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Mass Transit/LRT Update

Recommendation

That the Board:

- i. Notes the progress with respect to Mass Transit (MRT) initiatives based on the Auckland Transport Alignment Project Third Deliverable (ATAP Report).
- ii. Notes the LRT Project update.

Executive summary

1. The report updates the Board of the progress of MRT initiatives platform established through ATAP.
2. The ATAP Report supports and prioritises a City Centre to Airport Proposed Future Strategic Public Transport Network, including recommendations on investment timing.
3. Consistent with the above ATAP City to Airport focus, the LRT Project has expanded its scope to include the Airport section.
4. AT is supporting an NZTA study into advanced bus options for this City to Airport corridor (NZTA Advanced Bus Study).
5. A business case will be developed jointly with NZTA once the Advanced Bus Study has been completed at the end of 2016 and post any comparison of any advanced bus options with LRT.

Strategic context

6. The SOI 2015-2018 requires AT to "continue investigations to address bus congestion in the city centre, including investigations into light rail on selected arterial routes".

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Mass Transit Update

7. The MRT initiative is progressing in line with the outcomes set out in the ATAP Report that indicates a Proposed Future Strategic Public Transport Network (Attachment 1) and the implementation of MRT on the isthmus and then to the Airport as a medium term priority. The ATAP Report states that *"the large scale of most of these investments means that they have long lead times (seven years or more for planning, design, procurement and construction). This highlights the need to commence work on these projects at an early stage. To reflect this, we (ATAP) have allocated 10% of the capital cost of projects listed as medium priorities to the first decade."*
8. Other recommendations in the ATAP Report include a future MRT corridor from the Airport to Manukau and Botany.
9. AT is supporting NZTA to undertake its Advanced Bus Study. The Study is expected to be completed by year end 2016. A joint (AT/NZTA) City Centre to Airport MRT Indicative Business Case (IBC) is targeted to commence in early 2017.
10. An interim solution is being developed for the Fanshawe to Wynyard Busway, which may include futureproofing for potential combined bus and LRT options as part of the current phase of the project.
11. AIAL continues to work on its masterplan for the airport and surrounding area. The ATAP recommendations and the decision of the AT and NZTA Boards regarding heavy rail was communicated by AT to AIAL in August in line with their request for a clear decision on mode preference. To date AT has not received any formal response from AIAL.

LRT Update

Design

12. The focus for the Project since the last update to the board in February 2016 has been to develop a reference design for the isthmus segment (City Centre to Dominion Road) a to a level of concept design required to support the start of a consent process including early consultation to "protect the route". With the re-scoping of the project (City to Airport), further work is required on the operational plan and concept design developed for the isthmus.
13. The concept design for the (revised) project scope will inform the business case and land designation process.

Consents/Property

14. Due to the size, scale and complexity of the Project and the various zonings under the Unitary Plan that apply to the land impacted by the Project, the appropriate consenting pathway to deliver the Project with certainty, within the programme lodgement date and providing for an advanced procurement delivery model (e.g. PPP), is very likely to be an integrated Notice of Requirement (NoR) and Regional Resource Consent Application.

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15. A consenting strategy will be provided to the Board for endorsement in due course.

Financials

16. For the year ending 30 June 2016 the LRT Project spent \$6.6m, \$2.2m less than the \$8.8m budget allocated.
17. Reflecting the stage of the Project, the design workstream (which includes operations planning and cost estimation) dominated spending, 79.3% (\$5.2m), \$1.1m less than the \$6.3m budget. The next highest area of spend, the Planning workstream spent 4.8% of the year total (\$319k).

Communications

18. The communications strategy and plan for the Project will be finalised and presented to the Board on completion of the updated AT Communications Strategy, to ensure consistency of messaging and strategic communications direction.
19. The LRT section of the AT website continues to be updated.

Programme for 2016/2017






20. Management notes the importance of the Project requiring "a decision to proceed" by the Board and support from its funders/investors.
21. In the interim, based on current modelling, the Project is working to an in service date of 2024 for Stage 1. This assumes that the project is procured in parallel with consenting and land acquisition.

