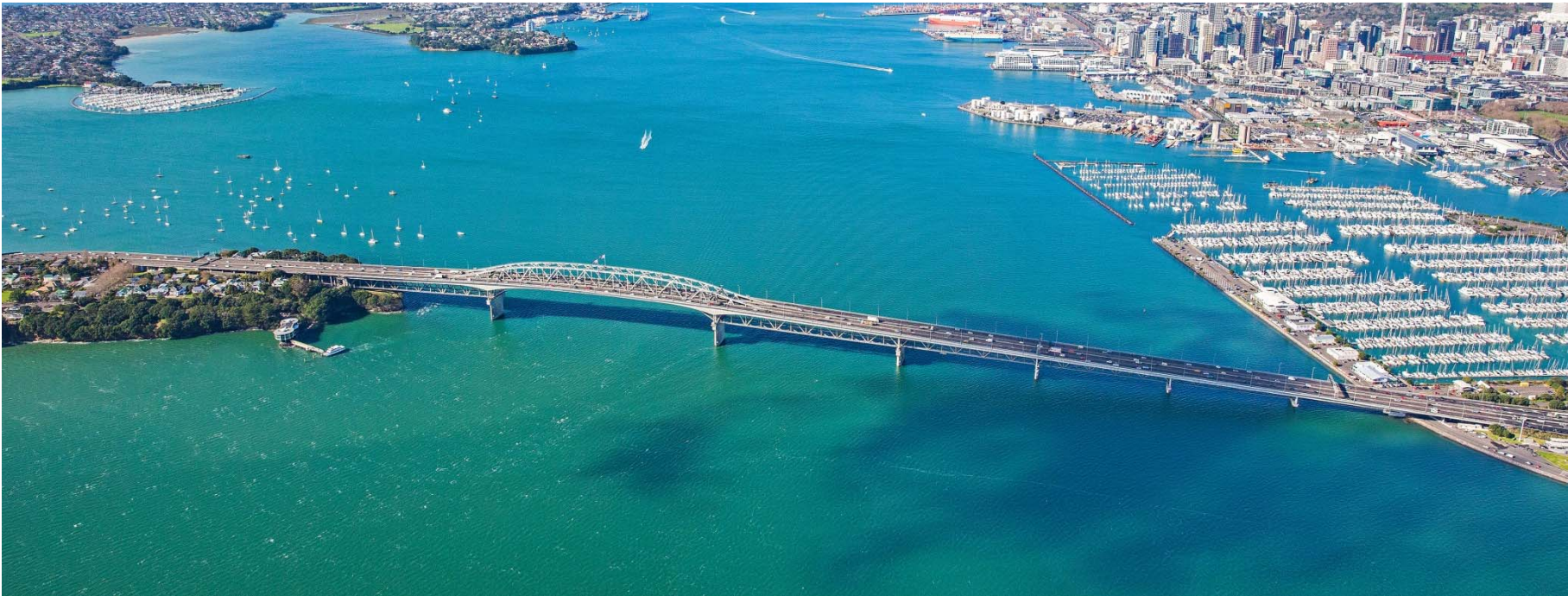


Additional Waitematā Harbour Crossing Multi-Modal Transport Corridor Route Protection

