



ARA TŪHONO – PŪHOI TO WARKWORTH TOLLING PROPOSAL

Public feedback report

Tot | number of submissions: 1,516

WAKA KOTAHI NZ TRANSPORT AGENCY

30 JULY 2020

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Contents

Copyright information.....	2
Disclaimer.....	2
More information.....	2
1.0 ARA TŪHONO – PŪHOI TO WARKWORTH TOLLING PROPOSAL.....	4
1.1 Background.....	4
1.2 Feedback sought.....	5
1.3 Activities to raise awareness.....	5
1.4 Next Steps.....	6
2.0 SUMMARY OF FEEDBACK.....	7
2.1 Number of submissions.....	7
2.2 Overall sentiment for this proposal.....	8
Sentiment by submitter interest category.....	9
2.3 Key feedback themes.....	9
2.4 About our submitters.....	11
Your main interest in the proposal.....	12
Age group of respondents.....	12
3.0 KEY STAKEHOLDER FEEDBACK SUMMARIES.....	13
Local authorities.....	13
The Far North District Council (FNDC).....	13
Northland Regional Transport Committee - Northland Regional Council (RTC).....	14
Māori (Iwi).....	14
Hōkai Nuku.....	14
Land transport users and providers.....	15
NZ Automobile Association.....	15
Heavy Haulage Association (HHA).....	15
Road Transport Forum (RTF).....	15
Northport Limited.....	16
Business, resident and ratepayers' associations.....	16
One Warkworth Business Association.....	16
Ruakaka Parish Residents and Ratepayers Association Inc.....	17
Mahurangi East Residents and Ratepayers Association (MERRA).....	17
Snells Beach Ratepayers and Residents Association (SBRRA).....	18
Other submissions.....	18
Infrastructure New Zealand.....	18
Cr. Greg Sayers, Rodney Ward Councillor.....	18
4. YOUR FEEDBACK AND OUR RESPONSES.....	19

1.0 ARA TŪHONO – PŪHOI TO WARKWORTH TOLLING PROPOSAL

1.1 Background

The Ara Tūhono – Pūhoi to Warkworth motorway is the first section of the Ara Tūhono – Pūhoi to Wellsford project. It will extend the Northern Motorway (SH1) the 18.5 kilometres from Johnstones Hill Tunnels to just north of Warkworth, laying the foundation for Ara Tūhono – Pūhoi to Wellsford which will run approximately 38 kilometres through the Rodney area north of Auckland on State Highway 1.

In 2016, Waka Kotahi awarded a Public Private Partnership (PPP) contract to the Northern Express Group (NX2) to deliver Ara Tūhono – Pūhoi to Warkworth. Under the PPP contract, NX2 will finance, design, construct, manage and maintain the Pūhoi to Warkworth motorway for the 25 years following the motorway's completion.

Due to high demand and support for the new road between Johnstones Hill Tunnels and Warkworth, Waka Kotahi made the decision to bring construction forward through the PPP contract. Tolling can help fund and enable roading projects to be delivered sooner.

An initial assessment in 2011 found that tolling could be used to fund the project and tolling the road in the future was an option. Another assessment completed in late 2019 confirmed Ara Tūhono – Pūhoi to Warkworth meets the criteria and is suitable to be a tol road.

[Public consultation](#) on the proposed toll for the Ara Tūhono – Pūhoi to Warkworth motorway was conducted to gather feedback from the community partners and stakeholders as part of our submission to the Minister of Transport who will make a decision about recommending tolling for this road to Cabinet. This report is a summary of the feedback received from the public and key stakeholders the Waka Kotahi proposal to toll the new Ara Tūhono – Pūhoi to Warkworth motorway.

[Consultation](#) was also undertaken at the same time to review the speed limit on the existing SH1 between L Phillips Road (near SheepWorld) and Pūhoi, to improve the safety of this route which will become the alternative route to the Pūhoi to Warkworth motorway. The two consultations were run separately, but there was a joint approach to communications as the new motorway and the current state highway are and will continue to be linked. This approach ensured that people could give informed feedback by understanding both the proposals in the area.

The motorway was scheduled to open in late 2021 however, due to the COVID-19 response and subsequent delays in construction, it is now expected to be opened to motorists mid-May 2022, in time for Queen's Birthday weekend.

Ara Tūhono – Pūhoi to Warkworth will yield a number of strategic benefits to the region. It will provide people travelling through this area with a separated motorway and vastly improve the safety, connectivity and resilience of the network between Northland and Auckland.

The new road will also help improve economic development and tourism opportunities in Northland, and reduce congestion during peak periods. This will be achieved through easier freight movements and better access to major markets south of the region and to export ports at Auckland and Tauranga.

It is also anticipated the tourism sector will benefit, with improved journey times to access popular destinations in Northland and the Far North.

1.2 Feedback sought

Waka Kotahi sought public feedback on its proposal to toll the new Ara Tūhono – Pūhoi to Warkworth motorway. The consultation period was from 15 May to 15 June, 2020.