Attachments

Attachment Number	Description
1	Proposed Future Strategic Public Transport Network
2	MRT Business Case Roadmap

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Document ownership

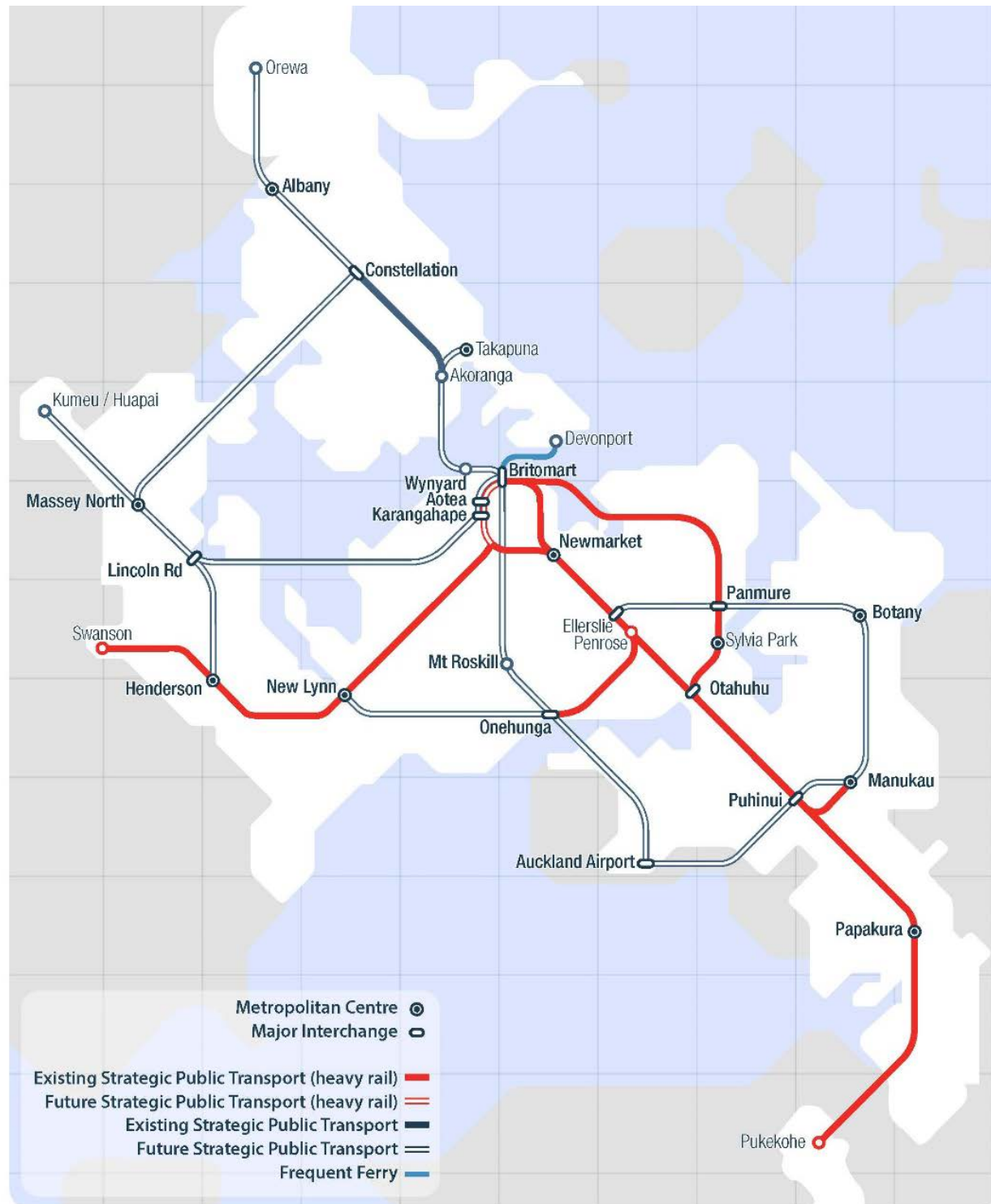
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Glossary

Acronym	Description
ATAP	Auckland Transport Alignment Project
LRT	Light Rail Transit
MRT	Mass Rapid Transit

Attachment 1

Proposed Future Strategic Transport Network



Attachment 2 MRT Business Case Roadmap

