

AUCKLAND BUSINESS FORUM's 2019 Priority Transport Infrastructure Investment Package:

- **Reframed East West Link between SH1 at Mt Wellington and SH20 at Onehunga**, with a focus on reduced congestion, safety improvements and better freight access to the Southdown Rail Freight Terminal, and linked to the Third (and 4th) Main Rail line projects – *Already consented; issue a Request for Proposal (RFP) by December 2019; decide financial and project arrangements (SPV) by December 2020, stage for completion by 2025 as a private public partnership (PPP).*
- **Penlink** (Auckland Business Chamber-led) – 7km road (with bridge) connecting Whangapararua Peninsula to SH1 at Redvale, to provide congestion relief to the whole Silverdale area – *Already consented and an unsolicited bid submitted; decide financial and project arrangements (SPV) by June 2019, complete by 2024-25, as PPP (BOOT – Build Own Operate Transfer).*
 - Link to NZTA project to widen SH1 to 3-lanes each way between Albany and Silverdale I/C + boosted public transport services, including expanded park-and-ride – *Completed by 2025.*
- **Mill Rd to Drury** completed as one strategic project and linked to SH1 upgrade, with focus on congestion relief for Southern Motorway south of the Manukau SH1/SH20 intersection and providing an 'alternative' route when SH1 compromised – *Already part consented; complete consent for whole route by November 2019; issue RFP by March 2020; decide financial and project arrangements (SPV) by March 2021, stage for completion by 2026, as a PPP.*
 - Link to NZTA staged widening of **Southern Motorway** (3-lanes each way): Papakura to Drury to Bombay Hills and Waikato Expressway – *Completed by 2025.*
- **Karaka to Weymouth** connection to south western motorway, linked to southern Auckland urban development plan. Will provide relief for the Southern Motorway and access to new property developments in Drury West – *Consented by 2022; RFP including financing by December 2023; completion 2028, as a PPP.*
- **Third Waitemata Harbour Crossing** – has a deadline of early-mid 2020s for 'clip-on lane' weight stress limits to be imposed (Beca report 2010). Needs to be linked to Auckland-wide coordinated traffic modelling plan for moving people and freight across all networks (see below), especially the high volume of traffic by-passing CBD towards east Auckland via SH1/18 Grafton Gully, The Strand and Tamaki Drive. NB: Under current planning, it will be 10 years before it can be consented – *Tender a RFP by 2025, completed by 2030, as a PPP.*
- **Immediate adoption of a user-pay revenue gathering system**, initially across the motorway network (and possibly selected arterial roads) – *using existing gantry technology (by 2022); and long-term to an Auckland-wide (NZ-wide?) GPS system. Remove RFT and rationalise Excise taxes & Road User Charges (RUC).*
 - This is the primary funding mechanism to repay private debt so is fundamental to faster action.

All the above projects would be toll roads consistent with a user-pay revenue gathering system to cover the whole motorway network.

- **Access routes to Auckland Airport**, with focus on SH20B widening from Manukau (Puhinui Train Station) to Airport with rapid transit service – *Fast-tracked completion by 2019-20.*
 - Link SH20A & 20B for an airport by-pass with a turnpike to the Airport – *Completed by 2025.*
 - Link to Auckland Airport to Botany rapid transit (light rail) Southwestern Gateway Project (via Puhinui Train Station & Manukau centre) – *Completed by 2025.*

- **Connect SH1/18 Grafton Gully & The Strand to Quay Street/ Tamaki Drive**– To address significant congestion for traffic from Eastern Suburbs (via Tamaki Drive and inner city & port traffic linking to the motorway) - *Give urgency to route protection, design and coordination with Quay Street redesign by 2020; finance using NLTF (possibly reprioritized ATAP funds; completion by 2025).*
 - Link to an overarching coordinated traffic management plan across all networks (see below); e.g. The Strand and Quay St (currently being narrowed to one lane each way) are heavily congested through most days. The CBD is a good example of grid-lock and an apparent lack of modelling / overall plan.

ADDITIONAL INTEGRATED NETWORK OUTCOME IMPROVEMENTS:

- **Review and clarify scope & purpose of the Light Rail Project** - Since the 2017 announcement that a light rail network will likely go ahead as some form of PPP, a number of concerns and opportunities have been raised in respect of route selection, technology and cost. These matters need to be fully tested and assessed in a business case that sets out clear evidence that alternative options have been examined.
 - The Auckland Business Forum has proposed that the Southwestern Gateway Project between Auckland Airport and Botany be assessed as a 'pilot' light rail PPP project.
- **Auckland-wide expansion of (multi-tower) park-and-ride infrastructure** - tender to the private sector as a 'whole of Auckland' investment opportunity; include additional revenue raising options (residential, retail etc)– *Tender by 2020 and staged completion.*
- **Immediate start on Third and Fourth main rail line projects** – *Completion by 2024-25*
 - Link to selected road-rail level crossing improvements before CRL opens (2024) when rail services increase to 10-minute services, and to enable expanded rail freight services to Ports of Auckland.
- **Develop a coordinated traffic model and management programme across all networks** – *Complete by December 2019.* The CBD is an obvious example of grid-lock and lack of modelling and an overall traffic management plan that links with city master planning.
 - Quay Street is being narrowed to two lanes (one each way) without regard to the large volume of cross-city traffic that use the street and what the alternative routes are that won't grid-lock the inner city even more than it currently is.
 - Parts of the North Shore street network are grid-locked for large periods of most days, and are not flowing.
- **Support immediate development of a single, coordinated 30-year 'master' transport plan for Auckland** – *Completed draft by December 2019.*

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