

# The Prioritisation of Regional Arterial Roads for Improvement

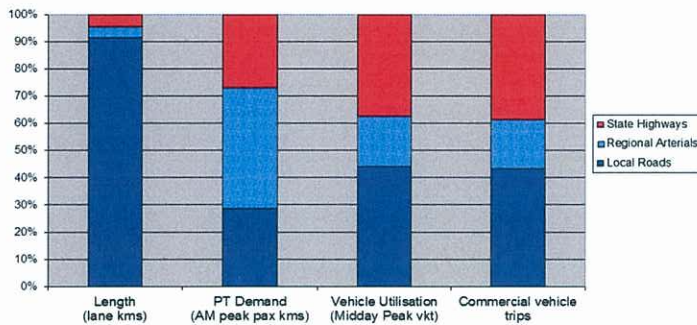
## Purpose

This report seeks Board endorsement of the prioritisation of Regional Arterial Roads for improvement.

## Background

The Regional Arterial Road Plan (RARP) was prepared by ARTA and endorsed by the previous Territorial Authorities and NZTA. The RARP recognises the important role that regional arterial roads play in Auckland’s transport network. Copies of the RARP are available to Directors on request.

Figure 1: The Importance of Regional Arterial Roads



Regional arterial roads link districts or urban areas within Auckland, connect regionally significant facilities, and play a critical role in the movement of people and goods. Figure 1 shows that Arterial Roads comprise only 4% of the length of the network, but accommodate almost half of all road based Passenger Transport travel and are vital to the movement of freight and commercial trips – accounting for almost 20% of all commercial trips.

Figure 2: Importance of Regional Arterials in Moving People and Goods

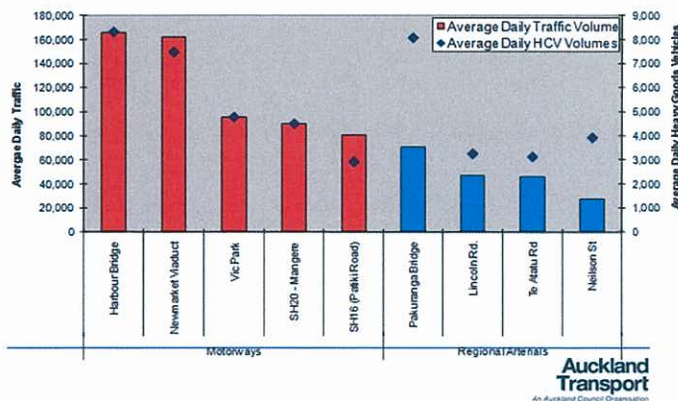


Figure 2 shows that some of the region’s arterial roads move more freight and commercial traffic than some motorways and are key to the efficient movement of people and goods.

It is essential that they operate efficiently and effectively, and are managed and developed in a manner that is sensitive to the surrounding environment.

The RARP was consulted upon widely and is being proposed to be used to ensure that the most important road improvement projects are carried out first.