Geoffrey Haines and Rebekah Pokura-Ward

IPENZ Transportation Group Conference, 29-31 March 2017



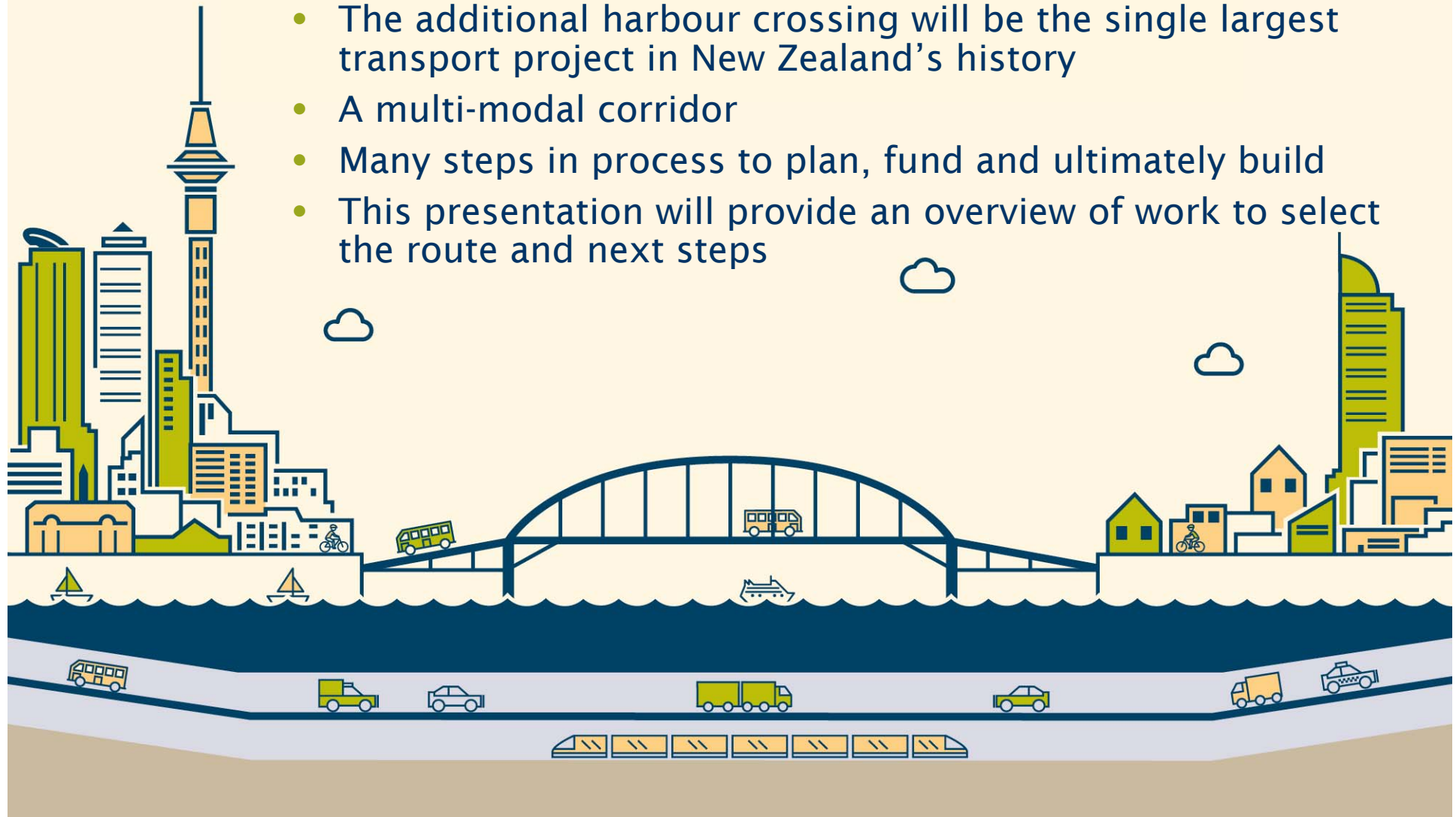
AGENDA

- Project overview**
- Rapid transit**
- Route protection**
- Option consideration**
- Outcomes from MCA**
- Stakeholder engagement**
- Next steps**



Introduction

- The additional harbour crossing will be the single largest transport project in New Zealand's history
- A multi-modal corridor
- Many steps in process to plan, fund and ultimately build
- This presentation will provide an overview of work to select the route and next steps



Project overview

- Protecting a route for a road and rail tunnel to enable a future multi-modal transport corridor across the harbour
- The tunnel crossing would provide a motorway to motorway connection between Onewa and Esmonde Road on the North Shore, and the central motorway junction (by-passing the city centre)
- The indicative design and designation footprint will be compatible with all forms of rail
- The Auckland Harbour Bridge would continue to provide a road link between the North Shore and the city centre and might be available for enhanced/further walking and cycling links



Why do we need an additional harbour crossing?

An additional harbour crossing is needed to ...