For this consultation we proposed:

- Introducing a toll and method of payment consistent with the current Northern Gateway Toll Road i.e. \$2.40 for light vehicles and \$4.80 for heavy vehicles.
- The proposed toll revenue will ensure the road remains safe, well maintained and will contribute to the annual amount we need to pay the PPP over the 25 years following the opening of the motorway. It will free up funds from the National Land Transport Fund to invest in other important transport infrastructure projects.
- Ensuring there is a free, safe alternative for people who do not want to pay the toll as the current State Highway 1 will remain operational.

People travelling northbound from the Northern Gateway Toll Road will be able to exit at Pūhoi if they choose to travel on the free route. However, no southbound exit would be available from the new motorway before the Northern Gateway Toll Road. This means southbound travellers would not be able to choose the toll-free option using the current State Highway 1 and scenic Hibiscus Coast Highway (formally State Highway 17) via Ōrewa if they joined the new motorway before Warkworth at the northern end.

1.3 Activities to raise awareness

Due to the restrictions associated with COVID-19 during the consultation period and our commitment to reduce the risk of community spread, we were unable to hold public open days as part of our normal consultation and engagement process.

However, we continued to take a careful approach to our public engagement by providing online and a range of other options for you to give feedback.

To let you know about our proposed toll consultation and how you could provide feedback, we:

- Arranged a letterbox drop on 11 May of over 32,000 consultation flyers to households between the Wellsford and the Ōrewa area near the proposed toll road
- Published a media release about the toll proposal and consultation on 13 May ahead of the consultation start date
- Engaged and informed key stakeholders ahead of and during the public consultation period
 - Media release and brochure circulated to mana whenua
 - Media release circulated to local Members of Parliament
 - A memo, the media release and brochure sent to key stakeholders including Rodney Local Board, Auckland Council, Northern Express Group (NX2), AA, emergency services, One Warkworth, Heavy Haulage Association, National Road Carriers, Road Transport Association and Bus and Coach Association
 - Held information sessions during the consultation period with key stakeholders
- Placed print and digital advertising with the Northern Advocate, NZ Herald, Mahurangi Matters, Mangawhai Focus, Rodney Times, Waikato Times, and Bay of Plenty Times
- Radio advertising throughout the consultation period targeting Ōrewa to Wellsford area
- Promoted posts throughout the consultation period via the Waka Kotahi Auckland/Northland Facebook page, geo-targeting local communities and people in nearby regions likely to use the proposed toll road (Northland, Auckland, Waikato, BOP)

- Project webpage on the Waka Kotahi NZ Transport Agency website – includes documents relevant to this consultation and regularly updated FAQs.

1.4 Next Steps

The tolling of new roads comes under Section 46 of the Land Transport Management Act 2003 and requires that an Order in Council process be completed before the road is opened.

Waka Kotahi has a three-step process to follow when assessing whether a road will be tolled or not. This consultation and public feedback report represent the completion of the third step in this process, shown below. This public consultation concludes the third and final step in this part of the process.



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.	The public have an opportunity to provide feedback on the proposal
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.	Tolling delivers value for money and public good to New Zealanders and Waka Kotahi.	
	Tolling does not significantly reduce project outcomes.	 <p>Travel choices - there is a free, safe alternative route</p>
	Tolling aligns with the Government Policy Statement priorities of: inclusive access, economic prosperity, healthy and safe people, environmental sustainability, and resilience and security.	

Table 1: The three-step process for Waka Kotahi tolling assessment.

A copy of this public feedback report will be provided to the Minister of Transport who will make a decision about recommending tolling for this road to Cabinet.

If a decision is made that the new motorway will be a toll road, an Order in Council must be in place before the road opens. The motorway is currently scheduled to open mid-May 2022, ahead of the Queen’s Birthday weekend.

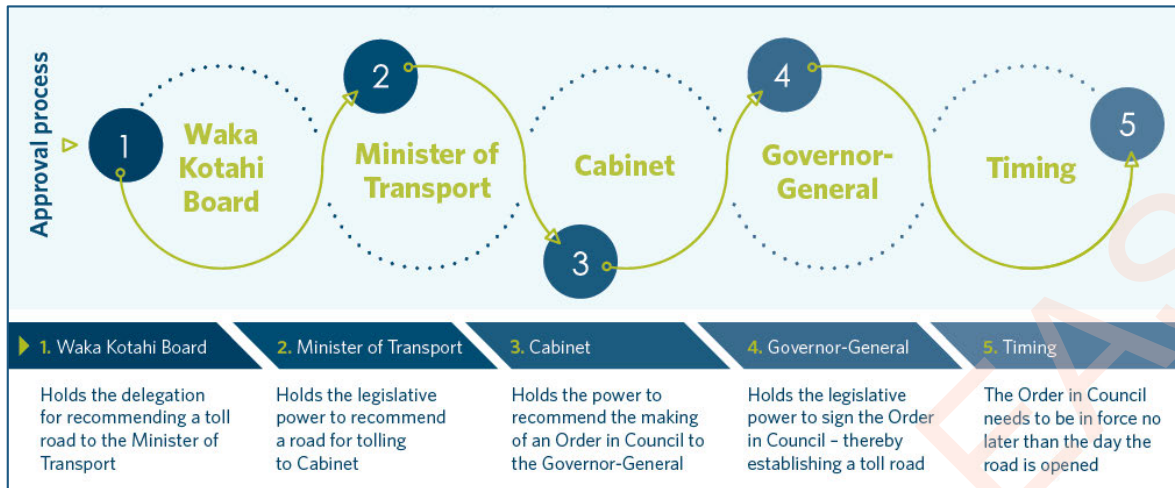


Table 2: The post-consultation approval process for road tolling projects.

