

**MINISTERIAL BRIEFING NOTE**

Subject	Waitematā Harbour Connections emerging preferred option media stand up event
Date	2 August 2023
Briefing number	BRI-2826

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1 st contact
Brett Gliddon	Group General Manager Transport Services		s 9(2)(a)	✓

Action taken by Office of the Minister

- ☐ Noted
- ☐ Seen by Minister
- ☐ Agreed
- ☐ Feedback provided
- ☐ Forwarded to
- ☐ Needs change [please specify]
- ☐ Withdrawn
- ☐ Overtaken by events

2 August 2023

Rt Hon Prime Minister Chris Hipkins

Hon David Parker – Minister of Transport

WAITEMATĀ HARBOUR CONNECTIONS EMERGING PREFERRED OPTION MEDIA STAND UP EVENT

Purpose

1. This briefing provides you with information about the Waitematā Harbour Connections project ahead of the media stand up on Sunday, 6 August, 10:15am to 11:00am.

Ministerial media stand up

2. The event will be located at Bayswater Marina, on the Old Wharf.
3. You will be introduced by Brett Gliddon, Waka Kotahi NZ Transport Agency Group General Manager Transport Services.
4. Rt Hon Prime Minister Chris Hipkins will deliver a speech followed by Hon David Parker, Minister of Transport. Each speech has been allocated 5 minutes.
5. There will be 30 minutes at the end for media interviews. Brett Gliddon will be present to help respond to technical questions.
6. We expect national media interest from all platforms, as there has been consistent interest in the project since it launched and multiples stories following the public engagement period
7. Since the start of 2023, there has been more than 45 pieces of media coverage in the mainstream nationwide media.

Project context

8. Waitematā Harbour Connections is a city-shaping project that will better connect people and freight across Te Waitematā and on the North Shore.
9. It is a partnership between Waka Kotahi, Auckland Council, Auckland Transport, and Ngā Mana Whenua o Tāmaki Makaurau.
10. The project is an essential part of ensuring a resilient connection across one of the busiest transport corridors in Aotearoa, providing sustainable transport choices by providing active transport modes and connecting the rapid transport network, and improving the freight network.
11. Waitematā Harbour Connections will create new transport connections and help the North Shore grow by developing new residential and employment hubs.

12. Forty percent of travel through the current corridor, the Auckland Harbour Bridge, is not Tāmaki Makaurau Auckland-bound. This project will provide greater connection for the whole Upper North Island and unlock significant value for the entire country for generations to come.
13. Waitematā Harbour Connections is aligned with other transport planning projects, including Auckland Light Rail and future rapid transit to the Northwest.
14. The first phase of public engagement was held from November 2022 to January 2023 and found strong support for more connections over the harbour among people in Tāmaki Makaurau, Waikato and Northland regions.
15. Public consultation between 31 March and 1 May 2023 asked for people's views about how they want to cross Te Waitematā in the future, and different rapid transit connections through the North Shore. The community strongly supported the need for additional harbour connections, wanting good long-term planning that will future proof Tāmaki Makaurau Auckland's transport network.
 - The most important factors when crossing Te Waitematā were efficiency (83 percent), resilience to differing events, such as accidents and extreme weather (73 percent), and growth opportunities (73 percent).
 - When asked about delivery, the most important mode was light rail (75 percent), followed by general traffic (66 percent).
 - A direct link to Takapuna from the central city was the most preferred option when connecting the North Shore, with 90 percent of people wanting to see an increase in housing, jobs, and services around the existing Northern Busway corridor and existing communities on the North Shore.

Project status

20. The project is in the Indicative Business Case (IBC) phase.
21. Key features of the IBC include:
 - an assessment of transport improvement options to look at all modes (light rail, buses, walking and cycling, drivers and freight), along with determining the future use of the Auckland Harbour Bridge
 - technical evaluations of all multi-modal connection options, including a second bridge and tunnel options for light rail and road, as well as walking and cycling connections. These resulted in a series of scenarios which the public and stakeholders were asked to provide feedback on from 30 March 2023.
16. Public and stakeholder feedback has been collected and there is high awareness of the project and strong support for additional harbour connections. People are expecting a multi-modal solution that gives transport choice.
17. s 9(2)(g)(i)

s 9(2)(g)(i)

Key messages

18. Key messages of the Waitematā Harbour Connections project include:

- The Waitematā Harbour Connections project will improve resilience and reliability of the State Highway 1 corridor for all New Zealanders, including the nation's freight, goods, and services, to the benefit of Aotearoa New Zealand's overall productivity.
- The project will mitigate current operational pressures on the Auckland Harbour Bridge, provide more travel choice, and help with the need to reduce carbon emissions, climate change and rising sea levels.
- When finished, Aucklanders will have a fully multi-modal solution for people wanting to walk, cycle, take the bus, travel by light rail, drive, or transport freight across Te Waitematā.

