Plan (2018-2028) Draft 2023 RPTP out for consultation (2023-2033)		<p>The Regional Public Transport Plan is a statutory document developed by Auckland Transport. It sets out AT's policies, guidelines, and activities for the delivery of Auckland public transport over a three-year period with a 10-year horizon.</p> <p>The RPTP includes Auckland Transport's future aspirations for the RTN. The AR PBC will recommend investment to address these future aspirations.</p>
The Auckland Freight Plan 2020		<p>The Auckland Freight Plan was developed by Auckland Transport in partnership with Auckland Council, Waka Kotahi, and key freight stakeholders to identify the critical challenges for freight movement and desired outcomes for the strategic network.</p> <p>The rail network is a key part of the freight network, particularly for longer distance trips. The AR PBC will identify an investment programme to enable a greater share of freight to be moved by rail.</p>

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Auckland Rapid Transit Plan (currently in draft)		<p>The Auckland Rapid Transit Plan is currently being developed in partnership by Auckland Transport, Auckland Council and Waka Kotahi NZ Transport Agency. It will provide a detailed plan for the development of Auckland's rapid transit network (RTN) for the next 30 years. The Auckland rail network makes up a large part of the RTN and network level decisions will help to shape the prioritisation of the investment programme developed by the AR PBC.</p>
Better Travel Choices (Auckland Mode Shift Plan)		<p>The Auckland Regional Mode Shift Plan, Better Travel Choices, seeks to reduce Auckland's reliance on private vehicles.</p> <p>The investment programme for the Auckland rail network is intended to increase rail's attractiveness and support better travel choices, through capacity and service level improvements (particularly increased service frequency) and rail system resilience (asset and operational). Investment in the Auckland rail network will further support and encourage more compact urban development to occur around rapid transit stations, contributing to greater reductions in car trips.</p> <p>Improving resilience and capacity on the Auckland rail network for freight services will also help to achieve mode shift to rail for freight movements into, out of and around the region.</p>