2.0 SUMMARY OF FEEDBACK

2.1 Number of submissions

We received a total of 1,516 submissions on this proposal, including 1,503 submissions from the public and 13 written submissions from key stakeholder groups.

Of the submissions received from the public 1,471 were completed using the online feedback form, 37 were emailed to us; three were submitted via the hardcopy feedback form, and a further six submissions were received from other sources (i.e. via separate but related Waka Kotahi consultation submissions).

The largest proportion of public respondents indicated they live or work in the area, and are members of the nearby community (1,080 respondents, 72%). The remaining respondents (423, 28%) are members of the wider public who hope to use or have some other interest in the Ara Tūhono – Pūhoi to Warkworth motorway.

Written feedback was received from key stakeholder groups including Iwi, Local Authorities and Land Transport Users and Authorities. In addition we received a summary of the results from two independent surveys undertaken by Rodney District Councillor Grey Sayers and local business group One Warkworth respectively.

Summaries of key stakeholder submissions [can be found here](#) and summaries of the two independent survey results are included as appendices to this report.

2.2 Overall sentiment for this proposal

We evaluated each submission to determine overall sentiment for the proposed toll.

Three quarters of all submitters oppose the proposed toll (75% - 1,139 submitters). The reasons most commonly cited in the feedback include:

- Felt it was unfair to be tolled twice along this stretch of road
- Inconsistent use of tolls to fund road projects regionally and nationally
- The financial impact that increased costs would have on locals and businesses
- Believe funding for the road should be covered by another source i.e. Regional Fuel Tax National Land Transport Programme fund, etc.
- Feel that the toll coupled with the SH1 speed reduction will force people to either use an unsafe/slower alternative route or pay drive on a safe road with a higher speed limit.

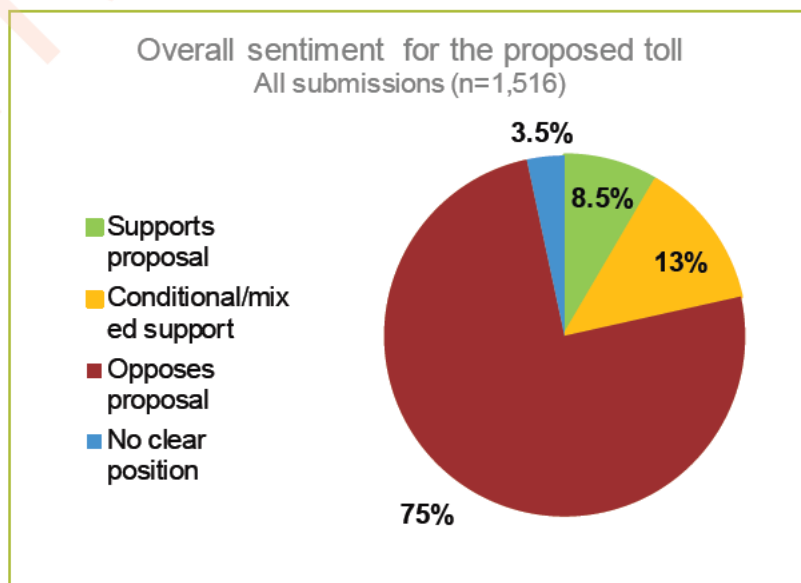
13% (198 submitters) expressed mixed support for the proposed toll, indicating that they would support a new toll on the condition it was changed in some way i.e. reduced price point, to whom and when the toll applies, etc. Some wanted the proposed toll price point to factor in the existing Northern Gateway toll; others made suggestions about the motorway design or the road itself.

The most common conditions cited in the feedback by these respondents include:

- Lower the proposed toll price point (generally, or with a specific suggested price range)
- Lower the proposed toll price point for locals and/or frequent users only
- Replace the existing toll with the new proposed toll
- Exempt locals from the toll payment (i.e. ratepayers who live permanently in the area)
- Toll once for both sections at Northern Gateway toll gantry with a slight increase only on the existing toll

8.5% (128 submitters) support the toll as proposed. Key reasons cited in the feedback include:

- Supports the principle of 'user pays' to contribute to build and maintenance costs
- Believe the toll is justified as the road will improve road safety and be well maintained
- Support the toll as proposed as a way to cover build and maintenance costs
- Believe this new motorway and infrastructure is much-needed for the region
- Because a safe, free alternative route is available to those who don't want to pay the toll.



50 submitters (3.5%) gave no clear position on the proposed toll in their feedback. Instead they commented on related matters such as the motorway's construction, the format or content of the consultation and feedback materials, provisions for cyclists and pedestrians along the route, and the separate speed limit consultation for the existing SH1 that we were conducting at this time.

During the submission period we also received summaries of two independent surveys/petitions conducted by key stakeholders in the local area. Summaries of these survey results can be found as appendices to this report.