## Prioritisation

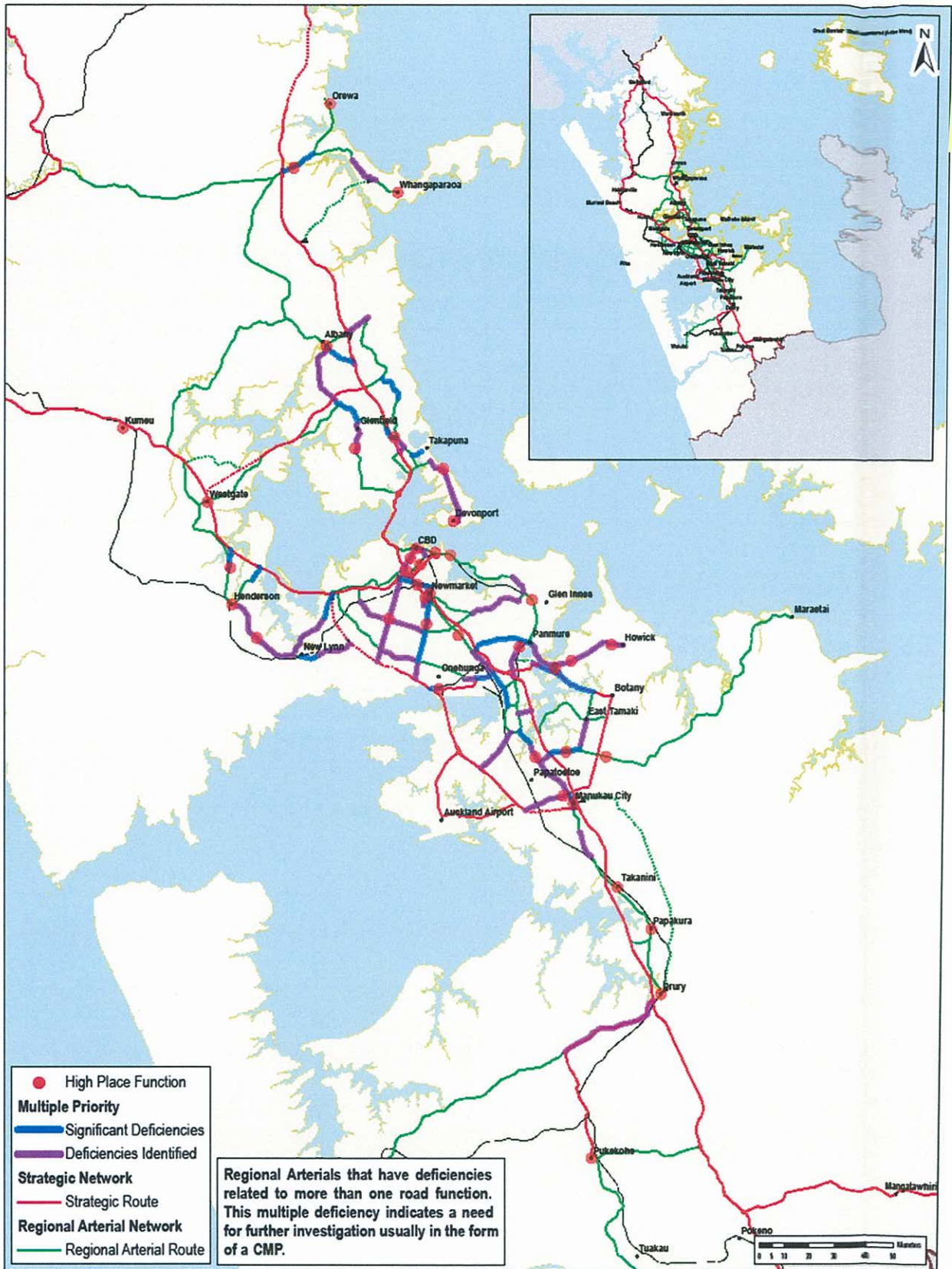
The prioritisation of arterial roads in the RARP considered the function and performance of arterial roads.

The function of arterial roads was considered the following:

- General traffic
- Passenger transport
- Cycling
- Freight
- Place

The performance of each route was assessed in terms of its level of service relative to its function. Routes which have the highest function and lowest performance were graded as highest priority and are shown in Map A. The prioritised routes shown in map A will enable Auckland Transport to improve the network in the most effective manner. Attachments A to C provide more detail on the routes identified in Map A. Attachment D summarises the prioritisation process used in RARP.

Map A: High priority regional arterial routes



**Multiple Priority Analysis**  
Strategic Network and Regional Arterial Network

## Recommendation

That this report be received.

That Map A is used to guide the CIO, COO and Strategy and Planning in prioritising improvements to the network.

