National’s Auckland Transport Plan

National’s transport plan for Auckland is transformational. It builds on the record transport investment in Auckland from the Key/English Government, and takes things to a new level.

It is deliberately designed as a 20 year package, and expands the existing ATAP started by National in 2016.

In the next 10 years, National’s additional investments will total $31 billion.

Our package will help make Auckland the world class city it can and should be – reducing congestion, improving economic growth and productivity, and spurring urban regeneration.

Funding

- National will repeal the Auckland Regional Fuel Tax in our first 100 days in office – delivering savings of $150 million per year into Aucklanders’ back pockets.
- National will not increase fuel tax or road user charges in our first term.
- National will allow the NZ Transport Agency to borrow more on its own balance sheet, using some of the $4 billion of revenue into the National Land Transport Fund to service the debt.
- The rest of the Auckland package will be funded from the Covid Response and Recovery Fund and future Budget capital allowances (see separate funding sheet).
- Every dollar into the National Land Transport Fund will benefit road users.
- Crown funding will pay for our expansion of the existing rail network in Auckland.
- National will use tolls, and is open to revenue-neutral congestion pricing. We will explore innovative value-capture instruments.

National will expand the Auckland Rapid Transit Network

- Build bus rapid transit from Onehunga to the CBD.
- Build the Northwest Rapid Transit Bus Corridor.
- Complete the Eastern Busway, including a proper Reeves Road flyover.

Expand the Auckland Rail Network

- Build the third and fourth main line.
- Build a rail link to Auckland Airport from Puhinui and to Onehunga.
- Investigate a new rail line from Southdown to Avondale with construction to start from 2030 onwards.
- Electrify the rail line to Pōkeno in the Waikato.
- Extend commuter rail to Huapai via a diesel shuttle to Swanson or Henderson; then investigate electrifying the line.

Build an Additional Harbour Crossing

- Start work on an additional Harbour Crossing in 2028. This will take the form of a tunnel, with dedicated corridors for public transport, such as rail.

Boost Auckland’s Transport Network

- Build the East West Link.
- Upgrade Auckland ferry services.
- Give Auckland local boards more money to identify and fast-track their own local priorities.
Existing NZ Upgrade Projects National will complete

With the exception of light rail, which has not started yet, National supports all the existing projects in the Auckland Transport Alignment Programme (ATAP) as well as the NZ Upgrade projects funded by the current government. We are sceptical of the Northern Pathway project. We will work with the experts on a more cost-effective way for cyclists and pedestrians to get across the harbour.

Existing projects we support:

- Penlink
- Mill Road (four lanes)
- Papakura to Drury South Road Improvements
- Third main rail line
- Electrification to Pukekohe
- Drury rail stations

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**Labour has failed Auckland**

Labour has utterly failed to deliver for Auckland.

Aucklanders are currently paying an additional 11.5 cents a litre in a new regional fuel tax and 12 cents more per litre in extra national fuel taxes, with very little to show for it.

After promising to build light rail from the CBD to Mt Roskill by 2021, the project has not even started. The obsession with light rail down Dominion Road has meant little progress on other major projects like the Northwestern Busway, the third main rail line and electrification to Pukekohe. Labour has wasted three years and Auckland is the poorer for it.

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**Summary of New Projects**

<table>
<thead>
<tr>
<th>Project</th>
<th>Type</th>
<th>Cost</th>
<th>Timeframe</th>
</tr>
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<tbody>
<tr>
<td>Bus Rapid Transit from Onehunga to the CBD</td>
<td>Bus</td>
<td>$1,200 m</td>
<td>2023/4 on</td>
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<tr>
<td>Northwest Rapid Transit</td>
<td>Bus</td>
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<td>2025/6</td>
</tr>
<tr>
<td>Fourth main line</td>
<td>Rail</td>
<td>$200 m</td>
<td>2021/22 on</td>
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<tr>
<td>Puhinui to Airport Rail Link</td>
<td>Rail</td>
<td>$1,500 m</td>
<td>2026/7 on</td>
</tr>
<tr>
<td>Electrification of rail line to Pōkeno</td>
<td>Rail</td>
<td>$300 m</td>
<td>2023/4</td>
</tr>
<tr>
<td>Extension of rail to Huapai via diesel shuttle</td>
<td>Rail</td>
<td>$65 m</td>
<td>2022/3</td>
</tr>
<tr>
<td>Additional Waitemata Harbour Crossing Decade 1</td>
<td>Road/Rail</td>
<td>$5,000 m</td>
<td>2028 +</td>
</tr>
<tr>
<td>East West Link</td>
<td>Road</td>
<td>$1,550 m</td>
<td>2022/23 on</td>
</tr>
<tr>
<td>Expansion of Auckland Ferry Services</td>
<td>Ferry</td>
<td>$300 m</td>
<td>2021-2031</td>
</tr>
<tr>
<td>Expand Park and Ride Network</td>
<td>Multi</td>
<td>Baselines</td>
<td></td>
</tr>
<tr>
<td>Auckland Local Board Priorities</td>
<td>Multi</td>
<td>$240 m</td>
<td>2021-2031</td>
</tr>
<tr>
<td>Onehunga to Airport Rail Link</td>
<td>Rail</td>
<td>$3,500 m</td>
<td>2030+</td>
</tr>
<tr>
<td>Avondale–Southdown Rail Line</td>
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<tr>
<td>Additional Waitemata Harbour Crossing Decade 2</td>
<td>Road/Rail</td>
<td>Uncosted</td>
<td>2030+</td>
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</tbody>
</table>
Expanding the Auckland Rapid Transit Network