Sentiment by submitter interest category

The table below details the number of submissions received from key stakeholders and the public. The Affected Community are submitters who selected that they live or work in the project area.

Category	Total	Support	Conditional Support	Oppose	No Position
<i>Local Authorities</i>	2	-	1		-
<i>Land Transport Users and Providers</i>	4	1	1		-
<i>Māori (Iwi)</i>	1	-	-	1	-
<i>Affected Community</i>	1,080	42	34	874	30
<i>Public (Other than the surrounding community)</i>	423	85	64	254	20
<i>Business, residents and ratepayers associations</i>	4	-	-	4	-
<i>Other</i>	2			2	

Table 3: Public and stakeholder sentiment for the proposed toll by interest category.

2.3 Key feedback themes

The following table includes a summary of key feedback themes and suggestions raised in the public feedback on the proposed toll. Key feedback themes are grouped by sentiment toward the proposal.

Supports proposed toll
<ul style="list-style-type: none"> - Generally supports the toll proposal put forward by Waka Kotahi - Supports the principle of 'user pays' to fund large projects, and tolling as a necessary component to help deliver these projects - Believe the new road will help remove traffic from local roads, thereby easing congestion - Believe the new road will be much safer as it will be regularly maintained and is designed to support higher-speed, inter-regional travel - The new road will reduce travel times for those travelling between Auckland and Northland - Would like Waka Kotahi to provide the same toll payment options as the Northern Gateway for users' convenience - A safe, free alternative route is available to those who don't want to pay the toll

- The road proposed for tolling is much-needed for the region, particularly with the high rate of growth and development in and around Warkworth.

Conditional/mixed support for proposed toll

Toll price point

- Lower the toll rate for all users of the road by \$1, or so the total amounts to less than \$4.80 when combined with the Northern Gateway toll
- Lower the toll rate for locals and frequent users in recognition of their reliance on the road for necessary, everyday travel
- Provide an exemption from the toll for locals and frequent users; believe they have already contributed enough via the existing toll, local rates, and the RTF
- Provide a concession toll rate for locals and frequent users (i.e. pay the toll ten times and get one pass free, pre-pay a monthly or annual toll rate for unlimited use, etc.).
- Reimburse part of the toll charges back to local ratepayers at the end of the financial year
- Toll once for both sections at the Northern Gateway site with a flat fee (dollar amount not specified)
- Toll once for both sections at the Northern Gateway site with a slight increase on the existing toll (i.e. make the toll \$3.00 - \$3.80 for both instead of \$4.80 and two separate tolling gantries)
- Toll once for both sections at the Northern Gateway site with no increase on the existing toll
- Replace the existing toll at the Northern Gateway with the new toll.

Toll mechanism and use of funds

- Use the toll price point to manage demand
- Ensure all funds from the proposed toll are reinvested back into Northland roading (i.e. more improvements between Wellsford and Whangarei)
- Waka Kotahi should consider introducing tolls on other regional roads as a more equitable way to raise revenue for roads of national significance
- End the toll as soon as the project costs or deadline is met
- Apply the toll in one direction only (i.e. heading north or south), or apply the toll on one lane only heading south and north respectively to create an 'express lane'
- Apply toll on weekends, over holidays periods, or at set times (such as peak hours) only
- Repeal the Regional Fuel Tax if the new toll is introduced
- Reassess the toll if too many vehicles opt to use the free alternative route i.e. less traffic volumes are using the toll road than predicted
- Use a portion of the toll funds to pay for the environmental upkeep of the area i.e. grounds-keeping, planting, protection of nearby waterways, etc.

Different road user charges

- Increase the toll for heavy vehicles only, or increase the toll rate more for heavy vehicles to enable a reduction for all other road users
- Provide a reduced rate for motorcycles, electric vehicles, or other vehicles with a lesser carbon footprint or impact on the road's 'wear and tear'
- Make the toll consistent for all vehicle types with no variation between cars, heavy vehicles, motorcycles, buses, and more.

Road changes or upgrades

- Ensure a southbound exit is available to a free alternative, to match the provision made for northbound traffic
- Upgrade the old SH1 to make it a much safer alternative route to use
- Increase the speed limit on the toll road
- Start the next stage of Ara Tūhono at the same time.

