

Multi Modal East West Study – Approval of Project Mandate

Glossary

Auckland Council	(AC)
Auckland Transport	(AT)
Government’s Policy Statement on Land Transport Funding	(GPS)
Long Term Plan	(LTP)
Multi Modal East West Study	(MMEWS)
National Land Transport Fund	(NLTF)
New Zealand Transport Agency	(NZTA)
Rapid Transit Network	(RTN)
Transit Oriented Development	(TOD)

Executive Summary

The purpose of this paper is to seek the AT Board’s approval of the draft project mandate (Attachment 1) for a new project called MMEWS and to approve its inclusion within the AT portfolio of capital projects for prioritisation. Approval is also sought for the first phase of the project, being the completion of a sub-regional strategy, at an estimated cost of \$1.5m over two financial years for inclusion in the draft LTP.

The budget inclusions within the draft LTP will be subject to confirmation following the current consultation process.

The overarching objective for this multi modal project is to enhance the connectivity in the geographical area between the SH1 and SH20 corridors, immediately north of the Mangere Inlet, as identified in Figure 1 below:



Figure 1: Map of the Geographical Area between the SH1 and SH20 Corridors

The study aims to achieve multi-agency agreement in implementing improvements identified within the study area that will:

- Significantly improve the travel time and reliability for freight to/from the Onehunga Industrial Area to surrounding industrial areas of East Tamaki, Airport and Wiri;
- Enhance the accessibility of the airport by road and rail;
- Enhance southbound connectivity on SH1;
- Support growth and development of the Onehunga area and ensure potential land use opportunities are integrated with transport investments;
- Provide for the expansion of effective and efficient RTN services to service Onehunga and possibly connectivity of rail to/ from the Airport.

On completion of the sub-regional strategy the outcome will be the identification of a package of MMEWS projects, similar to that proposed for AMETI, which would then need to be prioritised as part of the approved AT prioritisation process. While a notional amount has been proposed within the latter half of the current draft LTP this will need to be reviewed and confirmed as part of the next LTP iteration once the MMEWS package of projects has been identified and prioritised. This will take into account the high priority given to MMEWS within the Auckland Plan (referred to as East West Link)

The NZTA has indicated a strong willingness to support and participate in this process.

Recommendations

It is recommended that the Board:

- i). Receive the report
- ii). Approves the draft Project Mandate
- iii). Approves that funding of \$1.5m be included within the first two years of the draft LTP for progression of the sub-regional strategy
- iv). Agree that this paper be moved to the public agenda following free and frank discussion by the Board

Strategic Context

The draft Auckland Plan has set a specific strategic direction to reduce congestion levels on the strategic freight network to at or below the average of 2006-2009 levels by 2021 (average daily speed of 45 km/h). The current operating conditions on the strategic Neilson Street freight connecting are predicted to drop significantly below this level.

The draft Auckland Plan also includes a directive (directive 11.5) to progress the planning for the East-West Link (now MMEWS) with implementation by 2021.

Investigations into double tracking and level crossing removal have also been included in the scope of the multi modal study to allow for an integrated approach to improvements to the strategic road network and the rail link through Onehunga that forms part of the RTN to the airport (Map 11.1 in draft Auckland Plan).

The GPS¹ identifies the impacts that should be achieved through the allocation of funding (from the NLTF) to transport projects. The transport programme should prioritise activities that advance the GPS's priorities of economic growth and productivity, value for money and road safety. Table 1 below list the short to medium term impacts - sought in the GPS – and describes how an east-west link north of the Manukau Harbour would enhance transport efficiency and lower the cost of transportation.

