

ADDITIONAL WAITEMATĀ HARBOUR CONNECTIONS



BRIEFING MEMO

To: Mayor Phil Goff
Deputy Mayor Bill Cashmore
Chair and Deputy Chair – Planning Committee
Councillors
Local Board Members
Independent Māori Statutory Board

Re: Update on the Additional Waitematā Harbour Connections (AWHC) Project

From: Paul Glucina (NZ Transport Agency), Chris Morgan (Auckland Transport), David Hawkey (Auckland Council)

Date: 30 May 2019

Purpose of this Memo:

To provide an update on the development of the Additional Waitematā Harbour Connections (AWHC) business case, including the scope, context, process and emerging key issues.

Over the past 10–15 years a variety of studies have looked at opportunities to improve connectivity between the North Shore and the Auckland isthmus. The NZ Transport Agency, Auckland Transport and Auckland Council are building on this previous work through a joint business case that will investigate the need, timing, function and form of potential new harbour connections, as well as ongoing interim improvements to the North Shore public transport system.

The business case will test five base scenarios (and variations of) within the context of the wider strategic transport network:

- Do nothing
- Rapid transit crossing only
- Road crossing only
- Combined road/rapid transit connections
- Separate road/rapid transit connections

The current investigation aims to develop an aligned view on the way forward for the planning and development of future connections between the North Shore and the Auckland Isthmus. To do this, the business case is focusing on the following matters:

- The scale, timing and implications of transport problems faced in the project area at a sub-regional, regional and national level, and the benefits that would be achieved through addressing these problems;
- The advantages and disadvantages of different ways of addressing these problems, including their impact, strategic alignment, cost, value for money, environmental effects and other risks;
- Providing an agreed way forward, including key next steps for future work and the broad timing and sequencing of future interventions.

Work to date has identified the three key problems faced in the corridor as being:

- *People and Places* – Increasing difficulties serving the growing travel demand along the corridor is worsening travel choice and reducing connectivity between people and places.
- *Productivity* – Inefficiencies and unreliability in the movement of goods and services will drive up costs and delays and impede access to markets and customers.
- *Resilience* – Reliance on the existing Auckland Harbour Bridge and corridor impacts the reliability of transport services and wider network.

Development of the business case requires significant technical analysis and will be further progressed with input from all project partners, including mana whenua iwi, before being reported later in the year. Recommendations will then be provided to the Minister of Transport.

The AWHC business case development will also take into consideration the recently announced Auckland Harbour Bridge Shared Path, that will provide a five-metre-wide path across the Harbour Bridge to link Westhaven to Northcote Point and connecting with the future SeaPath route.

Wider community and stakeholder engagement will be undertaken as part of the next stage of detailed planning work.

Kind regards,

Paul Glucina

Design Portfolio Manager – Target Rapid Growth, Auckland

On behalf of the Additional Waitematā Harbour Connections, Project Control Group

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Attachment 1 - ATAP Proposed Rapid Transit Improvements