Opposes proposed toll

- Generally opposes the tolling of roads
- Believe it is unfair to place a second toll on this stretch of road, particularly for those who live and work in the area and will travel this road frequently to perform necessary tasks i.e. going to/from work, access the supermarket hospital appointments, and more
- The financial impact the toll may have on the affected community, raising their personal costs and the cost of local goods and services (as businesses will likely pass on this increase to consumers)
- The toll may have a detrimental effect on Northland's economic growth and development
- Assume the Northern Gateway toll has already had paid off the section of road it applies to, and therefore should be removed before considering a new toll
- Tolls are not an efficient way to generate revenue for large projects such as Ara Tūhono
- Remove both the existing and proposed toll; feel that enough revenue has been generated and that the PPP should cover any remaining costs
- Inconsistent use of tolls regionally and nationwide; many people questioned why a toll is being proposed here when other projects in other parts of Auckland and across New Zealand aren't being tolled i.e. Waterview Tunnel, Waikato Expressway, Transmission Gully, and others
- The road could or should already be funded by another central or local government source such as the Auckland Regional Fuel Tax (RFT), National Land Transport Programme (NLTP) or Rodney District Council rates
- Cynicism that lowering the speed limit on the free alternative route (old SH1) will coerce or force people to pay to use the newer, safer toll road
- Believe that tolling was not part of the original plan to help fund this road; perceive the introduction of a toll as retrospective and disingenuous, and believe it will impact those who have invested in local developments without factoring in this cost
- Feel it is inappropriate to propose a new toll given the current recession as a result of the Covid-19 pandemic response; redundancies and less job certainty mean people are unable to absorb any added living costs
- No southbound exit has been made available to a free alternative; this must be provided as part of the project to 'make-good' on the promise of a free alternative in both directions of travel
- There is insufficient public transport as an alternative form of travel between this area and the North Shore and Auckland's city centre; people rely on private vehicle travel for work and other commitments.

2.4 About our submitters

We also asked the public to indicate their interest in the project. Please note only those who completed our online survey or freepost form could respond to these questions, respondents could select more than one option to describe their interest, and some chose not to respond.

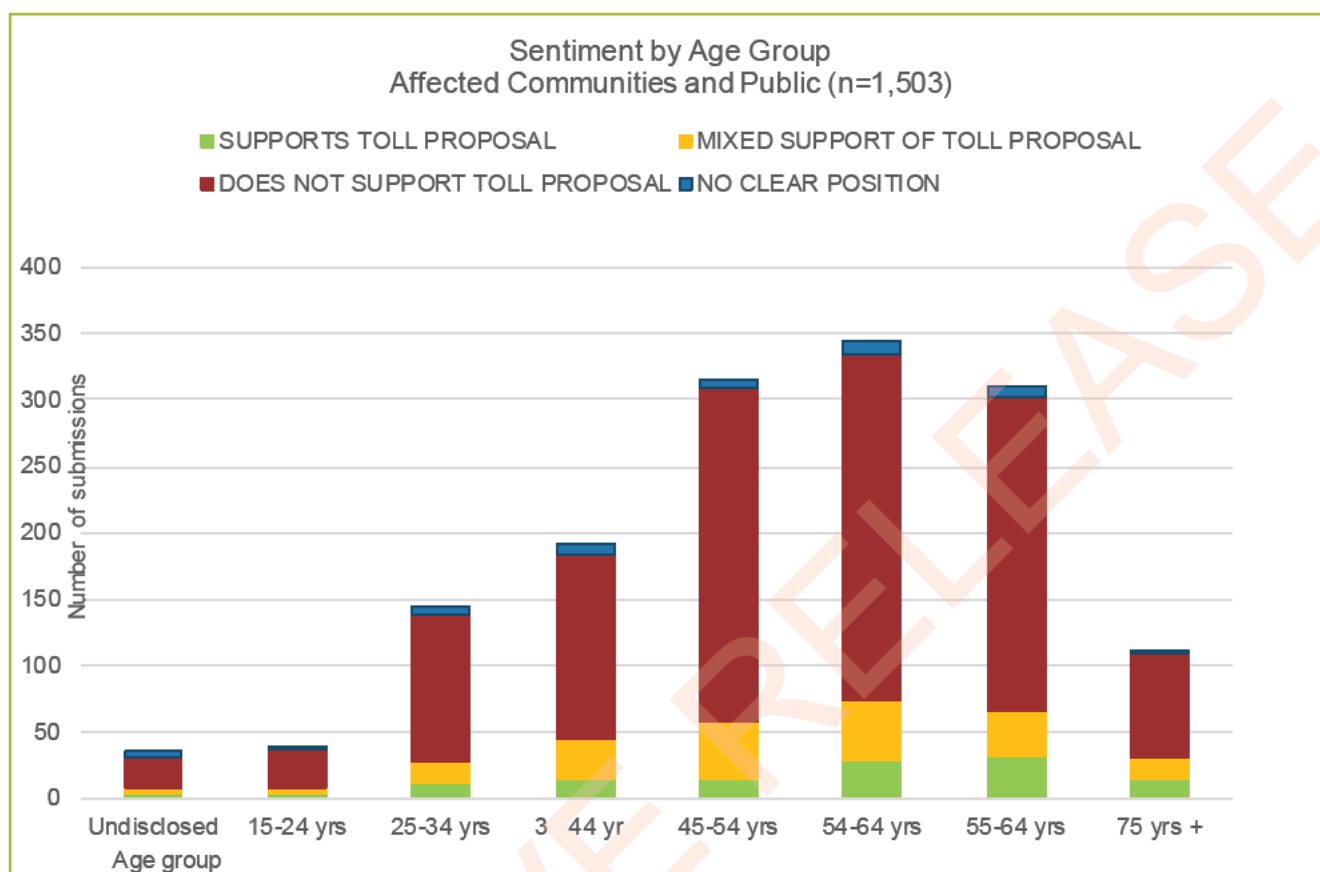
Your main interest in the proposal

Response	Count	% of respondents
I live in the area	1,050	70%
I work in the area	266	18%
I visit the area to shop / visit cafes / restaurants	243	16%
I visit the area for recreation (e.g. visit beaches, parks)	259	17%
I visit friends and relatives in the area	294	20%
I travel through the area for work/ business purposes	368	25%
I commute travel through the area for personal reasons (e.g. holiday, visit family)	542	36%

Note: Submitters could select more than one option, therefore percentages do not add up to 100%.

