

Memorandum

30 January 2020

To: Planning Committee, Local Board & IMSB members

Subject: Government's Infrastructure Funding Announcement – \$12 billion New Zealand Upgrade Programme

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Purpose

To provide an overview of the Government's recently announced infrastructure funding package as it relates to Auckland.

Summary

1. The Government has announced a \$12 billion funding package to bring forward investment in New Zealand infrastructure projects with \$6.8 billion of this funding being allocated to transport infrastructure projects, \$3.481 billion of which has been allocated to Auckland transport projects.
2. The package of funding responds positively to Auckland Council's calls for greater investment in Auckland's transport infrastructure.
3. All the announced projects were part of ATAP. The additional funding will help us bring forward ATAP projects and complete them earlier.

Context

4. The Government has announced (29 January 2020) a \$12 billion funding package to bring forward investment in New Zealand infrastructure projects. \$6.8 billion of this funding has been allocated for investment across road, rail, public transport and walking and cycling infrastructure across New Zealand. \$3.481 billion of this transport funding has been allocated for Auckland transport projects.
5. The Mayor had discussions with Central Government based on the recommendations of council staff and provided a list of projects for potential prioritisation, noting that some may not fit the Government's criteria for prioritisation.
6. Transport projects in Auckland with new funding confirmed yesterday by the Prime Minister are:
 - Mill Road corridor (\$1.354 billion, starting late 2022)
 - Penlink (\$411 million, starting late 2021)
 - Widening of SH1 (third lanes in each direction) from Papakura to Drury (\$423 million, starting late 2020)
 - Third main heavy rail trunk line from Quay St/Britomart station to Wiri Station (\$315 million, starting late 2020)
 - Electrification of Papakura to Pukekohe line (\$371 million, starting late 2020)
 - Two new train stations in Drury (\$247 million, starting 2023)
 - Skypath and Seapath (\$360 million, starting 2021)

Discussion

7. Penlink will open more growth north of Auckland and connect Whangaparoa residents to the northern busway.
8. Upgrading Mill Road to four lanes will support housing and urban development in Auckland's south.
9. Widening SH1 from Papakura to Drury and building a cycleway alongside it, will improve access and alleviate pressure on strategic transport corridors.
10. Completing the third main rail line will remove a key bottleneck for freight and passenger services, as well as provide additional capacity for the increased services once the City Rail Link is completed.
11. Electrifying the railway track between Papakura to Pukekohe will speed up trips to the Central City. The addition of two new platforms at Pukekohe station will allow additional lines for future growth.
12. Two new railway stations in Drury Central and Drury West, along with 'park and ride' facilities, will provide transport choice for existing and future communities in this high growth part of Auckland.
13. Skypath and Seapath will provide a fully separated, safe path for Aucklanders from Takapuna and Northcote to the city.

Alignment with ATAP

14. The announced package aligns well with ATAP. All the projects were included either within the ATAP 2018 to 2028 investment package or were part of the second decade package of investments signalled in ATAP 2017. The additional funding will help enable these projects to be brought forward and completed earlier than previously envisaged.