National will build bus rapid transit from Onehunga to the CBD

Context

• The critical route between the City Centre and Onehunga has been subject to competing approaches from central Government over the past two terms of Parliament.

• In particular, the current Labour Government abandoned plans for a rapid bus solution down the route in favour of a light rail option. This option has been in a planning phase for the past three years and ended on 24 June 2020 with no resolution.

• The route still requires the delivery of public transport infrastructure but has been neglected for the past three years despite plans being in place in 2017 to begin the delivery of a bus-based option that was projected to support patronage to 2046.

National’s Commitments

• National will deliver bus rapid transit to Onehunga. This will adapt the advanced bus solution designed in 2017.

• The route will run from the Britomart precinct along Queen Street to Dominion Road, with a dedicated bus lane down Dominion Road.

Benefits

• Travel time: the project cuts the peak hour journey time between the CBD and Onehunga.

• This is a cost effective option that can be implemented quickly.

• The mixed use zoning along Dominion Road has strong potential for intensification and growth with better transport connections.

Cost

• The cost is estimated at $1.2 billion, which is very conservative given the 2017 study indicated a cost of $1.2 billion for the whole route from the CBD to the airport.

Timing and sequencing

• National will begin rolling out Onehunga BRT from 2023.
National will build the Northwest Rapid Transit Bus Corridor

Context
Auckland’s Northwest is a rapidly growing part of the city, with 30,000 new homes and 13,000 new jobs expected in the next 30 years. However, the area has been poorly served by transport connections, particularly public transport, for years.

In 2017 an Indicative Business Case for the corridor recommended a BRT route alongside SH16 that would provide a long term solution to improve travel times and reliability for customers, similar to the existing Northern Busway.

However, since then the project has gone nowhere. Labour’s plans for light rail down Dominion Road to Mangere also included light rail to the northwest. Sadly, the failure of light rail down Dominion Road has also meant the complete cessation of any work on the northwestern corridor. This is a tragedy for the residents of northwest Auckland. The business case was not even presented to the Auckland Transport Board, and as the December 2019 Board minutes note, “It is becoming increasingly urgent to take action in this corridor.”

National’s Commitments
National will deliver bus rapid transit to the northwest. Following the recommendations of the 2017 business case:

Benefits
• Access to jobs: The project will bring 320,000 jobs within a 45-minute public transport journey of Westgate in 2046.
• Catchment for the north-west: The project creates a population catchment of 580,000 people within a 45-minute public transport trip of employers in Westgate.
• Travel Time: The project creates a journey time by bus from Westgate to the city centre of 32 minutes in the peak, compared to an expected journey time of 50 minutes under a do-nothing scenario.

Cost
• The 2017 Indicative Business case forecast the cost at $2.39 billion.

Timing and sequencing
• National will progressively roll out the Northwest Rapid Transit Bus Corridor, starting from 2025.
National will complete the Eastern Busway

Context
The Eastern suburbs of Auckland have grown quickly, with particularly rapid population growth over the last 30 years. The current population of 130,000 is projected to grow to approximately 160,000 by 2030.

While improvements have been made to services, further and substantial infrastructure changes are needed to cater for this past and projected future growth.

The AMETI (Auckland Manukau Eastern Transport Initiative) Eastern busway will create a dedicated, congestion-free busway between Panmure, Pakuranga, and the Botany town centres. The project also includes the Reeves Road flyover connecting Pakuranga Road with Pakuranga Highway.

The busway is supported by new cycling and walking connections, urban design improvements, safety and signal improvements at key intersections, and more.

National’s Commitments
National will ensure the completion of all four stages of this project, including the promised Reeves Road flyover, as originally envisaged and which the community expects.