Age group of respondents

Age group (years)	Count	%
15-24 years	39	2.5%
25-34 years	145	10%
35-44 years	192	13%
45-54 years	315	21%
55-64 years	344	23%
65 - 74 years	311	21%
75 and older	112	7%
Undisclosed	45	3%



3.0 KEY STAKEHOLDER FEEDBACK SUMMARIES

We received and have summarised written submissions from the following key stakeholder groups. Please note that themes from this feedback was grouped in the overall themes and sentiments shared earlier in this report.

Local authorities

The following provides a summary of sentiment for the proposal and key points raised in the submissions from local authorities.

The Far North District Council (FNDC)

- FNDC support in principle Waka Kotahi's proposal to toll the new Ara Tūhono–Pūhoi to Warkworth motorway. FNDC recognises the significant financial constraints Waka Kotahi and other authorities are facing following the Covid-19 pandemic and the need to explore alternative funding sources.
- Supports a 'user-pays' model provided proceeds are used to accelerate the delivery of projects in the region, notably the new Warkworth to Te Hana motorway, and eventually a motorway to Whangarei. The FNDC would like assurance that the tolling policy is implemented in a way assures regional equality.
- The FNDC welcomes a reaffirmation of the prior commitment by Waka Kotahi to essential safety improvements on SH1 from Wellsford to Whangarei, and hope that this will also include four-laning from Port Marsden to Whangarei.

- The FNDC believes these projects are essential for the Far North, to enable economic growth through efficient freight movement and reduced journey times, also support domestic and international tourism.
- FNDC states that without the prospect of continued commitment towards this goal, the people and businesses of Northland will be clearly disadvantaged in having to pay double toll costs for only limited benefit.

Northland Regional Transport Committee - Northland Regional Council (RTC)

- The RTC requests that Waka Kotahi reconsider the tolling proposal, taking into consideration:
 - Northlanders will have to pay twice for using this road, the region's main connection to Auckland and the rest of New Zealand.
 - No other state highway has more than one toll, yet the lifeline to arguably New Zealand's lowest socio-economic regions is to be tolled twice.
 - There are a number of major highway projects that have been undertaken recently that have no tolling at all and it appears only roads in the Northland to Auckland corridor are being tolled.
 - One of the key considerations of the Programme Business Case (PBC) for this project was the disadvantage that Northland has compared with other regions in the Upper North Island. The PBC sets out to reduce this deficiency by improving travel times so that they are comparable with Auckland to Hamilton.
 - Tolling the road to Northland will disproportionately affect the Northland economy compared to other regions. This is contrary to the Government's position on surge regions and support for economic development.
 - Additional costs incurred by freight operators to accommodate for the above, will be passed on to the consumer.
 - Double tolling is not an incentive for new business to move to the region or existing business to flourish.
 - Increase in travel costs could have a negative impact on tourists visiting the region. Tourism plays a major part in the region's economy.
 - The Transmission Gully project would not be tolled because of lack of safe alternative route, but the only alternative to the tolled route for Northlanders will be a dangerous road with a lowered Level of Service, and an appalling safety record.
 - There is no southbound off-ramp at Orewa/ Pūhoi forcing Northlanders to pay two tolls.
 - There are ongoing concerns that the remainder of SH1 to Whangarei and Northland's interior will also be tolled to expedite further construction projects.
 - The RTC request Waka Kotahi to consider the feasibility of introducing a 'One Payment' toll for both sections instead of having to pay twice in each direction.

Māori (Iwi)

The following provides a summary of sentiment for the proposal and key points raised in the submission from local iwi/mana whenua.

Hōkai Nuku (represents Ngāti Manuhiri, Ngāti Mauku/Ngāti Kauae of Te Uri o Hau, Ngāti Rango of Kaipara and Ngāti Whātua)

- Hōkai Nuku represents mana whenua affected by the alignment of Ara Tūhono from the Northern Gateway (at the Johnstone Hill tunnels) to North of Te Hana
- Fully supports the development of the new Ara Tūhono motorway and sees it as essential to the economic development of the North; also believe it will provide a safe, efficient connection for whānau, hapū and iwi members to travel within our rohe.
- However, Hōkai Nuku does not support a toll being introduced on the Pūhoi to Warkworth section of Ara Tūhono.

- Believes a blanket toll will have a proportionally greater negative affect on whanau, hapū and iwi members, more so than if the project were funded by income and/or business tax.
- Iwi members are statistically from the lower economic quartiles and more likely to need to travel from their 'homeland' in the North for work and education opportunities in Tāmaki Makaurau (Auckland).
- Waka Kotahi must also consider the negative economic outlook over the next few years due to the Covid-19 pandemic; will be even more difficult for whānau, hapū and iwi members.