## Attachments

Attachment A Prioritised Routes North

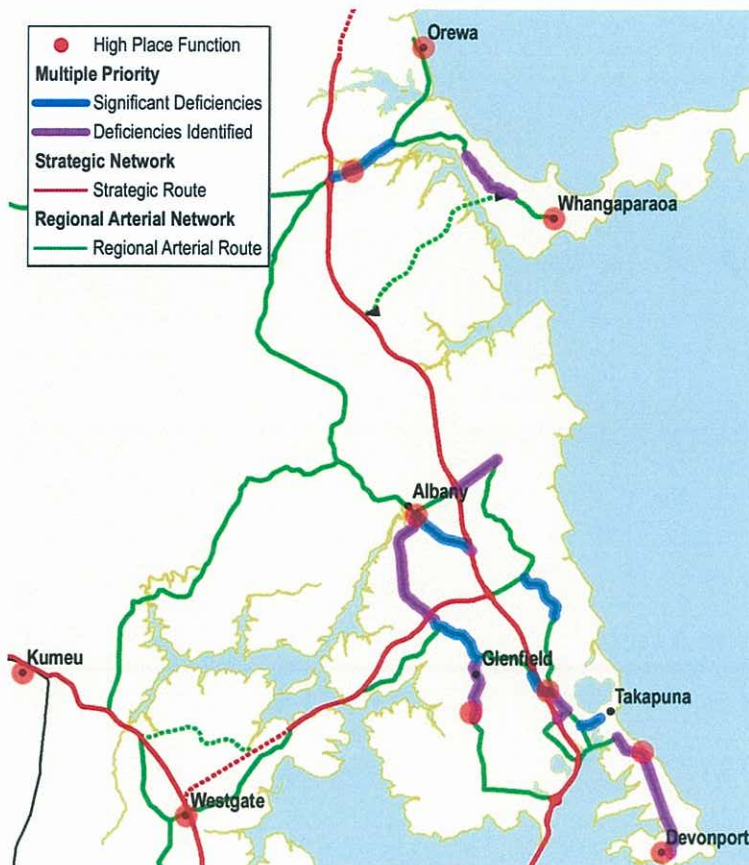
Attachment B Prioritised Routes Central

Attachment C Prioritised Routes South

Attachment D Summary of Prioritisation Process

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<b>RECOMMENDED by</b>	Peter Clark <b>Strategy &amp; Planning Manager</b>	
<b>APPROVED FOR SUBMISSION by</b>	David Warburton <b>Chief Executive</b>	

## Attachment A: North Area



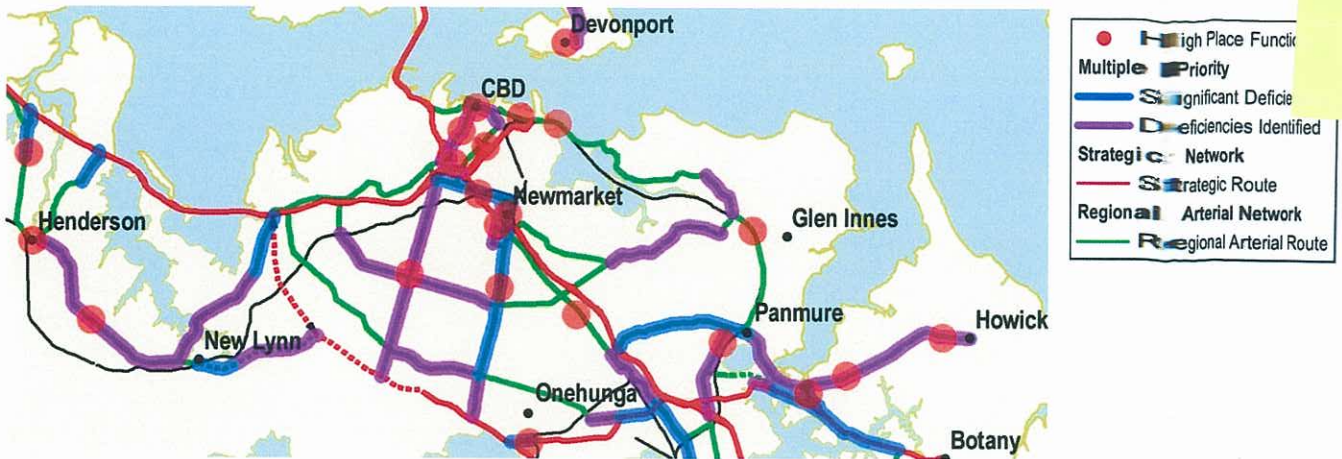
### High Priority

- Albany Highway: Upper Harbour Highway to Wairau Road
- Wairau Road: Target Road to Tristram Avenue
- East Coast Road: Constellation Drive to Forrest Hill Road
- Anzac Street: Fred Thomas to Auburn Street