GPS Impacts	East West Link Contribution to the Impact
Improvements in journey time reliability	A east-west motorway connection between SH1 and SH20 would significantly reduce travel time for sub regional traffic that are now slowed down by congestion, a convoluted road connection and 17 signalised intersections. Currently there is no direct link between Southdown and East Tamaki, and new link would reduce distance by 3.4km and the number of signalised intersections to four.
Easing of severe congestion	A new link would provide additional capacity for the east-west movements. Improved interchange configuration on SH20 would address the congestion experienced on the constraint access to/from this interchange. Additional south facing ramps to SH1 south would remove traffic from congested Mt Wellington Interchange.
More efficient freight supply chains	The Southdown Freight terminal is handling approximately 270,000 Twenty-foot Equivalent Unit, making it the third busiest freight terminal in New Zealand after Ports of Auckland and the Port of Tauranga. The east-west link would significantly improve connections to and from this freight terminal.
Better use of existing transport capacity	New link would remove through traffic from Neilson Street, enabling it to perform the accessibility function to the large number of industry established along this road.
Better access to markets, employment and areas that contribute to economic growth	The east-west link will create improved linkages to/from the Onehunga Port with the rest of the sub-region, especially East Tamaki. Coastal operator <i>Pacifica Shipping</i> indicated nearly 500 containers a week are moved through the Onehunga port on the company's coastal ship service, connecting Auckland, Nelson and Canterbury.

Table 1: Short to Medium Term Impacts

Background

A number of studies have been done in the past to investigate the potential for, and location of, a more direct east-west link between SH20 and SH1 in the vicinity of the Onehunga area. The last body of work was completed by NZTA in 2009 as part of the Manukau Harbour Crossing.

This link is considered strategically important within the regional roading context and advancing work on this corridor is important for the following reasons:

- The anticipated growth rates in population and employment are expected to increase road freight by 60% over the next 30 years
- Neilson Street is heavily congested and the dual mobility and accessibility function is causing a significant safety problem along this route
- Onehunga is poorly connected for efficient freight movements to SH1 south, SH20 south and East Tamaki

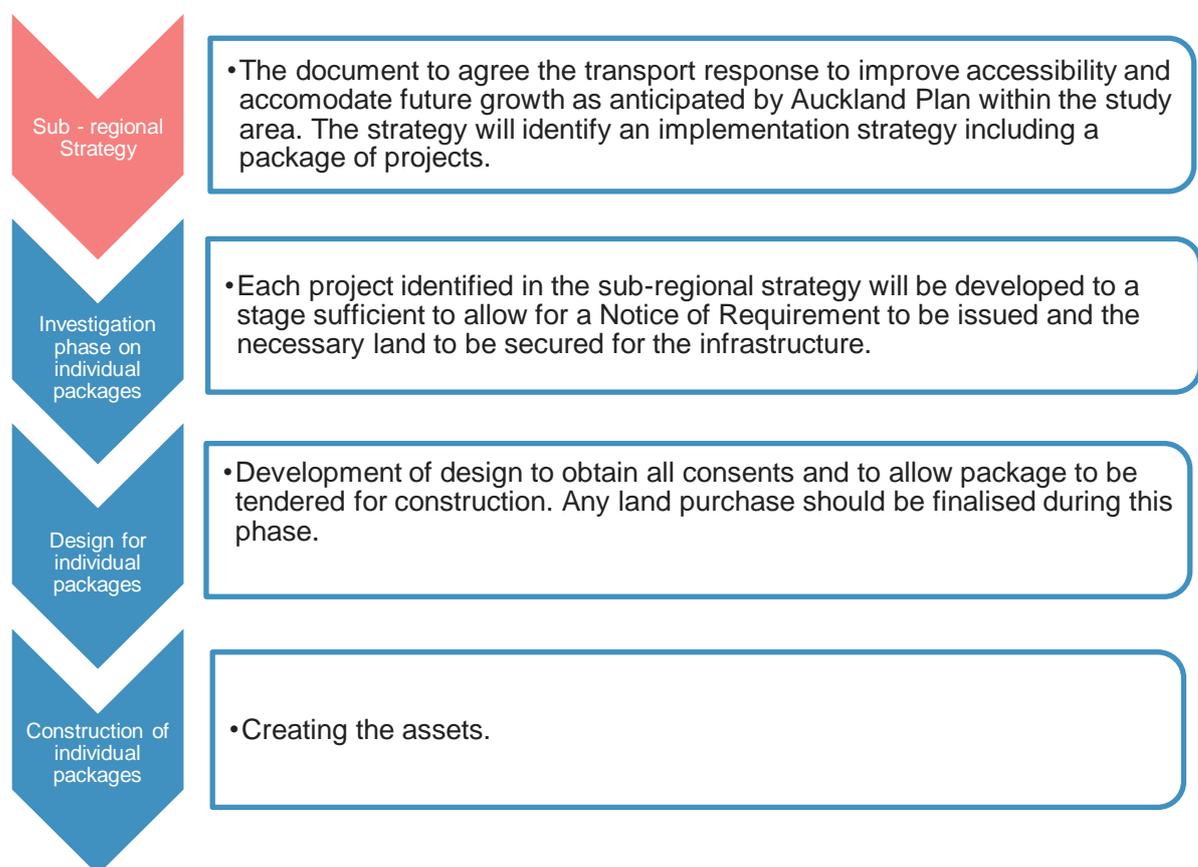
¹ Government's Policy Statement on Land Transport Funding 2012/13–2021/22 July 2011