Land transport users and providers

The following provides a summary of sentiment for the proposal and key points raised in the submissions from various land transport users and providers.

NZ Automobile Association

- The AA does not support this proposal.
- It is comfortable with the principle of tolls on new roads (providing certain criteria are met), but cannot support this or any other proposal until there is greater clarity and understanding around the Government's approach to tolling nationally. Without a national strategy in place, individual projects cannot be properly understood or assessed and will invariably struggle to secure stakeholder buy-in.
- Further, while Pūhoi to Warkworth has successfully passed through the "gates" of Waka Kotahi's tolling assessment framework, there are specific elements of this proposal that are considered unacceptable – namely, the late stage in the delivery of the project at which public consultation on tolling has taken place, and the cumulative impact of the multiple tolls that users of this corridor could face in the future.

Heavy Haulage Association (HHA)

- The HHA has concern about the tolling of the Pūhoi to Warkworth section of road as oversized loads are not allowed access to toll roads without special permission (see the Vehicle Dimensions and Mass Rule Schedule 8). If the Pūhoi to Warkworth section is tolled, then the section of road from Silverdale to north of Warkworth will be generally unavailable.
- Large freight loads should be transported on roads away from vulnerable road users (such as pedestrians and cyclists) but the tolling of the whole section will result in no option but to use the riskier routes through built up areas.
- For the reasons, the HHA is opposed to any further additions to toll roads – including the Pūhoi to Warkworth section – unless there are changes to the *Rules for access* to toll roads for oversized loads.
The Association has put proposals to the Associate Minister of Transport as well as Waka Kotahi through the Rule consultation process and submits that Waka Kotahi undertake a review before approving the toll on this route.
- The HHA submits that any new gantries should be designed and located so not to restrict oversized loads, including those by special permission.

Road Transport Forum (RTF)

- The RTF is opposed to the toll proposed for this route's development, particularly within a PPP environment
- Has concerns about PPPs and contractor quality control of infrastructure; believe it is a fragmented road investment approach where whole-of-route costs are buried, and road users 'pick up the tab' both directly (i.e. tolling) and indirectly (i.e. lost productivity) when timelines and budgets are exceeded

- Is not confident the proposed \$4.80 toll for trucks and heavy vehicles will remain the same for the whole-of-life 25-year scenario for this project
- Concerned this is just one of many tolls to be expected on this route, placing an unnecessary administrative burden on freight operators
- Believes Waka Kotahi must consider an alternative approach that has lower front-end administration costs
- Questions the efficacy of tolling, and has concerns about the potential misuse of revenue
- Conflicting government messaging and policies on transport project priorities and how they are funded i.e. rail services to be funded by the NLTP which is made up from Fuel Excise Duty (FED) and Road User Charges (RUC)
- Concerned the toll may inflate the economic attractiveness of the Northport proposal and the Northland rail development.

Northport Limited

- Northport Limited supports the proposed tolling as a mechanism to advance this section of the highway, and any future extensions between Warkworth and Whangarei.
- Considers that a sustainable, safe, efficient and resilient transport system is fundamental to enhance the economic growth and ongoing future development of Northland, and to link Northland to Auckland and the rest of New Zealand via State Highway 1 in particular.

Business, resident and ratepayers' associations

The following provides a breakdown of the reasons for submissions given by local business, resident, and ratepayers associations.

One Warkworth Business Association

- Strongly supports the new motorway and its extension to Te Hana.
- Considers that tolling has not been applied in a fair and equitable manner across New Zealand, and the Northern Auckland and Northland community and businesses are being unfairly targeted and burdened.
- Do not feel that it is reasonable to add an additional toll when the community are already paying Regional Fuel Tax, and a Local Board surcharge which is aimed at providing extra funds for things like roading maintenance
- Are concerned that traffic on the old SH1 will not be reduced because of the toll, and the Hill Street Intersection issues will not be resolved.
- One Warkworth is not clear in its understanding of what the total toll between Silverdale and Warkworth will now be.
- Is concerned about the effect of the double tolling on residents who work north of the Auckland Harbour Bridge, placing financial strain on residents and commercial businesses who trade between this area and Auckland.

One Warkworth conducted an independent survey on the proposed toll to understand the impact a second / extended toll might have on the local (wider Warkworth area) community. The results of this survey can be found in the appendices of this report.

In addition, Waka Kotahi attended a public meeting hosted by One Warkworth on 16 July 2020 to discuss the toll proposal and the local community's concerns. Feedback raised on the night reinforced

the points made in their written submission and the results of their independent survey. Several MPs and a members of the Rodney Local Board also attended and spoke at the meeting.

Ruakaka Parish Residents and Ratepayers Association Inc.