Benefits
This will deliver the following benefits.

- Travel by bus and train between Botany and Britomart in less than 40 minutes.
- Two new stations at Pakuranga and Botany (in addition to Panmure).
- New cycling and walking connections, urban design enhancements, and improvements for general traffic such as advanced signalling at important intersections.
- A new flyover connecting Pakuranga Road with Pakuranga Highway which will provide better travel options and reduce congestion for general traffic.

Cost
- The 2017 Indicative Business case forecast the cost at $1.4 billion.

Timing and sequencing
- Construction is currently set to occur in four stages and is due to be completed in 2025.
Expanding the Auckland Rail Network

National will build a third and fourth main line

The section of the train line from Wiri to Westfield on the North Island Main Trunk Line (NIMT) is an extremely important part of Auckland and New Zealand’s transport system. The line, which currently consists of two tracks, carries Auckland suburban rail services, inter-regional freight, and freight to and from Ports of Auckland at Wiri.

The line is at operational capacity, with up to 12 passenger services and two freight services per hour. Indeed, it is the busiest single section of freight rail in the country with around 4-5 million tonnes of freight carried every year. Congestion on the line already causes delays to freight and passenger rail services and unreliability for customers.

In 2017 a joint case for investment was made by KiwiRail, NZTA and Auckland Transport. The National-led Government campaigned on building a third main line at the 2017 election, as did the current Government. However, since 2017 the project has stalled.

In 2017, the case for investment said that building a third main from Westfield to Wiri would immediately deliver the following outcomes:

- 300 hours per annum freight travel time savings due to increased reliability.
- Three minute travel time saving for five million rail passenger journeys per annum.
- An additional three-car rail unit made available for commuter passenger use on the network.
- At least 400 fewer heavy vehicles on the State Highway network each week with associated decongestion and road safety benefits.
- A step change in the performance of the national freight rail network for key journeys such as Wellington and Tauranga to Auckland.

The third main will complement the City Rail Link, by improving capacity on the network, and help drive economic growth in South Auckland.

In 2020, as part of the NZ Upgrade Programme, the government committed $315 million for the Wiri to Quay Park project (the third main) with work beginning at the end of 2020.

Fourth Main

The case for investment in 2017 noted that “The 4th Main will be almost certainly be required in the medium to long term horizon” and building both the third and fourth main line came out ranked first in the Multi-Criteria Analysis carried out in the study.

National’s view is we should get on with building the third and fourth main lines immediately. As the report noted, “building the 3rd Main and 4th Main (or some component parts) together could result in cost synergies” and “The 4th Main has been found to be an important project...and it is clear that it will be a critical piece of infrastructure as the Auckland rail network develops, delivering substantial passenger and freight benefit.”

Cost

- The third main line has been costed in the NZ Upgrade programme at $315 million, although the 2016 business case put the upper estimate of the cost at $80 million
- We have conservatively worked on the basis that doing the third and then the fourth main would cost an additional $200 million.
National will build a rail link to Auckland Airport from Puhinui and Onehunga

The importance of Auckland Airport and surrounding areas

Auckland Airport is a critical part of Auckland’s economy. The airport contributes $3.5 billion to Auckland’s economy each year, and provides access for 75% of all international arrivals, including 92% of long haul arrivals. Within 30 years, passenger numbers are expected to triple to 40 million passengers per year.

The Airport is a nationally important freight hub and is the second largest cargo port in New Zealand by value, moving approximately 230,000 tonnes of freight every year with a value of $13 billion.

The Airport and the surrounding business area is a major regional employment hub, which attracts employees from across the Auckland region.

Congestion

Congestion around the airport is a major problem and is expected to get worse. The 2016 South-western Multi-modal Airport Rapid Transit Business Case for Auckland Transport noted that:

• The airport is constrained in terms of connections to the wider strategic transport network. Currently, 62,500 vehicles per day move to and from the Airport using SH20A and SH20B and this volume is predicted to more than double to 158,000 vehicles per day by 2041.

• The increase in travel demand to the airport and surrounding areas is mainly driven by more businesses and houses in the area as well as the doubling of passengers flying into and out of the airport over the next 10 years. With anticipated traffic volume growth, demand is expected to exceed the capacity of a four lane expressway in the next 5 – 10 years or a four lane motorway in the next 10 – 20 years.

• “Considering the impact of future travel demands, if public transport capacity is not significantly increased, the development potential of the airport and surrounding land will be severely restricted.”

• There is a widespread consensus that Auckland Airport needs better public transport connections.