19. Key messages relating to the emerging preferred option include:

- The emerging preferred option includes:
 - a new light rail tunnel from Wynyard Quarter to Albany, with stations at Belmont, Takapuna, Smales Farm, Glenfield, North Harbour, and Albany West
 - a new six-lane road tunnel (three lanes in each direction), between Central Motorway Junction and Akoranga Drive
 - full bus priority lanes between Akoranga and the City Centre, enabling a dual rapid transit system on the North Shore (light rail and busway)
 - an active modes path from Westhaven to Constellation Drive, including the re-allocation of the eastern 'clip-on' to walking and cycling
 - raising a section of State Highway 1, between the Auckland Harbour Bridge and Akoranga Drive, to protect against sea level rise.
- Furthermore, Option D is the emerging preferred option as:
 - It would remove 60 percent of the traffic and freight that currently use the Auckland Harbour Bridge (by directing it through the tunnels).
 - Busway improvements would be made through converting lanes on the Auckland Harbour Bridge to bus lanes.
 - It would provide the greatest reduction in daily vehicle kilometres travelled compared to other options.

s 9(2)(g)(i)

s 9(2)(g)(i)



- The emerging preferred option would improve transport choices, resilience, and congestion for journeys across the harbour, and support quality urban development around the rapid transit stations on the North Shore. It would integrate with Auckland Light Rail to enable a single, congestion-free journey from Albany through to the city centre and south to the Airport, and retains flexibility for staging different components.
- Providing modern, high-quality, and resilient infrastructure is crucial for a thriving Tāmaki Makaurau. The emerging preferred option provides the best opportunity to do this, by responding directly to key problems – resilience, a lack of transport choice, and future growth. This option will also provide new connections and help change the way people, goods, freight, and services travel to and from Tāmaki Makaurau.
- An indicative cost for Option D is \$35 to 45 billion. The various components of this cost are as follows:

s 9(2)(g)(i)



Project funding and costs

20. s 9(2)(g)(i)



21. The IBC is funded from the National Land Transport Fund.

22. Overall funding for future phases of work is dependent on the outcomes of the IBC.

The following briefings on this subject have been sent to your office:

Briefing	Title	Date
BRI-2066	Update on the Additional Waitematā Harbour Connections project	12 November 2020
BRI-2369	Additional Waitemata Harbour Connections Update	22 December 2021
MIN-3862	Meeting with BECA	2 May 2022
MINO-383	Additional Waitematā Harbour Connections consultation	5 May 2022
BRI-2554	Additional Waitematā Harbour Connections – Progress Update	19 August 2022
MINO-473	Waitematā Harbour Connections - Communications and Engagement update	23 September 2022
BRI-2619	Additional Waitematā Harbour Connections – Investment Logic Map	19 October 2022
MINO-493	Waitematā Harbour Connections Communications and Engagement Strategy – Indicative Business Case phase	25 October 2022
MINO-499	Waitematā Harbour Connections Minister's Monthly Update	26 October 2022
BRI-2633	Waitematā Harbour Connections Community Events	28 October 2022
MINO-501	Waitematā Harbour Connections November Monthly Report	1 December 2022
MINO-542	Waitematā Harbour Connections December to January Monthly Report	1 February 2023
MIN-4106	Document for Waitematā Harbour Connections meeting	15 March 2023
BRI-2713	Waitemata Harbour Connections - Update on Communications & Engagement	6 March 2023
MINO-693	Waitematā Harbour Connections lines	18 April 2023

MINO-805	Waitematā Harbour Connections and Northwest Bus Improvements population assumptions	28 June 2023
MINO-808	Waitematā Harbour Connections costings	30 June 2023
MIN-4255	Waitematā Harbour Connections June Monthly Report	10 July 2023

It is recommended that you:

23. Note the contents of this briefing.



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Brett Gliddon

Group General Manager Transport Services

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RT Hon Prime Minister Chris Hipkins

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Hon David Parker, Minister of Transport

Date: 2023