



PENLINK TOLLING PROPOSAL

Public feedback report

Total number of submissions: 3,337

Waka Kotahi NZ Transport agency

24 February 2022

Draft 1.0

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1.0 EXECUTIVE SUMMARY

From 17 January to 13 February 2022, Waka Kotahi sought public feedback on its proposal to toll the new Penlink transport connection to offset the costs of maintaining and operating the two-lane transport connection and separated walking and cycling path.

The tolling proposal included different toll prices for peak and off-peak hours, to help people make choices about the time they travel and therefore the toll rate they pay. People can still access free, safe alternative routes if they do not want to pay the toll.

Three toll points were proposed along the 7km route so that users pay only for the parts of Penlink they use.

Engagement was positive and we received an overwhelming response of 3,337 submissions from the public and a range of key stakeholders. This is reflective of a highly engaged community. The feedback told us:

37% of respondents support tolling Penlink

- 20.5% (686 people) support tolling Penlink as proposed
- 16.5% (551 people) support tolling, with some changes to the proposal.

60% of respondents think costs for maintenance and operations should be met in other ways

- 42% (1392 people) told us they do not support tolling Penlink
- 18% (616 people) don't think that tolling is a tool that should be used on the roading network

3% of respondents (87 people) were unsure about the proposal, or their sentiment couldn't be gauged.

People who support and do not support the tolling proposal shared similar suggestions in their feedback. Across the feedback we found:

<p>59% of responses came from people who live along/near the Penlink route.</p>	<p>1087 people will use the road to get to work 1068 will use it for recreation 393 will use the shared path to walk or bike along Penlink.</p>
<p>11.2% (391 people) overall believe the road should be built with 3-4 lanes rather than two, to future-proof the road.</p>	<p>161 people would support the toll as proposed if Penlink were built as 3-4 lanes 72 people believe extra lanes would manage current demand due to development on the peninsula 11 people suggested the extra lanes should be specifically for public transit 41 people overall believe there should be a dedicated public transit lane on Penlink.</p>
<p>192 people (5.75%) thought the tolls outlined in the proposal should be cheaper.</p>	

140 people (4.2%) stated they believe that there is no viable alternative route out of the peninsula, making Penlink an essential road for local people.

52 people suggested increasing or improving public transport in the area.

33 people believe tolling may encourage people to use public transport rather than private vehicles.

Many suggestions were made by respondents about what kind of tolling they would support. 16.5% of all submissions (551 responses) expressed conditional support given changes that include:

- Lower and/or flat toll prices
- Fewer tolling points
- Peak and off-peak toll prices changes
- Concession rates for residents and frequent users of Penlink.

The recent Puhoi to Warkworth tolling consultation was commonly referenced in submissions due to its geographical proximity to the Penlink project. We received more than double the feedback of that consultation where there was strong community opposition, with 80 per cent of the affected community opposing a toll.

2.0 PENLINK TOLLING PROPOSAL

2.1 Background

Penlink is an important step toward providing people in north Auckland real choice in how they travel, and to help improve climate outcomes by providing a facility for people to travel on foot or by bike.

Substantial growth is forecast in the Whangaparāoa Peninsula, Weiti, Orewa, Silverdale and surrounding areas. In Silverdale-Dairy Flat, around 15,000 new homes are expected to be built over the next 30 years, with 6,000 of these built over the next decade.

This two-lane transport connector will provide transport capacity to support:

- housing developments in the area
- planned development in Dairy Flat and Silverdale
- more travel choices for people walking and on bikes
- improved transport services for more reliable journeys
- a more co-ordinated network in north Auckland, with more transport initiatives to come.

The need for a new connection to the Whangaparāoa Peninsula has a long history. A bridge across the Weiti River or the 'Weiti Crossing' connecting Stillwater to Whangaparāoa was first identified in the 1980s as a key provision to meet this need.