Context for rail investment

• There has been significant investment in the Auckland heavy rail network in the past decade. From 2010 onwards, the network was fully electrified, Newmarket station opened, the Western Line was double-tracked and the Onehunga branch line re-opened. There were over 22 million boardings on the rail network in the year to February 2020, a key part of the renaissance of public transport in Auckland.

• The City Rail Link (CRL) will accelerate these gains, allowing the rail network to at least double rail capacity. The $4.4 billion project will be transformational for Auckland. The CRL (or Morningside Deviation) was planned for Auckland from at least the 1940s and will finally be operational by 2024.
History

For decades, the plan for Auckland rail, alongside the CRL, was to extend the rail line from Onehunga to the airport. It was proposed by De Leuw Cather and Company in their never-adopted Rapid Rail Transit Plan in 1965. Later, a rail line from Puhinui to the airport was proposed in the 1970 Auckland Rail Rapid Transit Plan.

The 2012 Auckland Plan saw the city developing rail to the airport from Onehunga and Puhunui, with construction occurring between 2021 and 2030.

2011 Scoping Report

Just prior to the development of the 2012 Auckland Plan, Auckland Transport, the New Zealand Transport Agency, Auckland Council, Kiwi Rail and Auckland International Airport commissioned the South-Western Airport MultiModal Corridor Project Scoping Report, which reported in June 2011.

The report recommended a heavy rail loop from Puhinui to Onehunga via the airport, designed to run standard Electric Multiple Units (EMUs). The 2011 report said that this option:

- Reduces congestion within the existing network by removing trips from the roading system.
- Provides a high level of capacity to sustain feasible frequency that meets demand and improves accessibility across the wider region.
- Attracts the greatest number of public transport passengers as a result of the quality of the service expected to be provided.
- Provides direct integration with the region-wide rail network and leverages off the current substantial investment in electrification, new rolling stock, signalling improvements and station upgrades.
- Reduces interchange penalties for longer trips located across the rail network.

Cost and sequencing

- National envisages the Puhunui to airport line starting construction in 2026/7. The line to Onehunga would begin after 2030.
- The cost estimate for Puhunui to the airport is $1.5 billion.
- The cost estimate for airport to Onehunga is more difficult to estimate, but we have conservatively estimated $3.5 billion.
National will investigate a new rail line from Southdown to Avondale

The Avondale to Southdown rail line has been proposed since 1946, and designations on the route have been in place for several decades. The primary benefit of the line would be to route freight heading to/from Northland and the industrial hub of Southdown/Penrose/Westfield away from Newmarket. Instead, freight could go direct to the Western/North Auckland line.

National will commence investigation into the line during the 2020s, and look to build from 2030 onwards.

National will electrify the rail line to Pōkeno in Waikato

Electrification of the rail line to Pukekohe is currently funded as part of the NZ Upgrade programme. This will allow electrified commuter services from Pukekohe on the southern line. Currently, commuters from Pukekohe have to take a diesel "shuttle" train to Papakura, before changing trains to get on an electrified train.

The corridor between Auckland and Hamilton is currently experiencing very strong population growth. Pōkeno’s population is just over 2,000, but it is expected to grow to reach 12,000 people by 2045.

Cost

National will continue electrification of the line to Pōkeno, allowing commuters uninterrupted travel to Auckland.

The estimated cost is $300 million, based on the amount budgeted for electrification to Pukekohe funded as part of the NZ Upgrade package.

National will extend commuter rail to Huapai via a diesel shuttle to Swanson or Henderson

The Kumeu/Huapai area of Auckland is fast-growing but currently poorly served by public transport. The Northwest Rapid Transit corridor will assist but will not be complete until the end of the decade. Rail to the west does exist and will be revolutionised through the CRL. However, the rail line currently stops at Swanson even though stations exist at Waitakere and Huapai.

National will fund a diesel shuttle service from Huapai to Swanson, similar to the diesel shuttle that currently exists from Pukekohe to Swanson. This will allow commuters in Kumeu/Huapai to connect to the electrified service from Swanson.

In time, National will look to electrify the line further west.
Second Harbour Crossing

Context

- Auckland is projected to have an increasing population and vehicle movements over the upcoming years and decades. An additional million people are projected to call Auckland home over the next 30 years.
- The Auckland Harbour Bridge has a level of service during peak times of E/F – the most congested measure on the scale.
- Every year Auckland commuters spend 20 working days stuck in traffic. On top of the huge frustration that causes, traffic congestion is estimated to cost over $1 billion a year in lost productivity.
- Population and travel demand growth is forecast to increase by around 22% (an additional 40,000 vehicles per day) by 2041.
- The structural capacity of the current Harbour Bridge has been maximised, meaning there is no room for additional capacity to be added.
- Based on projected growth, restrictions will be required in the future in the absence of an additional crossing. This will limit heavy traffic access to the harbour bridge forcing a large detour via the Western Ring Route, taking up extra time and fuel, adding costs to businesses and consumers.
- The current harbour bridge is too steep to allow for heavy or light rail between Auckland, the North Shore and further north.