Growing Population

Respond to Auckland's growing population and accessibility needs in the north of Auckland

Economic growth

Support economic growth by providing appropriate services for increasing freight travelling across the Waitematā Harbour

Transport choice

Accommodate growing demand for cross-harbour travel for people on passenger transport, in general vehicles, and walking and cycling

Resilience

Safeguard the resilience of Auckland's future transport and utilities network, which includes prolonging the operational life of the Auckland Harbour Bridge



Auckland Transport Alignment Project

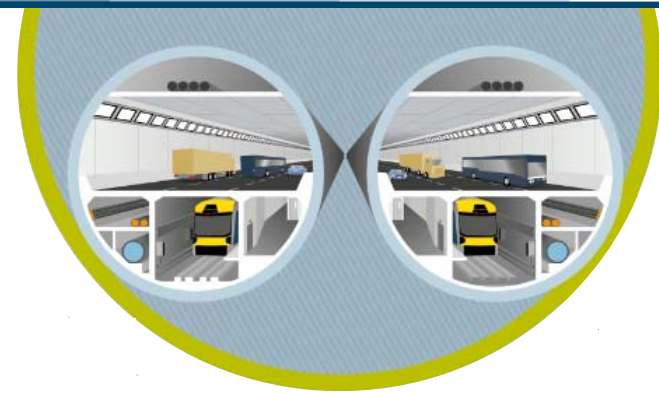
The recommendations of the Auckland Transport Alignment Project (ATAP) were...

- ‘Route protection for a new crossing needs to progress in a way that integrates further roading and public transport requirements’ (update report, June 2016, p. 5)
- ‘Based on the scale of the investment, other Auckland priorities, and the long-term nature of benefits from an additional crossing, we concluded this project – alongside a mass transit upgrade of the Northern Busway – is likely to be required in the long-term (2038-2048)’ (final report, September 2016, p. 68)

North Shore Rapid transit

Rapid transit requires an additional crossing

- The Transport Agency is working with Auckland Transport to ensure the future harbour crossing is delivered as a multi-modal transport corridor and the recommended route can accommodate all forms of rail
- Currently investigating which modes of rapid transit will best service the growing needs of the city