Rodney District Council considered many options and decided a new access corridor from East Coast Road to the Whangaparāoa Peninsula was the best option to address both transport and land-use needs for the area. The idea for the corridor known as 'Penlink' (the shortened version of Peninsula Link) was followed by scheme design and work to protect the land corridor for Penlink.

The designation, construction and operational resource consents for a two-lane road were approved in 2001. This designation allows for the construction and operation of Penlink and gave the local authority the ability to purchase the land required for the project. While the need for this transport project was identified, the council was unable to secure funding for Penlink.

Following the establishment of Auckland Council in 2010, Auckland Transport undertook significant engagement and consultation on Penlink with a wide range of partners, stakeholders, and property owners in the 2010s.

In January 2020, the Government announced Penlink as one of the NZ Upgrade Programme initiatives and appointed Waka Kotahi as the delivery agent for the project. In June 2021, the Government confirmed funding for the full delivery of the two-lane, proposed toll road with construction due to start in 2022.

Penlink route and key features

Penlink will form a new 7km transport connection between the Whangaparaoa Peninsula and SH1 at Redvale with:

- A bridge over the Weiti River
- A separated shared use path for people walking and on bikes between Whangaparāoa Road and East Coast Road
- South facing ramps to SH1 with an overpass over SH1
- Local road connections at Whangaparāoa Road, Stillwater Township and East Coast Road.

Penlink will cross over East Coast Road and connect to SH1 with a new interchange, including south facing ramps. The interchange will allow for future land development in the Weiti area that aligns with the Supporting Growth Programme.

The corridor is located slightly north of the Stillwater settlement and includes a new connection for the community, before continuing towards SH1 (Northern Motorway) just south of Dairy Flat. The corridor will connect to Whangaparāoa Road at Beverly Road with a new signalised intersection before crossing the Weiti River on a new bridge.

The designation was updated by Auckland Transport in late 2015 and no further changes to the designation are required. The corridor traverses both existing developed areas and greenfield areas.

[Public consultation](#) on the proposed tolling of the Penlink route was conducted to gather feedback from the community, partners and stakeholders as part of our submission to the Transport Minister. The minister will make a decision about recommending tolling for this road to Cabinet. This report is a summary of the public feedback received during the consultation period.

2.2 Feedback sought

From 17 January to 13 February 2022, Waka Kotahi sought public feedback on its proposal to toll the new Penlink transport connection to offset the costs of maintaining and operating the two-lane transport connection and the separated shared walking and cycling path once it's open.

The proposal in this consultation included:

- Three toll points and structures along the 7km route so road users pay only for the parts of Penlink they use. For example, you would pay a lower toll price when travelling between East Coast Road and State Highway 1 along Penlink than compared to using the full 7km road.
- Variable tolling prices for peak and off-peak hour use of Penlink (peak hours: 6am to 9am and 4pm to 7pm) to help people make choices about when they travel and the toll price they pay.
- Heavy vehicles to be tolled twice the proposed variable toll prices for light vehicles for both peak and off-peak travel on Penlink.

Revenue collected from the proposed tolls will help meet the costs of maintaining and operating the Penlink transport connection, which will be significant over the life of the road.

The public could give feedback on this proposal via our online survey, using our freepost hard copy feedback form, emailing the project team at penlink@nzta.govt.nz, and calling the project team on 0800 PENLINK.

The Penlink tolling consultation brochure including details of the proposed variable tolling options for both light and heavy vehicles can be [found here](#).

2.3 Activities to raise awareness

Under the Auckland region COVID-19 traffic light settings, we were able to hold public open days as part of our consultation and engagement process.

