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Matakana Link Road

Recommendations

That the Board:

- i. Receives the report.
- ii. Gives approval to commence a project not in the current Long-term Plan (LTP) or Regional Land Transport Plan (RLTP).
- iii. Notes management approach to utilise Transport Agency forward funding until such time as Council share is available.

Executive summary

The population of Warkworth is expected to grow from 3,500 to 20,000 over the next 30 years with up to 7,300 new dwellings and approximately 5,000 new jobs created.

The New Zealand Transport Agency are currently procuring a PPP for the Puhoi to Warkworth Road of National Significance (Ara Tuhono) and it is important for the Matakana Link project to be completed prior to and integrated with the PPP.

The Matakana Link is a new road north of Warkworth connecting SH1 to initially Matakana Rd and eventually Sandspit Rd. It will ease congestion (major congestion occurs at the Hill Street/SH1 intersection especially during holiday periods), improve safety and support residential and business growth.

The Matakana Link is not in the current Long-term Plan (LTP) or Regional Land Transport Plan (RLTP) as funding is in the second decade.

The Transport Agency is prepared to fully fund the project until Auckland Council funding is available and would fund other projects at a lower Funding Assistance Rate (FAR) until the additional funding is repaid.

Construction of Ara Tuhono and Matakana Link could be constructed by 2022.

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Strategic context

The population of Warkworth is expected to grow from 3,500 to 20,000 over the next 30 years with up to 7,300 new dwellings and approximately 5,000 new jobs created. To enable this 864 hectares of future urban land has been identified mainly to the north and south of Warkworth. The proposed development timeline for Warkworth North and North East future urban zone to be development ready is 2022-2026 (432 ha, 2,600 dwellings, 4,200 jobs).

The Transport for Urban Growth (TFUG) programme has recently completed consultation that identified the Matakana Link as the top priority for the public for local transport. The Matakana Link also supports residential and business growth.

The Matakana Link is identified as a key project in TFUG Programme Business Case (PBC) to proceed to the next step of Indicative Business Case (IBC).

Background

Puhoi to Warkworth PPP

The New Zealand Transport Agency (Transport Agency) issued a RFP for the financing, design, construction, management and maintenance of the Pūhoi to Warkworth motorway (Ara Tuhono) under a Public Private Partnership (PPP), on August 2015, to three shortlisted consortia. The Transport Agency expect to announce a preferred bidder in July 2016 and subject to successful contract negotiations with the preferred bidder, the PPP contract for the project is expected to be awarded in October 2016 with completion expected in 2022.

The PPP project includes construction of the intersection to connect to the future Matakana link Road. The PPP project will work more efficiently with the Matakana Link in place. Opening of Ara Tuhono will increase demand for the Matakana Link, particularly during holiday periods and without the Matakana Link traffic from Ara Tuhono will overwhelm the already congested Hill St intersection

There will be efficiencies in utilising the Transport Agencies Contractor (if required) in the construction of the Matakana Link.

Hill Street Intersection

The intersection of Hill Street (connects Warkworth town centre, Matakana, Sandspit) and State Highway 1 has high levels of congestion especially during weekend and holiday periods. The construction of the Matakana Link in conjunction with the Pūhoi to Warkworth motorway will provide congestion relief at this intersection by removing through traffic and traffic heading East on Matakana Road.

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Public Engagement

The Warkworth community are very supportive of the concept of the Matakana Link, however as the project is only in feasibility stage no detailed consultation on the route and options has been completed.

Funding

The Matakana Link is not in the current Long-term Plan (LTP) or Regional Land Transport Plan (RLTP) as funding is in the second decade.

The Transport Agency is prepared to fully fund the project until Auckland Council funding is available and would fund other projects at a lower Funding Assistance Rate (FAR) until the additional funding is repaid. This will be raised with Council in July 2016.

Progress to Date

A Feasibility report has been completed in conjunction with the Transport Agency for both Matakana Link and Sandspit Link which has identified an option for the alignment of the road. Work is currently underway on intersection modelling to ensure the link can provide access into future growth areas.

Staging and Cashflow

The Matakana Link can be constructed as a rural road (option 1) with development to an urban road in the future or developed as an urban road from initial construction (option 2). Refer Attachment 1 for typical cross section details.

Option	16/17	17/18	18/19	19/20	21/22	Total
Option 1 - rural	1.7	8.0	4.0	10.8	3.0	25.5
Option 2 - urban	1.7	9.3	4.0	11.5	13.0	39.5

- Costs in \$m, costs are approximate and will be developed in IBC/DBC

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Property and Planning

High level land requirement plans have been completed with a total land take of 12ha from 9 sites (3 full sites and 6 partials) required at an estimated value of \$10m. Due to some common ownership there are 7 landowner entities to negotiate with and it is unlikely that all owners will be willing sellers and AT may need to initiate compulsory acquisition under the PWA.