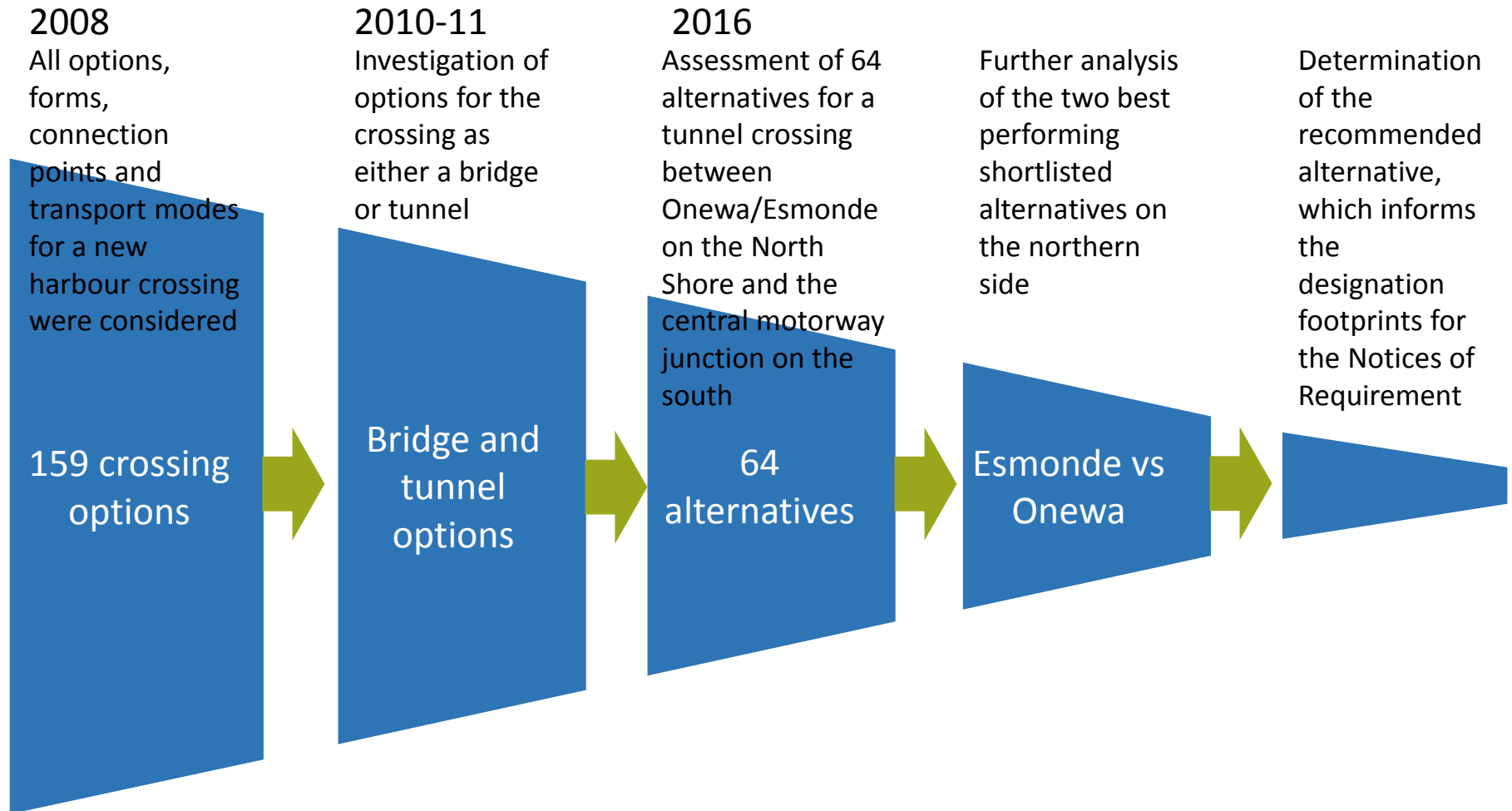


What is route protection?

- Work to protect the land on either side of the harbour
- Designations and potentially a coastal occupation permit for the tunnel to occupy the area beneath the seabed