The following consultation activities were carried out to raise awareness and seek feedback on the tolling proposal:

- Posted 28,000 consultation flyers to households in Whangaparāoa and North Auckland
- Delivered copies of the consultation flyer to local cafés along/nearby the Penlink route
- Digital and print advertising with metropolitan and local newspapers and the Chinese Herald
- Radio advertising targeting Whangaparāoa/North Auckland
- Promoted posts on Waka Kotahi Auckland/Northland Facebook page, geo-targeting local communities and people in other areas near the proposed toll road (Auckland and north)
- Engaged key stakeholders ahead of and/or during the public consultation period, including
 - Mana whenua (Central/Northern Iwi Integration Group)
 - Hibiscus and Bays and Rodney Local Boards
 - Auckland Council councillors (Albany Ward)
 - Stillwater Community Association Board Chairs
 - Whangaparāoa Community Trust
 - Business Whangaparāoa
 - Business Silverdale
 - Penlink Now
 - Developers in the area
 - Bike Auckland.
- Held public engagement events to share information and answer questions
 - Open day at New World Whangaparāoa on Thursday 20 January 2022
 - Face to face library drop-in session on Friday 21 January
 - Open day at Coast Plaza on Sunday 23 January
 - Online information sessions throughout the public consultation process
 - A face-to-face workshop with the Stillwater Community Association on Sunday 23 January
- Project webpage on the Waka Kotahi NZ Transport Agency website – including documents relevant to this consultation and a dedicated FAQs page for tolling consultation.

3.0 SUMMARY OF FEEDBACK

3.1 Number of submissions

We received a total of 3,337 submissions on this proposal consisting of 3,329 submissions from the public and seven submissions from key stakeholder groups.

Of the submissions received, 3,313 were completed using the online feedback form and 24 were emailed to us, including two electronically scanned hardcopy feedback forms.

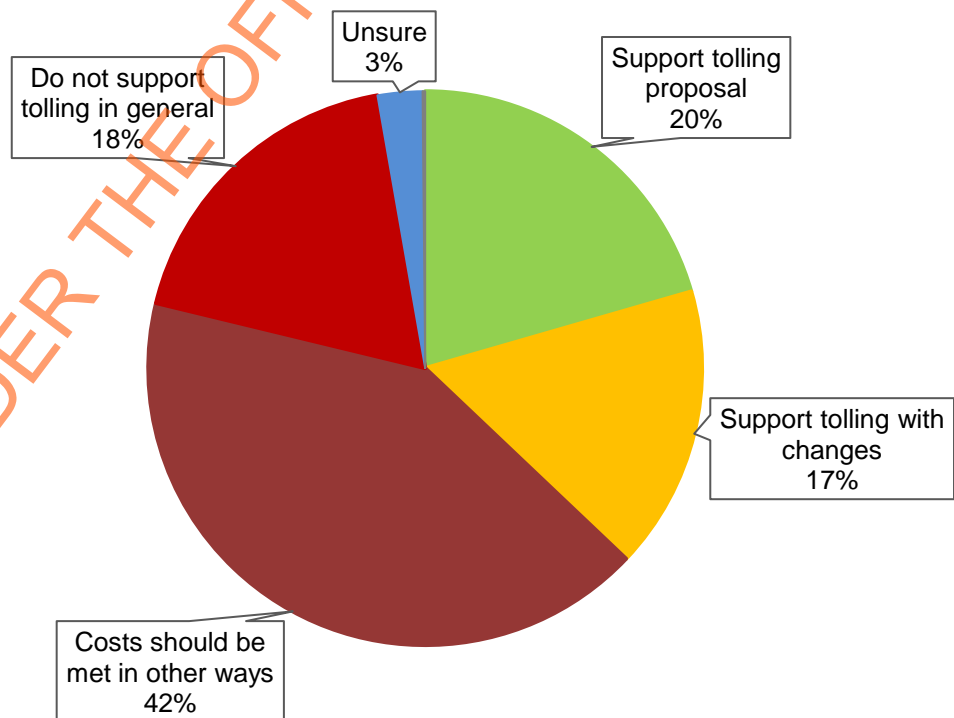
Most respondents live or work in the area in the immediate community (1,962 respondents, 59%). The remainder (1,368 respondents, 41%) have other interests in the proposed Penlink tolling, such as travelling to the area for work, recreation or to visit people.

Written feedback was received from key stakeholder groups including Local Authorities, Land Transport Users and Business and Residents' Associations. Mana whenua also provided face-to-face feedback.

