

# AUCKLAND TRANSPORT

Building a Stronger Economy



## Building better transport infrastructure

Building better transport infrastructure in Auckland is vital to transform the region's future, and create more jobs with higher incomes.

Auckland is our largest city and our gateway to the world. National is making the movement of goods, services, and people in and around Auckland easier. We are investing in new transport projects, and boosting funding for public transport as patronage increases.

### Easing traffic bottlenecks and improving commuter rail

Auckland's future economic growth relies on continuing investment in road and rail. We're investing more than \$1 billion each year on major road and rail projects across the region.

We're easing bottlenecks. We've increased the capacity of state highways and commuter rail. Our greater investment will boost economic growth and productivity over the next four or five years, and achieve a step-change in the ease with which Aucklanders can get around their city.

National has established a new category of state highway project, Roads of National Significance. Three of the seven roads are in the Auckland region – Victoria Park Tunnel, the Western Ring Route, and Puhoi to Wellsford.

By improving access to the CBD, the airport, the port, and our regional economies, we will make it easier for Aucklanders to get to work and easier for Auckland's products to get to market.

## Key facts

- Boosted funding for state highways and fast-tracked construction on two of the Roads of National Significance in the region – the Victoria Park Tunnel and the Western Ring Route.
- Completed train station upgrades and double-tracking of the Western Line, and started the \$500 million upgrade and electrification of Auckland's rail network.
- Provided \$590 million in loan and grant funding to Auckland Transport so they can purchase 50 per cent more electric trains.
- Cancelled Labour's Auckland regional fuel tax.
- Opened big motorway projects early:
  - Manukau Harbour Crossing.
  - State Highway 20 to State Highway 1 link.
  - Hobsonville Motorway.
  - Victoria Park Tunnel.
- Reduced traffic congestion at key motorway bottlenecks on the Northern and Southern Motorways, and the Western Ring Route.
- Increased patronage on public transport.
- We will begin construction on the Waterview connection and complete the Western Ring Route.

## National has...

### Cancelled Labour's fuel tax

- ✓ Cancelled the Auckland regional fuel tax that would have seen motorists pay 9.5 cents a litre more for their petrol.

### Boosted the state highway network

- ✓ Boosted spending around the country on new state highway construction by more than \$1 billion over three years.
- ✓ Accelerated roading projects in the region to support jobs, help construction companies through the recession, and aid Auckland's economic growth in the recovery.
- ✓ Fast-tracked work on three Roads of National Significance in Auckland:
  - The Victoria Park Tunnel.
  - The Western Ring Route.
  - Puhoi to Wellsford.
- ✓ Redesigned the Waterview Connection to provide three-lanes in each direction while saving more than \$1 billion.
- ✓ Consented the Waterview project – New Zealand's largest and most complex roading project ever – in less than one year.

### Upgraded public transport

- ✓ Boosted funding for public transport services in response to growing demand.
- ✓ Committed \$500 million to electrify Auckland's commuter rail system, and another \$590 million in loan and grant funding for new electric trains.
- ✓ Started to build the Manukau branch line and station.

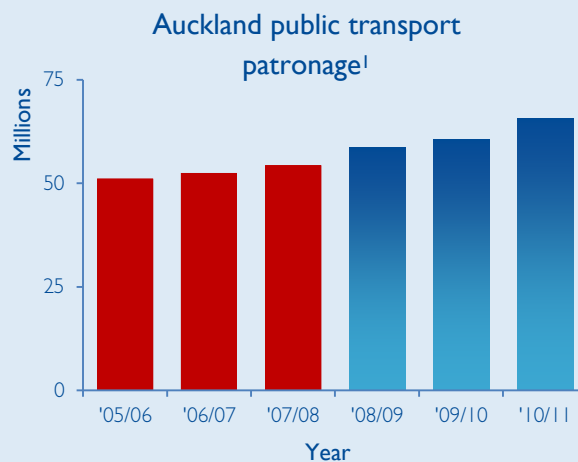
## Our results so far

### Improved Auckland's roads

- Congestion is down 10 per cent during the morning peak on key motorway bottlenecks, due to early completion of several projects.
- Completed state highway projects ahead of schedule including:
  - The second Manukau Harbour Crossing.
  - The SH1 to SH20 link.
  - The additional capacity between Greenlane and Newmarket.
- Completed the \$340 million Victoria Park Tunnel, a key choke point in central Auckland.
- Completed the Hobsonville Motorway on the Western Ring Route.

### Upgraded the commuter rail network

- Completed the \$600 million double-tracking of the western line and upgrade of stations at New Lynn, Grafton, Newmarket, Morningside, and Onehunga.
- Increased public transport patronage.



<sup>1</sup>NZTA public transport patronage data

## What we will do next...

### 1. Finish what we are building now

Complete the current round of Auckland transport projects and achieve a step-change in the ease with which Aucklanders can get around their city.

- Ensure the timely construction of New Zealand's biggest ever roading project – the Waterview Connection – and associated State Highway 16 widening, starting this summer.
- Complete the Newmarket Viaduct next year.
- Work with KiwiRail to ensure the on-time completion of the electrification of Auckland's commuter rail network.
- Work with Auckland Transport to ensure Auckland's new electric trains arrive on schedule, starting in 2013.
- Build additional lanes on State Highway 1 – between Manukau and Papakura, and Constellation and Greville Roads – to ease the merge between the Western Ring Route and the North-South Highway.

### 2. Prepare for further investment

National already has a track record of delivering promptly on Auckland transport projects. Beyond current projects, National will commit to further investment in Auckland transport where proposed projects are proven to reduce congestion and encourage economic growth.

- Work alongside Auckland Council and other stakeholders to evaluate further projects, such as the proposed CBD rail link and the third harbour crossing, against the following criteria:
  - The benefits of the project compared to the costs of building it.
  - The contribution the project will make to reducing congestion.
  - That all options for achieving transport gains in an area are properly considered.
  - That the proposed funding of the project is fair and equitable to the different types of transport users.

## Transport in Auckland's CBD

One of the transport tasks in Auckland is maintaining good transport links in the central city as it grows over the next 30 years. The challenge is to make appropriate-sized investments at the right time that deliver good results without weighing too heavily on taxpayers and ratepayers.

Two of the biggest proposed projects – the CBD rail link and the third harbour crossing – currently have ratios of benefits to costs of well below one. In the case of the proposed \$2.4 Billion CBD rail link, independent Treasury analysis suggests that for every \$1 you would spend building it, you would get only 30 or 40 cents back in economic benefits.

Considerably more work is therefore needed before a case for investment can be made.

National will:

- Work with the Auckland Council to complete a comprehensive CBD multi-modal access study.

This will clearly evaluate all the options for improving transport access to the central city using different modes, including buses, trains, trams, ferries, and walking and cycling. We will use the results of that study to further develop the investment case for specific projects, such as the CBD rail link.

## Labour would take New Zealand backwards

### Labour:

- ✘ Would reverse hypothecation of fuel taxes. This could see the money you pay at the pump being diverted to non-transport related projects.
- ✘ Would abandon motorway improvements in Auckland. Gridlock would increase.
- ✘ Believes Auckland road users should pay a regional fuel tax of 9.5 cents a litre.
- ✘ Signed off on an expensive and illogical design for the Waterview Connection that would have required the Government to borrow \$500 million but would have delivered only a two-lane road each way.
- ✘ Would cancel the Puhoi to Wellsford motorway extension between Auckland and Northland.

**Auckland can't afford Labour's poorly thought out transport plans.**