A robust options analysis and effects analysis will be prepared to support the integrated NoR/Resource consents application and to support any compulsory acquisition under the PWA.

Next steps


- Complete IBC late August 2016 and seek CRC/Board recommendation of IBC in September 2016
- Confirm funding agreements (Council and NZTA)
- Public consultation is likely to begin in February 2017 (following DBC)
- Property and consenting streams are likely to begin following funding agreement
- Detailed design completed 2017/18
- Construction – start 2018/19 and finish by 2022

Choose an item.

Attachment Number	Description
1	Typical Cross Section

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Document ownership

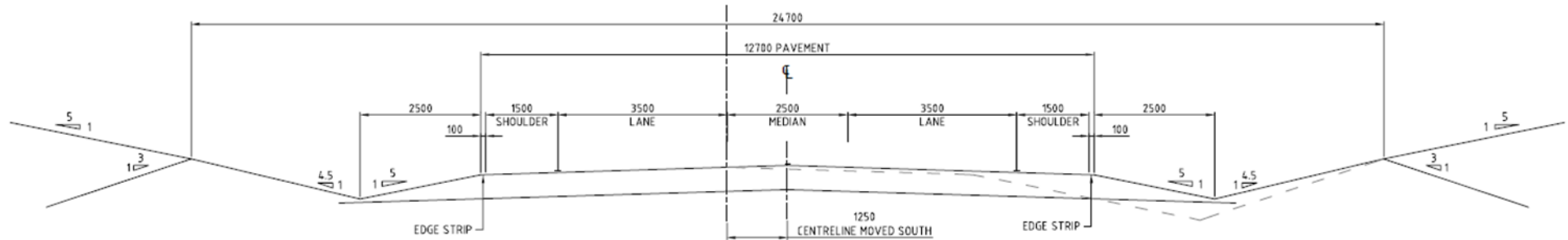
Submitted by	Andrew Scoggins Group Manager	
Recommended by	Greg Edmonds Chief Infrastructure Officer	
Approved for submission	David Warburton Chief Executive	

Glossary

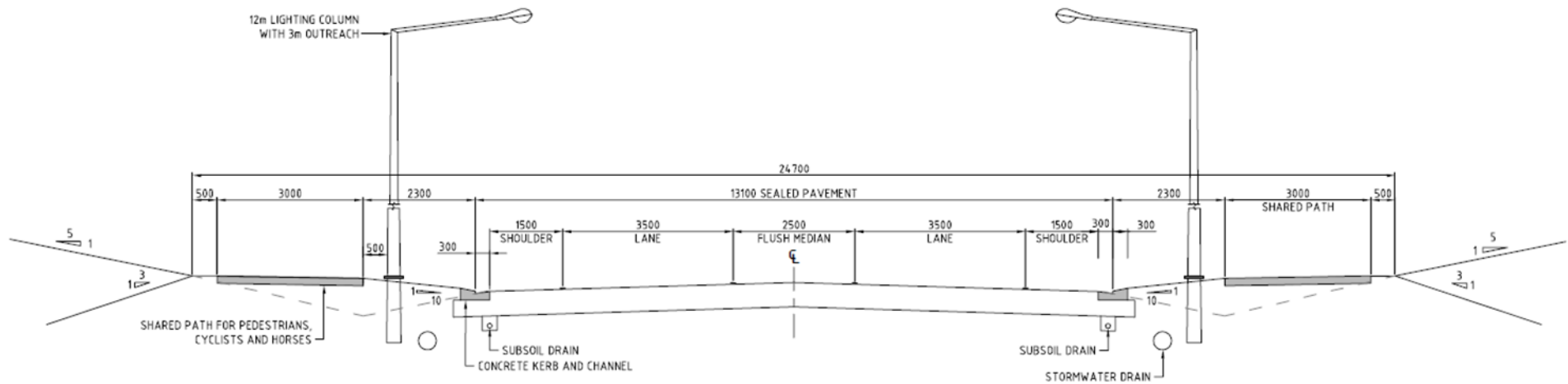
Acronym	Description
AT	Auckland Transport
Council	Auckland Council
PWA	Public Works Act
NoR	Notice of Requirement
TFUG	Transport for Urban Growth
PBC	Programme Business Case
IBC	Indicative Business Case
DBC	Detailed Business Case

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ATTACHMENT 1 – Typical Cross Section



PREDEVELOPMENT REGIONAL LINK TYPICAL CROSS SECTION - LOOKING EAST
SCALE 1:100 (A3)



POST-DEVELOPMENT URBAN ARTERIAL TYPICAL CROSS SECTION - LOOKING EAST