A summary of key stakeholder submissions can be [found here](#).

3.2 Overall sentiment for Penlink tolling

Overall sentiment
(n=3,337)



20.5% (686 submitters) support the tolling of Penlink

Key reasons given in the feedback include:

- Support a 'user pays' approach
- Penlink is needed urgently so tolling makes sense to enable the project
- Tolling will help alleviate traffic and reduce carbon emissions

"As a likely user of Penlink I think it is fair to help pay for its

"I am concerned that Penlink will lead to more car journeys and tolling is one way of limiting the demand as well as helping to pay for maintenance costs."

"It will help grow the community for safer and reliable roads."

16.5% (551 people) support tolling, with some changes to the proposal.

The most common conditions of support for tolling Penlink include:

- Suggestions for lower and/or flat toll price/s, or concessions for residents or frequent users, light vehicles or EVs
- Apply tolls only if the road is built to have four lanes or includes a bus/public transport/transit lane
- No toll from Stillwater to access SH1/East Coast Bays Road via Penlink or applying a toll at a single point only i.e. Weiti Bridge
- Provide cheaper toll prices for off-peak to spread congestion.

"I think tolling is fair, but I think the prices are a bit high...\$2 or \$3 each way would be plausible."

"Reduce budget spend by going to one toll point (rather than three) and create a flat, simple toll rate."

"An option for a discounted weekly/monthly/annual toll payment would be preferred."

Stillwater community

We received 126 submissions from people who live or have interests in the Stillwater community. Key themes expressed in the feedback from this community include:

- No toll for Stillwater residents accessing SH1 or East Coast Road via Penlink
- Only apply a toll (preferably in one direction) between Stillwater and Whangaparāoa Road; lower the toll price to a flat rate of either \$1 or \$2
- Make a single toll point for Penlink on the Weiti Bridge crossing to support the above request

An overview of all tolling suggestions and other conditions suggested by the public can be found [here](#).

60% of all submissions raised concerns or think costs for maintenance and operations should be met in other ways

People felt that:

- Operational costs should be funded by another source such as the Regional Fuel Tax, National Land Transport Programme, car registration costs, etc
- Tolling is a financial burden
- Tolling is unfair, particularly on residents in the project area
- There is an inconsistent use of tolling nationally to fund roads

“We pay taxes galore. Auckland tax, petrol tax, road users, the list goes on: basic infrastructure is a government obligation.”

“There are new roads being built all over Auckland without tolls, why should Penlink have to be tolled?”

“People won't use it if it's tolled. You'll just have an expensive but under-utilised road.”

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 / concerned	Unsure/No Response
<i>Local authorities</i>	2	1	1	-	-
<i>Land transport users and providers</i>	2	-	-	2	-
<i>Māori (Mana whenua)</i>	1	1	-	-	-
<i>Emergency services</i>	1	1	-	-	-
<i>Affected community</i>	1,962	310	340	1,255	57
<i>Stillwater community</i>	126	5	41	74	6
<i>Public (other than the Affected/ Stillwater communities)</i>	1,374	375	211	753	35
<i>Business, residents and ratepayers' associations</i>	3	-	2	1	-

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

3.3 Key feedback themes

The table below is a summary of key feedback themes and suggestions made. Themes are grouped by sentiment toward the overall proposal and aspects of the proposed tolls or Penlink road design.

Support for tolling

- Support the tolling structure as proposed by Waka Kotahi

- Support the principle of 'user pays' and tolling as a necessary component to meet operational and maintenance costs of Penlink
- Tolling will help mitigate traffic congestion and any increase in emissions
- Like that the tolls will be used for the ongoing maintenance of Penlink
- Think tolling is fair as a free alternative route is available
- Believe tolling may encourage people to consider using public transport or active modes of transport instead of single/low-occupancy private vehicle use
- Tolling enables Penlink to go ahead, which will help make emergency response times faster and provide a safer driving environment