### Medium Priority

- Albany Highway: Oteha Valley Road to Upper Harbour Highway
- Glenfield Road: Bentley Avenue to Downing Street
- Lake Road: Esmonde Road to Calliope Road
- Tristram Avenue: Forrest Hill Road to Wairau Road
- Great North Road: Te Atatu Road to Clark Street

## Attachment B: Central Area



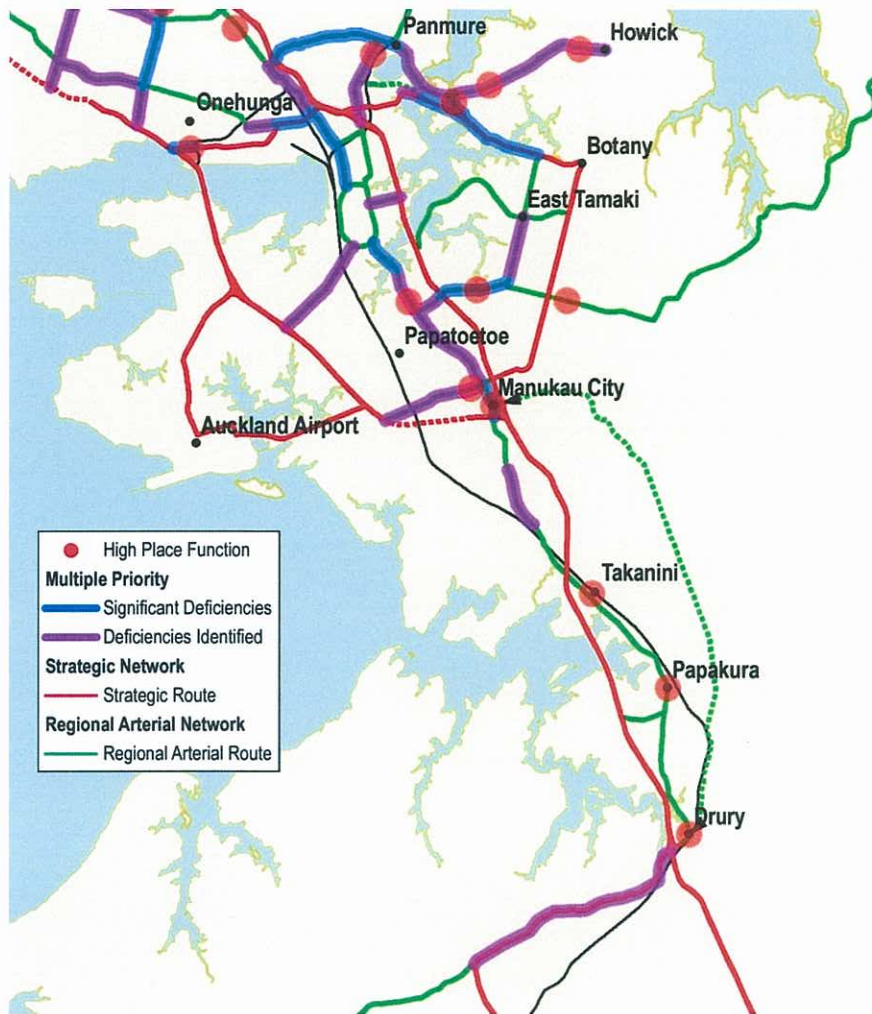
### High Priority

- Lincoln Road: Te Pai Place to SH16 Interchange
- Te Atatu Road: Edmonton Road to SH16
- Great North Road: Blockhouse Bay Road to SH16
- Wolverton Street: TLA boundary to Blockhouse Bay Road
- Broadway: Khyber Pass Road to Manukau Road
- Khyber Pass Road: Symonds Street to Broadway
- Eilerslie Panmure Highway: Panmure Roundabout to Great South Road
- South Eastern Highway: Waipuna Road to Ti Rakau Drive
- Church Street: Neilson Street to Great South Road
- Neilson Street: SH20 Interchange to Onehunga Mall