- Not intended to finalise the form or function



History of option consideration



ADDITIONAL CROSSING OPTIONS CONSIDERED



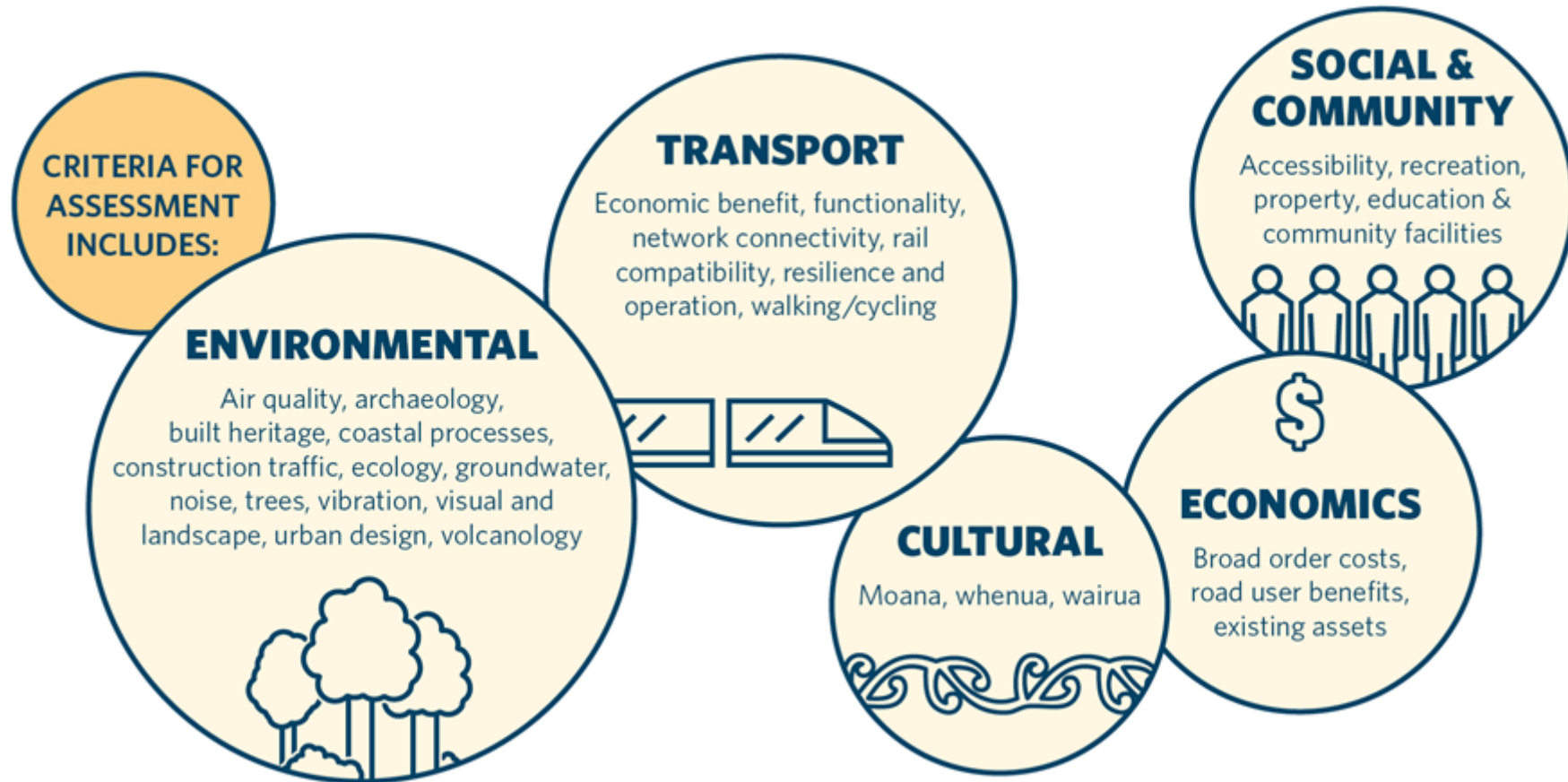
Options assessment for a tunnel between CMJ and Esmonde Road