Changes suggested as a condition of support for tolling

Toll prices and points

- Provide a single, flat toll price for any light vehicle use of Penlink. Suggestions range from 50c to \$3 for any use of the road in each direction
- Lower the toll prices generally, particularly for those travelling to and from Whangaparāoa Road and further east
- Reduce the peak hour toll prices
- Make no differentiation between peak and off-peak toll prices (but retain three gantry points)
- Offer concession rates for residents and/or frequent users of Penlink
- Make use of the toll road free for residents in the project area
- Increase the proposed toll prices to further mitigate traffic and emissions impacts
- Increase or decrease toll prices throughout the day to manage demand and to encourage travel outside of peak

Whangaparāoa Road

- Reduce the proposed toll price in general to/from this location
- Lower the toll price here to match the Northern Gateway toll (\$2.40 each way)
- Other suggested lower toll prices range from \$3 each way at peak times to a \$3, \$2, or \$1 flat toll price each way.

Stillwater

- Calls for no toll for Stillwater residents to access SH1 or East Coast Road via Penlink as a matter of inequity
- Apply the first tolling point at the Weiti Bridge with a \$2 toll price for fair and equitable use of Penlink to access Whangaparāoa Peninsula.

Toll mechanism and use of funds

- Apply a single toll price at a single gantry point only, preferably on Weiti Bridge as vehicles enter/exit the Peninsula
- Apply the tolls for travel along Penlink in one direction only
- Apply tolls on weekends only
- Introduce a congestion charge or levy instead for peak hour use of Penlink
- Charge developers in the area a transport levy to help cover operational and maintenance costs
- Be transparent about how and where the Penlink tolls funds are used
- Provide an end date for the tolling of Penlink
- Use funds from other existing tolls to contribute to Penlink's upkeep.

Different road users

- Increase heavy vehicle toll prices to enable lower toll prices for light vehicles
- Charge heavy vehicles peak hour toll prices to use Penlink at all times

- Reduce toll prices or no tolls for motorcycles and/or electric vehicles (EVs) to reflect lower emissions and a less impact on road 'wear and tear'
- Make the variable toll prices consistent for all vehicle types i.e. no variation between heavy and light vehicles
- Consider tolling cyclists and pedestrians for use of Penlink shared path facility.

Toll road specifications and design

- Include a bus/T2 transit lane or changing the road to have three or four lanes
- Apply tolls only if the road is built to three or four lanes (but not on the two-lane road outlined in the proposal)
- Consider providing less connections to Penlink to aid the flow of traffic
- Consider design mitigations to reduce congestion where Penlink and Whangaparāoa Road meet, such as installing a roundabout
- Address congestion at the western end of Penlink near Silverdale, Millwater and Milldale developments
- Install a median barrier for user safety
- Keep Penlink and the existing road maintained to ensure both options are safe for road users
- Install speed cameras
- Investigate a northern on-ramp from Redvale
- Consider providing a connection to Penlink to/from Wilks Road.

Concerns raised about the proposed tolling

- Generally not supportive to the tolling of any roads
- Feel that operational and maintenance costs should be funded by central or local government or other tax such as the Auckland Regional Fuel Tax (RFT), National Land Transport Programme (NLTP), car registration charges, etc.
- Tolling presents an unfair financial burden to residents and those travelling to and from the Peninsula for work
- Will discourage people from using Penlink, negating the benefits of the new road
- Insufficient public transport options and connections mean that people are reliant on private vehicles to travel for work, and other activities
- Nearby developments (i.e. Silverdale, Millwater, Milldale). will benefit from Penlink and be able to access SH1 with less congestion and no toll
- Cyclists and pedestrians should be tolled for using the road

3.4 About our submitters

The public were asked to indicate their interest in this project, and how they plan to use Penlink. Those who completed our online survey or freepost form could respond to these questions by selecting one or more of the options provided to describe their interest/s. Some respondents chose not to respond to these questions.

