

Have your say

Toll proposal for Penlink



Waka Kotahi NZ Transport Agency is seeking feedback on a proposal to toll the new Penlink transport connection to support the costs of maintaining and operating the two-lane state highway between the Whangaparāoa Peninsula and State Highway 1 at Redvale.

Supporting growth in north Auckland

Waka Kotahi is creating a transport system which supports growth, reduces emissions and keeps people safe. Our future network will support Auckland as it grows over the coming decades, providing real transport choice while reducing our impact on the planet.

Penlink will form a vital transport link in north Auckland as more people live, work and grow up in Silverdale, Whangaparāoa and the Hibiscus Coast. Along with the extension of the Northern Busway to Albany, the new two-lane road and shared walking and cycling path will support connected transport networks in north Auckland. People will enjoy more transport choices and improved travel times between Whangaparāoa and wider Auckland.

Assessing Penlink as a tolled road

Waka Kotahi assesses all new state highway links for tolling and New Zealand Upgrade Programme roads like Penlink are no different. The Land Transport Management Act allows a toll to be established for one or more transport activity including planning, design, construction, or maintenance and operation of a new road.

Waka Kotahi has assessed Penlink's suitability as a tolled road. This followed the Government's confirmation on the full delivery of Penlink as a proposed tolled, two-lane road with a shared use path for people walking and on bikes.

Tolling to support the operations and maintenance of Penlink

No funding is currently identified for the ongoing costs of maintaining and operating the Penlink transport connection, which will be significant over the life of the road.

Government funding for Penlink has been provided for the planning and construction of the project only. So other funding sources need to be found to ensure the road will continue to be safe and resilient.

Findings from the tolling assessment show that tolling revenue for Penlink could be used to pay for the ongoing maintenance and operations costs rather than seeking funding from the National Land Transport Fund, which is under increasing pressure.

Variable tolling

The tolling proposal includes different toll prices for peak and off-peak hours, also known as variable tolling. Variable tolling helps people make choices about when they travel, and therefore the toll price they pay. People can still access free alternative routes if they do not want to pay the toll.

Variable tolling allows better management of the transport network, with reduced travel times during peak hours on Penlink.

Multiple toll points for fair and equitable toll prices

To ensure fair and equitable toll prices, three toll points are proposed along the 7km route so that road users pay the right amount for the parts of Penlink they use. For example, you would pay a lower toll when travelling between East Coast Road and Whangaparāoa Road on Penlink when compared to using the full 7km road. The toll points are the structures to allocate the appropriate toll price.

Benefits of a tolled Penlink



- Shorter travel times
- Safe and reliable journeys
- Fewer carbon emissions
- Faster freight movements



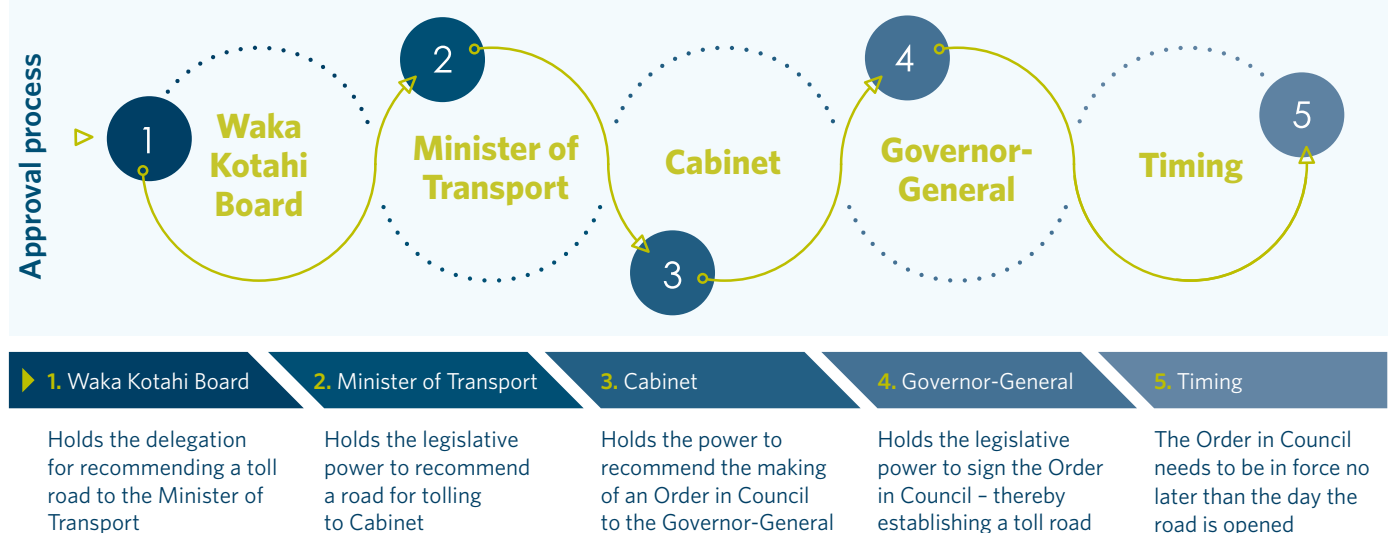
What does the tolling assessment consider?

The tolling of new roads comes under Section 46 of the Land Transport Management Act 2003 and requires that a Government process called an Order in Council be completed before the road is open. A rigorous three-gate process is followed when assessing whether a road will be tolled.