The current phase

- 64 alternatives assessed
 - 16 for northern connection
 - 48 for southern connection

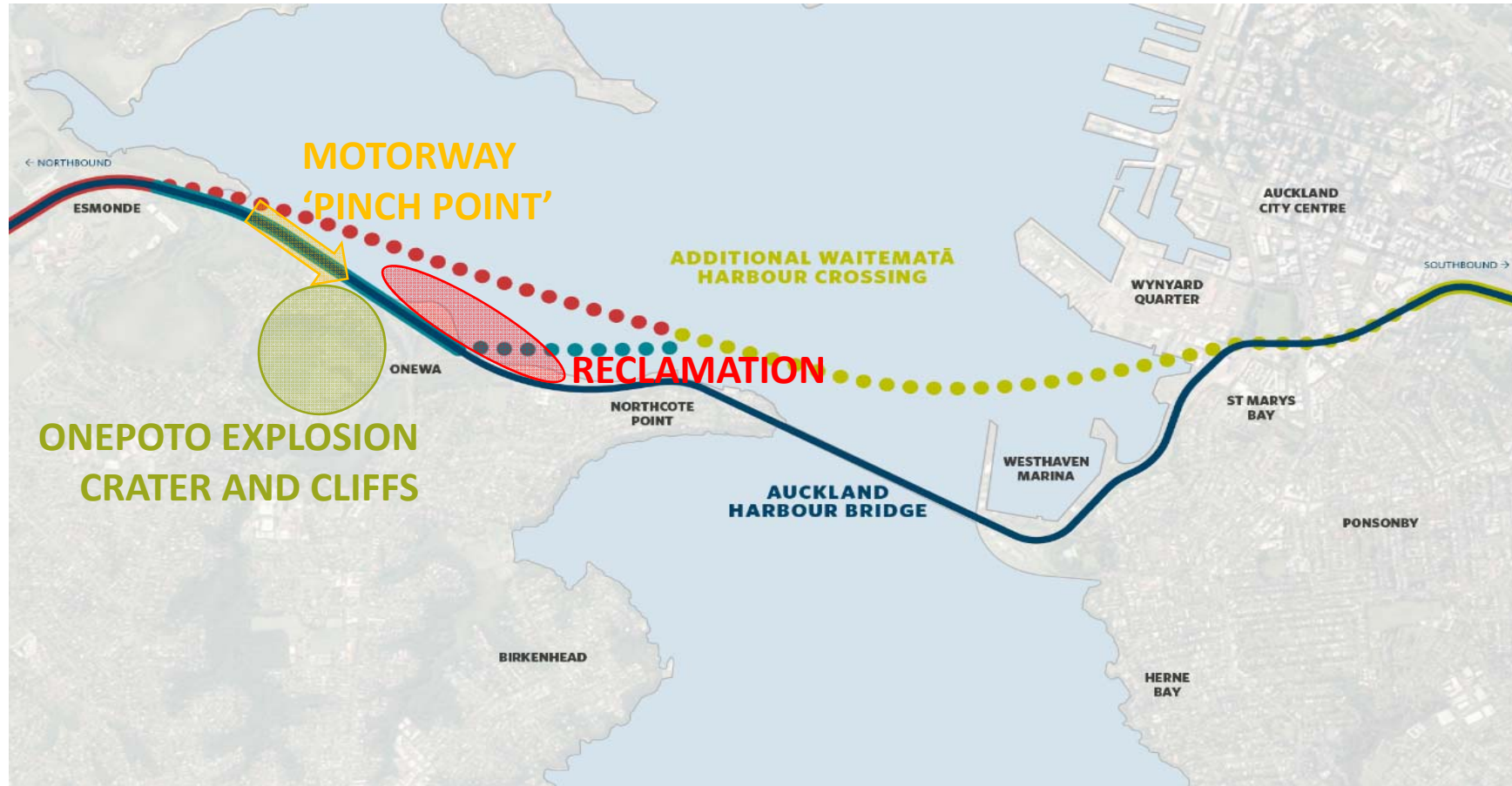


Route option analysis



Shortlist from the MCA process

Main alternatives for northern connection



Stakeholder engagement

A collaborative process

- Understanding key themes to inform decision on recommended route
- Working with Treaty Partners to understand cultural values, concerns and opportunities
- Engagement with the wider community in 2017



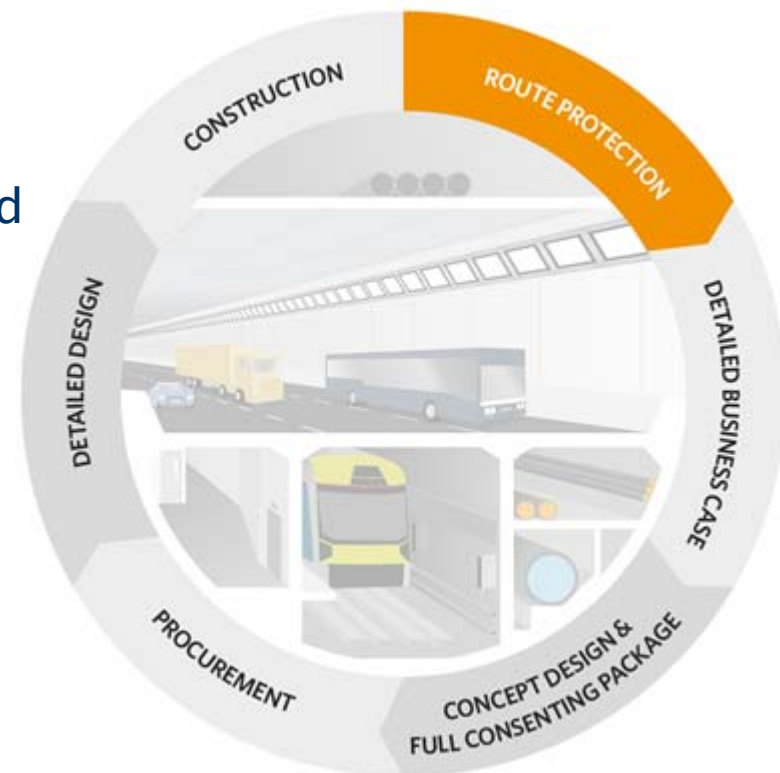
Working with mana whenua

- Active participation in MCA process as cultural experts
- Participated through a series of workshops, iwi-led MCA hui and site visits



Next steps

- Confirm and announcing recommended route
- Continued stakeholder engagement
- Community engagement
- Lodgement of Notices of Requirement and coastal occupation permit
- Hearing and decision



Thank you

Geoffrey Haines /
Senior Transport Planner
NZ Transport Agency

DDI 64 9 928 8743

E geoffrey.haines@nzta.govt.nz

Rebekah Pokura-Ward /
Principal Transport Planner
NZ Transport Agency

DDI 64 9 967 9931

E rebekah.pokura-ward@nzta.govt.nz