Interest in the Penlink tolling proposal

Response	Count	% of responses
I live along/near the Penlink route	1,962	59%

I own property or a business along/near the Penlink route	735	22%
I visit friends in the area	599	18%
I visit the area for recreation	546	16%
I work in the area	394	12%
I have no transport link to the area	125	4%
I study in the area	18	0.5%

Note: People could select more than one response to this question.

How people plan to use Penlink

Response	Count	% of responses
I will use Penlink for recreation and visit family/friends	1,372	41%
I will use Penlink to get to/from work	1,093	33%
I will not use it if it's tolled	866	26%
I will use the shared path to bike or walk along Penlink	471	14%
I will use Penlink to take children to school and/or after school activities	283	8.5%
I will not use this road at all	65	2%
Other (with a prompt to specify in a comment box)	272	-

Note: People could select more than one response to this question.

Of the 1,962 respondents who indicated they live along or near the Penlink route:

- 56% will use Penlink to get to/from work (1,087 responses)
- 54% will use it to visit family and friends, and for recreation (1,068 responses)
- 20% will use Penlink's shared path to bike or walk to destinations (393 responses).

4.0 KEY STAKEHOLDER FEEDBACK

The below includes summarised written submissions from key stakeholder groups. Themes from their feedback are included in the overall feedback themes and sentiment summaries earlier in this report.

4.1 Mana whenua

On 28 January 2022 Waka Kotahi presented the Penlink tolling proposal to the Central and Northern Iwi Integration Group, a kaitiaki forum in North and Central Auckland. Attendees of the hui included representatives from eight iwi and hapu: Ngāi Tai Ki Tamaki, Ngāti Manuhiri Settlement Trust, Ngāti Maru, Ngāti Te Ata, Ngāti Whanaunga, Te Ākitai Waiohau, Te Patukirikiri, and Te Kawerau ā Maki.

Members in attendance supported the Penlink tolling proposal as it would result in less traffic and minimise disruption to the surrounding environment.

4.2 Local authorities

On 18 February 2022, Waka Kotahi received a submission from the Hibiscus and Bays Local Board. This follows a presentation on the proposal to the Local Board on 3 February. The summary below provides an overview of their feedback and key points raised in their submission.

Hibiscus and Bays Local Board

- Opposes the Penlink route tolling proposal unless a bus/T2 transit lane is instated along the shoulder lane, and is operational as an efficient, attractive connection to the northern busway upon the opening of Penlink
- Without the above provisions, the Board believes tolling Penlink will create
 - undue pressure on the Silverdale interchange
 - inequities arising from the free alternative route having a high travel cost caused by distance and congestion on that free route
- Should tolling go ahead the Board urges Waka Kotahi to
 - set the toll amount to be comparable to the Northern Gateway toll route, and to recognise the increased travel costs to those using the free route
 - review the effectiveness of the tolling rate annually based on trips taken and congestion at the Silverdale Interchange
 - engage the Stillwater community to arrange mitigation measures
 - investigate a northern ramp from Redvale to mitigate further congestion at Silverdale
- Notes that the construction and delivery of Penlink is the top transport advocacy priority of the local board, as stated in the Local Board Plan 2020
- Believe tolling is unlikely to relieve Silverdale Interchange traffic with greater pressure set to come from developments east and west of the interchange.
- Recommends engaging developers and Auckland Transport to ensure Penlink's construction does not delay Dairy Flat/Pine Valley intersection road corridor improvements.

Cr. Chris Darby and Cr. Richard Hills, North Shore Ward Councillors

- Supports the tolling proposal for Penlink to cover the maintenance and operations costs associated with the new state highway.
- Penlink has been long advocated for in the Whangaparāoa community, on the basis that it would be a tolled road.
- Acknowledges the National Land Transport Fund is already oversubscribed and advocates for exploring different funding mechanisms where appropriate.