### Medium Priority

- Balmoral Road: St Lukes to Manukau Road
- Custom Street East: Customs Street west to Anzac Avenue
- Customs Street West: Fanshawe Street to Britomart Place
- Dominion Road: SH20 to New North Road
- Great North Road: Ash Street to Blockhouse Bay Road
- Karangahape Road: Pitt Street to Great North Road
- Lower Albert Street/Albert Street: Quay Street to Wellesley Street
- Mt Wellington Highway: SH1 Interchange to Waipuna Road
- Pah Road: Mt Albert Road to SH20 Interchange
- South-Eastern Highway: Carbine Road to Waipuna Road
- St Johns Road: Kohimara Road to Greenlane
- Mt Albert Road to Pah Road

## Attachment C: Southern Area



### High Priority

- Great South Road: Church Street to Portage Road
- Pakuranga Road: Panmure Bridge to Ti Rakau Drive
- Ti Rakau Drive: Harris Road to Pakuranga Road
- Great South Road: Redoubt Road to Terirangi Drive
- Great South Road: TLA Boundary to Shirley Road

### Medium Priority

- East Tamaki Road: Preston Road to Great South Road
- Great South Road: Shirley Road to Te Iriangi Drive
- Great South Road: Browns Road to Alfriston Road
- Pakuranga Road: Ti Rakau Drive to Bucklands Beach Road
- Karaka Road (SH22): Drury Interchange to Glenbrook Road
- Mangere Road: TLA Boundary(railway) to Great South Road
- Massey Road: TLA Boundary(railway) to SH20 Interchange

## Attachment D: Summary of the Prioritisation of Arterial Roads

Table D1 shows the grading of each function in terms of high, medium or low.

**Table D1: Functionality measures on regional arterials**

Function	High	Medium	Low
General traffic	>40,000 AADT	40,000 – 20,000 AADT	<20,000 AADT
Passenger transport	>15 buses per hour AM peak	15 – 9 buses per hour AM peak	<9 buses per hour AM peak
Cycling	Identified on the regional cycle network for completion by 2009	Identified on the regional cycle network for completion by 2016	Identified on the regional cycle network for completion by 2016 and all other arterial roads
Freight	>1500 HCV vpd	1500 – 1000 HCV vpd	<1000 vpd
Place	Qualitative measure based on pedestrian levels, town centres, the RGS and social infrastructure		

AADT = Average Annual Daily Traffic

The performance of the road was considered for each function as shown in Table D2.

**Table D2: Operational performance by function of regional arterials (as modelled for 2016)**


Function	Service indication	Low cause for concern	Moderate cause for concern	High cause for concern
General traffic	Level of service (AM Peak)	A-B-C	D	E-F
Passenger transport	Level of service (AM Peak)	A-B-C	D	E-F
Freight	Level of service (inter-peak)	A-B	C-D	E-F
Cyclists	Level of cycling facilities	High level of cycling facilities	Partial level of cycling facilities (bus lanes)	No dedicated cycling facilities

The function and performance were then assessed to identify priority areas routes as shown in Table D3.

**Table D3: Prioritisation of Routes**

FUNCTION			
High	Priority 3	Priority 2	Priority 1
Medium	Priority 4	Priority 3	Priority 2
Low	Priority 4	Priority 4	Priority 3
	Low	Moderate	High
PERFORMANCE			



<b>WRITTEN &amp; RECOMMENDED by</b>	Peter Clark <b>Strategy &amp; Planning Manager</b>	
<b>APPROVED FOR SUBMISSION by</b>	David Warburton <b>Chief Executive</b>	