Waka Kotahi has introduced a three step process to be followed when assessing whether a road will be tolled:

Step one: Legislative requirements and practicality tests	Step two: Tested for value for money and investment rationale, and alignment with policy and project	Step three: Public interest  We are currently in step three
The road is new or is an existing road undergoing significant upgrade.	The toll rate is reasonable and does not result in a traffic volume change that unduly impacts the wider network.	<p>The public have an opportunity to provide feedback on the proposal</p> <div> <p>Travel choices - there is a free, safe alternative route</p>  </div>
There is a feasible free alternative route available for use.	Tolling infrastructure costs no more than 20% of anticipated toll revenue.	
More than 10,000 vehicles are likely to travel the road per day.	Estimated tolling revenue will result in a meaningful contribution to the road cost.	
Tolling infrastructure can be installed in a manner that is cost-effective to the project and reasonable; and within time periods required by the Land Transport Management Act.	<p>Tolling delivers value for money and public good to New Zealanders and Waka Kotahi.</p> <p>Tolling does not significantly reduce project outcomes.</p> <p>Tolling aligns with the Government Policy Statement priorities of: inclusive access, economic prosperity, healthy and safe people, environmental sustainability, and resilience and security.</p>	

Providing the three steps are met, the proposal goes through the following approvals.



More information

For more information on the tolling process go to our webpage by scanning the QR code



Get involved in our online survey

Our consultation processes usually provide various opportunities for face-to-face engagement. However, with the current level of Covid-19 restrictions, we continue to take a careful approach to our public engagement and will provide more online opportunities for your feedback.

Let us know what you think of the tolling proposal and if there is anything else that we should consider. You can provide feedback between 17 January and 13 February 2022 by visiting **www.nzta.govt.nz/penlink** and completing the online survey form.



Next steps





Following the consultation period, we will provide an engagement report on our webpage so you can see public feedback.

For a Penlink to be a toll road it must go through the approval process outlined above. An Order in Council must be place before the road opens.





Key

-  Proposed toll points
-  Alternative routes
-  Penlink corridor
-  Local connection



The locations of toll points on this map are indicative only and should not be interpreted as definitive locations.

Proposed toll prices for light vehicles

Peak times						
To	SH1	East Coast Road	Future Urban Zone connection	Access Road to Weiti Precinct	Stillwater	Whangaparāoa Road
From						
SH1	-	\$1.00	\$1.00	\$1.00	\$3.00	\$4.00
East Coast Road	\$1.00	-	-	-	\$2.00	\$3.00
Future Urban Zone connection	\$1.00	-	-	-	\$2.00	\$3.00
Access Road to Weiti Precinct	\$1.00	-	-	-	\$2.00	\$3.00
Stillwater	\$3.00	\$2.00	\$2.00	\$2.00	-	\$3.00
Whangaparāoa Road	\$4.00	\$3.00	\$3.00	\$3.00	\$3.00	-

Off-peak times						
To	SH1	East Coast Road	Future Urban Zone connection	Access Road to Weiti Precinct	Stillwater	Whangaparāoa Road
From						
SH1	-	\$1.00	\$1.00	\$1.00	\$2.00	\$3.00
East Coast Road	\$1.00	-	-	-	\$1.00	\$2.00
Future Urban Zone connection	\$1.00	-	-	-	\$1.00	\$2.00
Access Road to Weiti Precinct	\$1.00	-	-	-	\$1.00	\$2.00
Stillwater	\$2.00	\$1.00	\$1.00	\$1.00	-	\$2.00
Whangaparāoa Road	\$3.00	\$2.00	\$2.00	\$2.00	\$2.00	-

The toll prices for heavy vehicles are twice the light vehicle rates for both peak and off-peak hours. Please check our website at www.nzta.govt.nz/projects/penlink for detailed information.



How to provide feedback

Please share your feedback with us by 13 February 2022.

You can:

- Provide your feedback online at www.nzta.govt.nz/penlink
- Email your feedback to penlink@nzta.govt.nz
- Or post it to us using this free pre-paid envelope.

Want to talk to the team?

Call us on
0800 PENLINK
(0800 7365 465)

Toll proposal for Penlink Survey form

Q1. Do you think the tolling proposal for Penlink is fair and equitable for Penlink users? (Select one only)

- ☐ Yes, the proposal is fair and equitable and I support the proposed tolling options
- ☐ Yes, but I suggest some changes
- ☐ I am unsure
- ☐ No, not for this new road
- ☐ No, I do not support the tolling of any new roads

Q2. Please tell us why you chose that option in Q1 and any suggestions you would like us to consider before Government makes its decision on tolling Penlink.

Q3. What is your interest in the Penlink project? (Select one or more options that apply)

- ☐ I live along/near the Penlink route
- ☐ I own property or a business along/near the Penlink route
- ☐ I work in the area
- ☐ I visit friends in the area
- ☐ I visit the area for recreation
- ☐ I study in the area
- ☐ I have no transport link to the area

Q4. How will you use Penlink? (Select one or more options that apply)

- ☐ I will use Penlink to get to/from work
- ☐ I will use Penlink to take children to school and/or after school activities
- ☐ I will use Penlink for recreation and visit family/friends
- ☐ I will use the shared path to bike or walk along Penlink
- ☐ I will not use it if its tolled
- ☐ I will not use this road at all
- ☐ Other

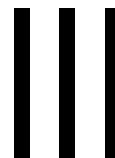


If you need more space please provide your feedback on a separate sheet.

Under the Privacy Act 1993 you have the right to request access to and correction of any personal information you supply as part of this process. If you wish to do so, please email penlink@nzta.govt.nz.

FOLD HERE

Reply



ATTENTION: AUSTIN KIM, PENLINK COMMUNICATIONS AND ENGAGEMENT TEAM