4.3 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 tolling Penlink solely for maintenance and operational purposes and is unaware of any publicly available information about Penlink being tolled for these purposes prior to this consultation
- Believes these costs should be met using the National Land Transport Fund (NLTF) and questions the validity of tolling due to 'pressure' on the NLTF
- Opposes and questions the validity of charging Penlink users tolls to address travel time reliability

- Inequity in making the Redvale ramps the only tolled motorway ramps in New Zealand, particularly given they will be used by many motorists who do not wish to travel on Penlink
- Feel there is lack of clear strategic basis for tolling, informed by the revenue review, which needs to be in place before specific tolling initiatives like Penlink are proposed
- Would like transparency on the expected revenue that will be generated from tolls and how these funds will be allocated
- Considers changes should be made to the current design of Penlink to avoid congestion when the road opens, particular at the western end where Silverdale, Milldale and Millwater developments contribute significantly to current congestion issues
- Believes the above congestion is due solely to growth in these development areas rather than demand for Penlink.

la Ara Aotearoa Transporting New Zealand

- Transporting New Zealand opposes the Penlink tolling proposal and suggests the NLTF should provide the funds for ongoing maintenance
- Does not support an additional toll over and above the capital costs to maintain ongoing safety and reliability on such small section of network
- Supports the growth objectives outlined in the toll proposal coupled with the need to develop a reliable link to Auckland's northern urban communities
- Queries whether a toll and its external (and internal management cost) administrative burden for the road freight sector is justified
- Believes the Penlink proposal presents an inconsistent approach to tolling to meet maintenance and operational costs of the road
- Strongly supports the use of NLTF funding, road user charges (RUC), fuel excise and vehicle registration fees to meet the construction and maintenance of roads
- Does not support the shared path provisions as fundamental components on Penlink
- Tolling trucks for both the roading agency and the industry due to the cost of electronic pay-be-plate systems and back-office administration supporting tolling; believes the latter will draw significant funding away from maintenance of the road itself
- The tolling technologies create management difficulties for trucking companies when using leased vehicles; may lead to perverse unintended outcomes such as the non-payment of tolls.

4.4 Business, resident and ratepayers' associations

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

Stillwater Community Association (SCA)

- Does not support the tolling of Penlink as proposed
- Feels the proposed variable toll prices and tolling points are unfair and inequitable to Stillwater residents compared to other users, particularly for those wanting to access SH1 or East Coast Road via Penlink
- Would like Waka Kotahi to consider a single tolling point for Penlink to be instated on the Weiti Bridge
- The SCA does not generally support tolling of Penlink to help fund operational and maintenance costs, however tolling would be more equitable if a single toll point were instated on the bridge as outlined above
- Stillwater residents already contribute to transport infrastructure costs through local rates, and have no public transport option to help ease congestion on the roads
- Supports inclusion of a shared path along Penlink
- While no toll is preferred, some members of the community are happy to pay a reduced toll price for travel on Penlink across the Weiti Bridge to access Whangaparāoa Peninsula.

Auckland Business Forum

- Membership consists of Auckland Business Chamber, Civil Contractors New Zealand, Employers and Manufacturers Association (Northern), National Road Carriers Association, The NZ Automobile Association (Auckland District Council), Ports of Auckland Ltd and Vector Ltd.
- Supports the use of tolls in principle but does not support the Penlink tolling proposal in its current form
- Do not support tolling for the purpose of demand management and to meet maintenance and operational costs for this road
- Also does not support the introduction of tolls on multiple sections of the new road rather than at a single tolling point
- Believes this proposal sets a precedent and fundamental change in the tolling landscape for future roading projects in NZ
- Agrees with the objective of tolling for demand management to optimise network performance, but feels the objective of this tolling proposal is to get vehicles off the network
- Is concerned the economic, social and cultural benefits that a project like Penlink (by providing faster, more direct travel) can generate for society are not considered in the toll modelling report or wider proposal
- Would like to see the tolling system designed to maximise the number of trips that can be made safely and efficiently on Penlink
- An under-investment in infrastructure will add to the congestion issues Penlink tolling is intended to help address
- Waka Kotahi should bring forward construction of a full diamond interchange with State Highway (from 2038) together with completed access from the interchange to the Dairy Flat area to help alleviate these congestion issues from the start of this project.