- The existing connectivity between Onehunga and East Tamaki currently entails a 13.8km route on congested arterials, through 17 signalised intersections. Previous routes identified for the east-west Link could reduce this to 10.3km and four signalised intersections
- The existing single track rail line has numerous level crossings and station locations are poorly linked to the residential area

No firm recommendation on infrastructure requirements or implementation timing has been made to date, and it is proposed to progress a body of work that would allow AT, AC and NZTA to reach agreement on a transport response to increase the productivity of the industrial areas within the area.

Scope of the Study

It is intended to divide the MMEWS project into various phases which are separated by 'Hold Points' as follows:



This first stage will allow AT to progress work that as follows:

- Determine the transport response that ensures good integration between transport infrastructure and the existing and future land use opportunities
- Determine the alignment and intersection/interchange configurations for a new link between SH20 and SH1
- Assess the benefit of a more direct connection between Onehunga Industrial Area and East Tamaki, and if beneficial – the preferred alignment/arrangement
- The configuration of the interchanges on SH20 and SH1

- Options to double track the rail line for rapid transit connections through Onehunga, including the removal of all rail level crossings, and the extension of rail to the Onehunga Wharf
- Options to increase the accessibility (connectivity) between residential community and station locations as well as the opportunity for TOD in the vicinity of each station
- The identification of discrete packages of work as well as a progression plan for infrastructure delivery

Specific Deliverables During This Phase Will Include:

- Sub-regional strategy document that identify budget requirements for the next phases
- Memorandum of Understanding between key partners on responsibility for implementation, funding etc
- Business case to proceed to the Investigation phase, including an Investment Logic Map

Financial Implications (Budget and Funding Sources)

A budget figure of \$1.5m is required in the draft LTP to progress the first phase of this project. No NZTA subsidy has been approved and this will be discussed with NZTA on approval of the project mandate.

The study also includes a deliverable to produce a Memorandum of Understanding between various parties to agree funding responsibilities for future phases.

A further \$44.5m has been proposed in the draft LTP to progress beyond Phase 1 however, this would require review within the next iteration of the LTP once the outcome of Phase 1 has been agreed

Next Steps

The next steps would be to form a multi-agency project team that consists of representatives of NZTA, AC and AT. The project team would prepare a brief for the sub-regional study phase of this project and tender that to the market.

The outcomes of that study would be presented to the AT Board for further decisions prior to the commencement of subsequent phases.

Attachments

Attachment 1 - Draft Project Mandate

WRITTEN BY	Theunis van Schalkwyk Project Director Corridor Improvements	
RECOMMENDED by	Kevin Doherty Chief Infrastructure Officer	
APPROVED FOR SUBMISSION by	David Warburton Chief Executive	