

Mill Road Project - Murphys and Hollyford Connections

Data collection sheet for 2021-31 RLTP

Feb/Mar 2020

New project form

Use this form to submit details on a proposed new project for consideration in the 2021-31 RLTP. There are different forms for existing projects, new projects, existing programmes and new programmes.

Brief project description	<p>Delivery of the proposed Mill Road Corridor connections (Murphys Road and Hollyford Drive) that formed part of the Mill Road project when it was an AT delivered project and formed part of the Stage one funding in the 2018 RLTP (\$507m).</p> <p>Both these projects play key role in delivering the desired outcomes for the Mill Road corridor (Murphys = safety, access and connections for new Flat Bush growth areas) (Hollyford Drive is a FTN connection into Manukua metro centre for Flatbush)</p>
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AT SME	s7(2)(a) Privacy
AT ELT	s7(2)(a) Privacy
2018-18 RLTP total capex (\$m)	0.00
NZTA activity class	N/A
RLTP project category	N/A
RFT funded?	No

Problem and benefits

Problem or need to be addressed	The significant and fast growth / urbanisation in Flat Bush initially through SHA's and now through developer interest is resulting in the existing roads rapidly outgrowing their intended form and function and a mis match occurring between the current function and the land use which does not match AT objectives or the GPS (limited PT options and no walking and cycling connections). Under the original Mill Road project these two links provided a key FTN connection and a key access / connection into the new growth areas and to the wider strategic networks in the south. Both connections have a key relationships with the NZUPgrade programme and projects already underway at AT and funded separately in the 2018 RLTP (Murphys Road Bridge upgrade)
Key benefits delivered	Safety- There are existing safety issues along Murphys Road that are increased as the area land use becomes more urban. Access and resilience for the Flatbush Growth area and the promotion of a multimodal solution by providing for PT and walking and cycling as viable options in these areas by connecting to the wider strategic network including the metro centre. Opportunity to construct more effectively and efficiently with the NZ upgrade Mill Road project with associated Comms engagement and reputational benefits of using the designations. We also have a designation to use which lapses in 2026. Key timing consideration is the construction of the intersections on Mill Road by the Upgrade programme and being able to inform that process what is required to be constructed.
Benefit cost ratio (BCR)	1 to 4 (exclusive of walking and cycling benefits)

Strategic fit and outcomes

Initiatives will be prioritised for the 2021-31 RLTP using the five outcomes outlined below and in the supporting ILM.

A sixth outcome area is also provided to facilitate the inclusion of business enablers in the RLTP investment programme.

[Click here to view the ILM underpinning the 2021-31 RLTP](#)

Outcome 1 – Enabling & supporting Auckland's growth and the quality compact urban approach	The proposed transport infrastructure is within a AC priority area that has experienced significant growth as a result of SHA legislation and subsequent developer interest. Intensification is occurring and these projects provide opportunities to have that intensification around arterial corridors that can provide walking and cycling and PT priority infrastructure. This will help integrate the transport and surrounding land use which is of particular relevance for these locations as they transition from rural environments into urban neighbourhoods. The inability to create the arterial corridors at same time as land use changes occurred is resulting in significantly higher costs to develop transport corridors once land use already occurred.
Outcome 2 – Better travel choice for Aucklanders	The proposed project improves the network for both walking and cycling and PT. Currently the LOS for PT is significantly low and this is impacted on the attractiveness of PT, in addition there is a lack of walking and cycling infrastructure in a location of growth and intensification that is near the Flatbush town centre and new schools and the metro centre of Manukau. The proposed will improve the PT and walking and cycling mode shares by providing appropriate facilities. There will be an increased number of users as the project will better connect the wider networks and provide for safer more reliable journeys along connections that better match the surrounding land form. The Murphys road connection will fill in a gap in the network and connect to the new Mill Road corridor thereby increasing the length of connected segregated cycleway.
Outcome 3 – Better connecting people, places, goods and services	This project will better connect new housing growth areas with other key destinations like the metro centre, Flatbush town centre, local schools by connecting to the wider network with some of that wider network via Mill Road being developed from 2021.. The project will increase the number of jobs accessible within 45 min by PT through the development of FTN facilities and improve access across to the metro centre.
Outcome 4 – Improving resilience and sustainability of the transport system	Some measure of reduced carbon emissions compared to the lack of any facilities promoting only SOV trips for the 4000+ new houses. Resilience in terms of the strategic network is attained through providing key connections to the Mill Road corridor which in itself is a key resilience link.
Outcome 5 – Making Auckland's transport system safe	Urbanisation of the current rural roads will enable them to be suitable and safe for active modes as well as for PT and general vehicles. Segregated facilities are likely to promote more walking and cycling but also through the reduction in conflicts also reduce the number of accidents and injuries for the vulnerable road users. This is of particular relevance in this location as the current environment is urbanising but the road form is rural with high speeds no facilities table drains etc. This increases the chance and severity of incidents when they occur. There is an existing safety issue for Murphys Road.
AT business enablers	