Business Whangaparāoa

- Supports the proposed tolling points and staging of toll pricing to help manage traffic flow
- Prefers toll prices are reduced to compare more closely to the Northern Gateway toll while also meeting traffic management and maintenance – suggest \$2.10 for a full trip each way by applying a 70c toll at each of the three toll points
- Feels variable tolling for peak and off-peak hours is too complicated and may negate the benefits of Penlink
- Would like Waka Kotahi to consider flat toll rates at each tolling point and possible concessions for regular users of Penlink and residents
- Penlink and the Weiti Bridge should be four lanes from the outset to accommodate demand
- If it must be built to only two lanes, widen the shoulders to enable a bus lane and T3 lane and for emergency access.
- Allocate a portion of that toll for the future development of Penlink i.e. to make it four lanes.

4.5 Emergency services

Fire and Emergency NZ (FENZ)

- Supports the Penlink tolling proposal as the road will reduce travel times and congestion, making for safer journeys
- Penlink will support Fire and Emergency services to attend to emergencies faster in this area, contributing to improved safety and survival outcomes for people involved in a range of emergency situations
- Supports the tolling of Penlink where the result is improved road user safety, contributing to a reduction in deaths and serious injuries (DSIs) on our roads.

5.0 NEXT STEPS

The tolling of new roads comes under Section 46 of the Land Transport Management Act 2003 and requires an Order in Council process to 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 public consultation and feedback report concludes the third and final step in this 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.	<div style="border: 1px solid black; padding: 10px; text-align: center;"> <p>Travel choices - there is a free, safe alternative route</p>  </div>
	Tolling does not significantly reduce project outcomes.	
	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.

Feedback provided through the consultation process will be taken into account by Waka Kotahi in the development of its tolling proposal for consideration by the Minister of Transport. 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 Penlink will be a toll road, an Order in Council must be in place before the road opens.

Construction of Penlink is scheduled to start this year and is due for completion in 2026.

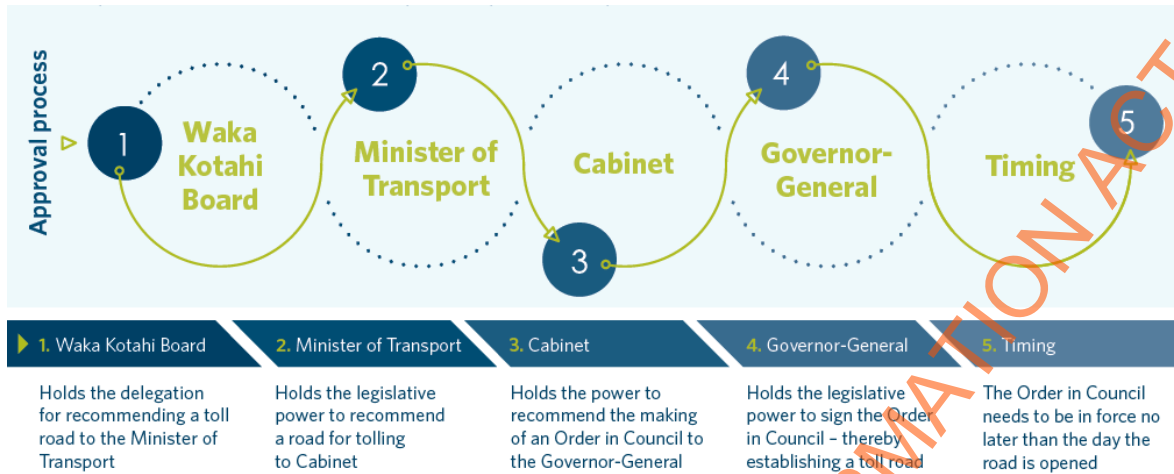


Table 2: The post-consultation approval process for road tolling projects.

All public submissions received for the Penlink tolling consultation can be viewed here and we will provide updates on tolling progress on our webpage at www.nzta.govt.nz/penlink.

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