- The Association opposes the introduction of tolls on the Pūhoi to Warkworth expressway as being inequitable and inconsistent. If tolling is to be used, it should be applied consistently
- New Zealanders pay some of the highest fuel taxes in the world, including GST on petrol, which help fund roads and other transport amenities, and the expectation that motorists should spend extra for roads that are convenient is tenuous.
- Rooding projects should pass a cost/ benefit test and should be viable without the need for tolls.
- If tolling enabled the project to move up the queue for approval, then consultations should have occurred at that time and not as a project nears completion.
- Given “the revenue collected from the toll will be used to ensure road will remain safe, well maintained ...”, does this suggest that in the absence of tolls, the safety and maintenance of the route will be compromised?
- It is unclear why some roads incur tolls while other highways which generate time savings over alternate routes do not
- The proposal will not benefit Northland economically. It will add cost to a significant portion of Northland’s food and other products imported to Northland and to those Northlanders who come to Auckland for medical appointments or other reasons. This route is not simply a holiday highway.
- The feedback process has not been undertaken satisfactorily, with information about the proposal not easy to find or access online. A more effective consultation could have been carried out, even considering COVID-19 restrictions.
- Tolling is not an effective and efficient means of revenue collection at around 20c per dollar of toll collected, while systems elsewhere in the world are below 5% of revenue. Additionally, as petrol and diesel vehicles are increasingly replaced by electric cars and hydrogen trucks, petrol and diesel tax will no longer fund road building. A system of tracking road usage is needed so that all vehicles pay their share, which has the added benefit of allowing congestion charging in major cities and would be more equitable than tolling only some roads.

Mahurangi East Residents and Ratepayers Association (MERRA)

- The proposal represents an additional cost, on top of the existing toll, for the community to access essential services such as hospitals and airports and rates-funded Auckland City amenities and services.
- Northern Auckland residents are among the least affluent in Auckland with a high proportion of over-65 year olds for whom efficient and ready access to hospitals and other essential services is critical.
- The community is already burdened with Rodney Targeted Rate (specifically for roading) and arguably a higher proportion of the Auckland City petrol tax (longer distances = higher contribution).
- The proposal is inequitable; other Auckland city residents are not paying tolls or a targeted rate, despite benefitting from projects such as the Waterview Tunnel, North Western upgrade, and Southern (Manukau-Drury) upgrade
- MERRA submit that:
 1. Fletcher-Acconia’s contractual returns be met from central budgets (on the same basis as the Waterview Tunnel and the other major capital roading projects). Or alternatively:
 2. That Auckland city ratepayers residing ‘in and beyond Warkworth’ be given an exemption from the proposed additional toll, in recognition of the inequity of the proposal. This exception might take the form of % discount per toll, or annual cap on

tolls paid. Such an exception would be consistent with (applicable) provisions of the Land Transport Management Act 2003: Section 3.

Snells Beach Ratepayers and Residents Association (SBRR)

- The SBRR is strongly and unanimously opposed to the proposed toll for those travelling between Warkworth/coastal settlements east of the township and Auckland.
- Local road users already pay \$4.80 in tolls for a return trip, the Regional Fuel Tax and other government fuel levies, and a local transport levy to the Rodney District Council.
- Feel an additional toll will place an unfair financial imposition and burden on people from this area; notes additional freight charges will apply to goods being delivered to North and
- Believes that, without a southern interchange for Warkworth residents, vehicle usage of the new motorway may fall short of projected numbers.
- Also believes administrative costs take up a significant percentage of the present toll

Other submissions

Infrastructure New Zealand

- Supports users and other beneficiaries paying for services from which they benefit. To the extent that tolling will strengthen the link between users and funders of the new Ara Tūhono – Pūhoi to Warkworth motorway (P2W), Infrastructure NZ supports the tolling. However, it observes that the proposed P2W toll does not appear to strengthen the relationship between beneficiaries and funders of P2W and is instead focused on general revenue improvement.
- It considers materially superior transport outcomes could be achieved with an expanded, but more targeted, toll solution focused on a minimum level of service provision for the whole Auckland northern motorway corridor
- Believes there is a lack of clear rationale for corridor planning in the north and would like to see Waka Kotahi prioritise a corridor approach to SH1 between Auckland and Whangarei, including Dynamic express lanes for the Auckland northern motorway.

Cr. Greg Sayers, Rodney Ward Councillor

An additional survey – independent of but complementary to the Waka Kotahi consultation - was conducted by local Auckland Councillor for the Rodney Ward, Cr. Greg Sayers, and promoted via local community Facebook pages.

The questions were structured to give Waka Kotahi additional feedback in the form of a petition.

There were 2 617 individual responses to Cr. Sayers' survey.

Overall sentiment for the project was as follows:

Answer choices	Responses %	Responses #
Strongly oppose	78.86%	2,052
Somewhat oppose	7.26%	189
Neither oppose nor support	2.11%	55
Somewhat support	5.27 %	137
Strongly support	6.5%	169

Please note: 15 respondents from the overall total of 2,617 did not answer this question.

A copy of the results and petition can be found in the appendices of this report.

4. YOUR FEEDBACK AND OUR RESPONSES

We have summarised and responded to the questions and issues raised in the public feedback during the toll proposal consultation. These can be found in the [FAQ section](#) of our project webpage.

The questions and responses are grouped by the following themes:

- Toll price point
- Toll mechanism and use of funds
- Different road user charges
- Road changes and upgrades

We update our Ara Tūhono – Pūhoi to Warkworth [project webpage](#) regularly and will continue to update our FAQs as the approval process for the proposed toll progresses