Project timing, issues and risks

Commitment as at Feb 2020	Was part of Mill Road prioritisation programme with both links being in the immediate delivery package for AT, tender for detailed design was being finalised and full property purchase was progressing. The announcement of the NZ upgrade programme and confirmation these links are not included in the funding is a new development.
Planned commitment status as at July 2021	Current planning (funding dependant) would be to progress the design and construction given the interrelationship with the Mill Road project and the fact that the designations are in place and property purchase was already progressing

Key risks and issues	Reputational given these were to be in the first stages of the Mill Road project delivery and have now been left out of the funding for NZ Upgrade. Pressure on lapse of designation (2026) Opportunity to work with NZ Upgrade and getting some efficiencies by delivering complementary projects together (2021).
Dependencies	NZ Upgrade programme Designation Lapse 2026 (desire to complete construction by AT Board by this date as per Mill Road prioritisation)
Timeframes	Delivery of NZ Upgrade is construction commence 2021 for Northern section s7(2)(a) Privacy, s7(2)(b)(ii) Prejudice to commercial position

Delivery confidence	HIGH funding permitting due to interrelationship with Mill Road project and the NZ Upgrade drivers
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Estimated costs (\$m)

Please note there is increased focus on improving the accuracy of capex estimates for the 2021-31 RLTP. There is also expected to be more limited ability to accommodate increasing costs once RLTP values have been set. As a result, please ensure that the cost estimates supplied below are robust and evidence based, with sufficient explanatory text provided in the supporting text fields.

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
	Current RLTP period			2021-31 RLTP period									
Capex Actuals	-	-	-	-	-	-	-	-	-	-	-	-	-
Capex Forecast	-	-	-	s7(2)(a) Privacy, s 7(2)(b)(ii) Prejudice to commercial position				-	-	-	-	-	-
									0.00	0.00	0.00	0.00	0.00

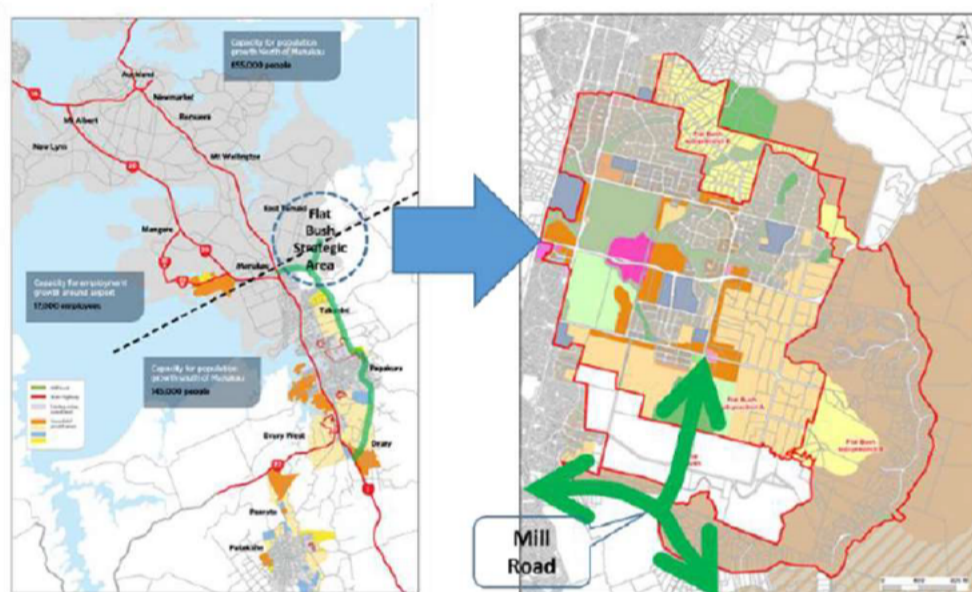
2018 - 2021 three year actuals + forecast capex	0.00
2021 - 2031 ten year forecast capex	s7(2)(a) Privacy
Total capex over Jul18 - Jun31 (13yr) period	

Basis of Capex estimate	P50 estimate updated to 2018 dollars from original Scheme Assessment QS review completed (UPDATED COSTS TO COME)
Capex cost certainty	Some changes expected as there were some Efficiencies delivering in one large project by single entity and property prices likely to change given announcement and commitment to fund by Central Government
Variance from existing RLTP capex budgets	s7(2)(a) Privacy, s7(2)(b)(ii) Prejudice to commercial position
Associated and consequential opex	

Supporting documents

Please supply supporting documents as email attachments when you return this completed data collection sheet.
(e.g. strategic cases, business cases, supporting cost estimates, relevant Board papers and approvals)

Flat Bush Strategic Area



- The Flat Bush Strategic Area has been under development for some time.
- A large proportion of growth has recently occurred in this area with approximately 4,400 households in place by 2016.
- Scenario I-11 expects this to grow by a further 2,200 homes by 2026 and eventually up to 10,000 homes by 2046.
- The suburb contains the 94 hectare "Barry Curtis Park".
- Work has started on the first stage of the 19ha \$500 million Ormiston town centre in Flatbush.
- New education campus recently opened (primary; intermediate and high school)