Our commitment

- A road and rail tunnel under the Waitemata Harbour. This is likely to be from Esmonde Road on the North Shore to Wynyard Quarter in the CBD.
- This is a commitment to NZTA’s Additional Waitemata Harbour Crossing (AWHC) road and rail project.

Detail

- The tunnel is expected to take between five and seven years to construct.
- Combined road and rail tunnels under the Waitemata Harbour, likely between Esmonde Road on the North Shore and Wynyard Quarter in the CBD.
- Two double-decker tunnels, one northbound and one southbound, with road and rail on separate levels.
- This would entail an approximately 5km tunnel under the Waitemata Harbour and Shoal Bay.
- The road link would join with State Highway 1 at both ends of the tunnel.
- The Northern Busway would be converted in time into a rail corridor and would join the tunnel at Esmonde Road.
- The project would also require a rail tunnel under the Auckland CBD to connect the new Northern rail with the Britomart Precinct.

Waitemata Harbour Crossing Concept
Expanding the Auckland Transport Network

National will build the East West Link

Context

- The East West Link was a planned Road of National Significance announced by National in the lead-up to the 2017 election. The plan was put on hold by the Labour Government and the road was re-evaluated by NZTA. As of 13 July 2020, there has been no resolution to this process and no progress has been made for three years. The re-evaluation has not been made public.

- The East West Link was identified by the Auckland Plan in 2012 as a major project to be completed by 2020.

- The need for the East West Link has not gone away in the last three years. The Onehunga–Penrose area in Auckland is the engine room of New Zealand’s industrial and manufacturing economy with many of the largest distribution and logistics facilities based in the area. This area, along with East Tamaki and Auckland Airport, employs over 130,000 people and generates more than $10 billion a year in GDP.

Detail

- The East West Link will provide a new transport connection on the northern side of the Mangere Inlet between Onehunga. It will connect SH20 in Onehunga and SH1 at Mt Wellington.

- The four lane road (with cycleways and footpaths) crosses along the southern side of the Onehunga/Penrose business area, with connections at Galway St, Captain Springs Road, the inland port, Hugo Johnston Drive, and Great South Rd.

- The project also includes 2.7 km of widening on State Highway 1 between Mt Wellington and Princes Street, Otahuhu.

- The East West Link also includes environmental improvements through stormwater wetlands, a leachate containment bund along the Mangere Inlet foreshore and planting / landscaping.

Benefits

The East West Link will:

- Improve the resilience of Auckland’s State Highway network by providing a further connection between State Highway 1 and State Highway 20.

- Significantly improve connections to air, rail and freight and sea ports.

- Improve travel times for over 6000 trucks that travel between the Onehunga–Penrose industrial area and State Highways 1 and 20 each day. Time savings of up to 10 minutes in peak period.

- Reduce vehicle movements on local roads by 10,000–13,000, 2,000–3,000 of which would be freight movements.

- Significantly reduce the travel time between SH1 and SH20, in some cases by up to 19 minutes.

- Support the growing Onehunga Town Centre by removing through traffic on Neilson Street and arterial routes (e.g. up to 27,000 fewer vehicles a day on the roads through the town centre).

- Provide more reliable bus journey times between State Highway 20 and Onehunga, with savings of five–six minutes at peak times.

- Create better and more useable access for the community to the foreshore.

- 5.5km of new and improved walking and cycling routes between Mangere Bridge, Onehunga and Sylvia Park and access to Otahuhu, that saves 1.6km.

Cost and timing

- The project was initially estimated to cost between $1.25 and $1.85 billion. We have budgeted $1.55 billion.
Upgrading Auckland Ferry services

There is much untapped potential in the use of ferries on the Auckland Harbour. Recent ferry patronage growth has been strong – from 4.5 million trips per year in 2010 to over 6 million last year. However, trips only represent 3 per cent of daily public transport trips.

National has budgeted $300 million over the next decade to build capacity in Auckland’s ferry system so more Aucklanders have another clean and enjoyable way to get to work.

The $300 million will be used to expand capacity, and build infrastructure to expand the destinations served by the ferry network.

Local Board Priorities

National will double the amount of money budgeted for Auckland Local Board priority projects. This will allow local boards more flexibility in responding to the needs of their communities.