

BOARD PAPER

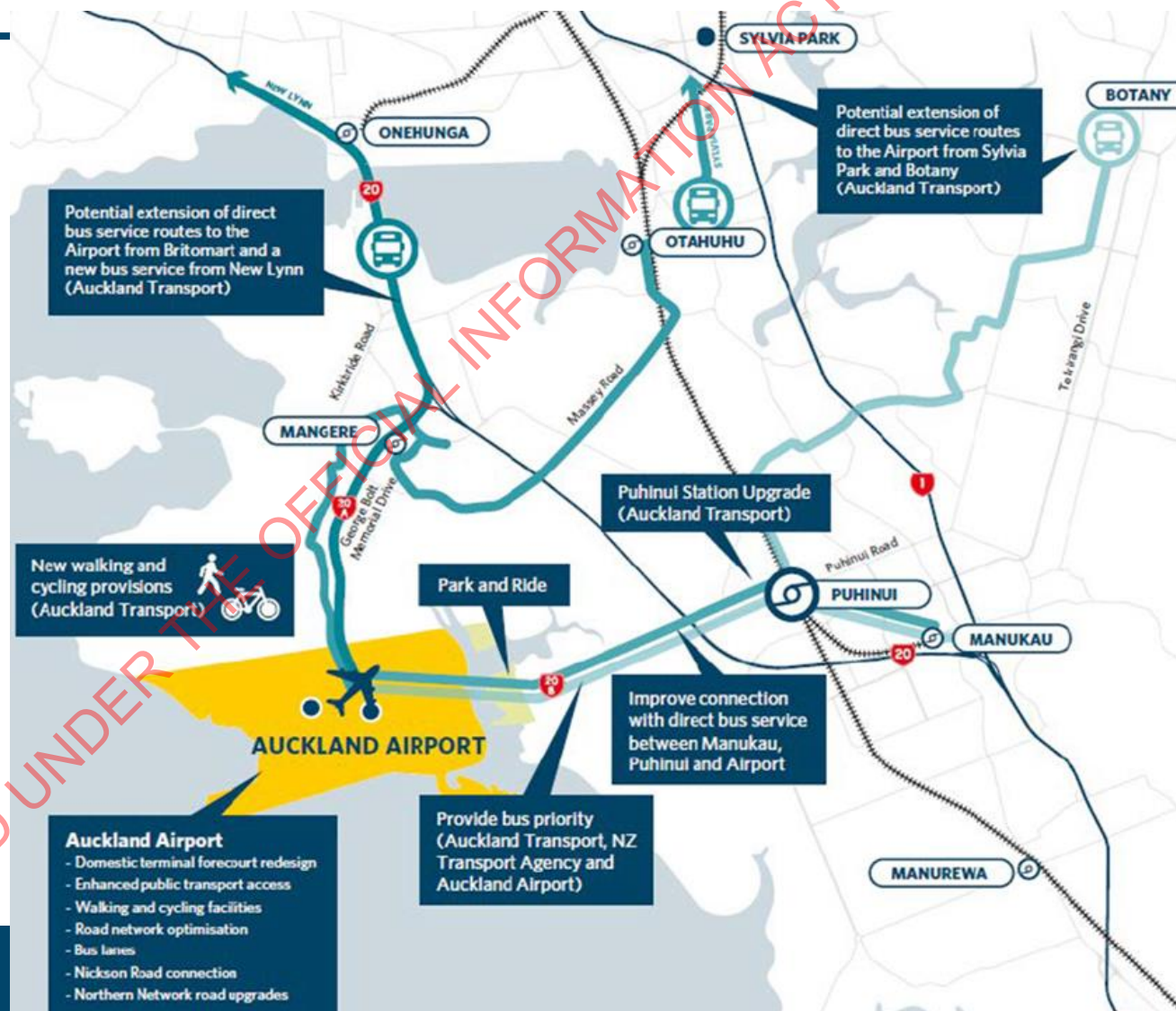
Paper no:	2018/12/1324
Meeting date:	14 December 2018
Prepared by:	Todd Webb, Principal Advisor – Design, Practice & Solutions
Recommended by:	Brett Gliddon, General Manager, System Design & Delivery
Board function:	Significant planning, investment and operational matters
Subject:	Auckland Transport - Airport Access: Short-term Improvements Single Stage Business Case (Puhinui Interchange)

It is recommended that the NZ Transport Agency Board resolves to ...

- **Endorse** Auckland Transport's Airport Access - Short-term improvements Single Stage Business Case as it pertains to the Puhinui Interchange.
- **Approve** funding for the pre-implementation phase of Auckland Transport's Airport access - Short-term improvements – Puhinui Interchange project at a total estimated cost of \$5.10 million, with a National Land Transport Fund (NLTF) share of \$3.85 million, at a targeted enhanced funding assistance rate (TEFAR) of 75.5%; subject to the ongoing requirements for the TEFAR being met.
- **Delegate** authority to the NZ Transport Agency Chief Executive to approve the final Single Stage Business Case, addressing the outstanding bus network and priority improvements along with walking and cycling connections, as well as approval for subsequent additional funding for pre-implementation, implementation and property phases of this activity.
- **Note** that the indicative total cost for all elements of this activity is estimated at \$74.74 million, with a \$56.43 million NLTF share at a TEFAR of 75.5% from the Public Transport Improvements (531) work category, under the Public Transport Improvement Activity Class.

The need for an effective early intervention

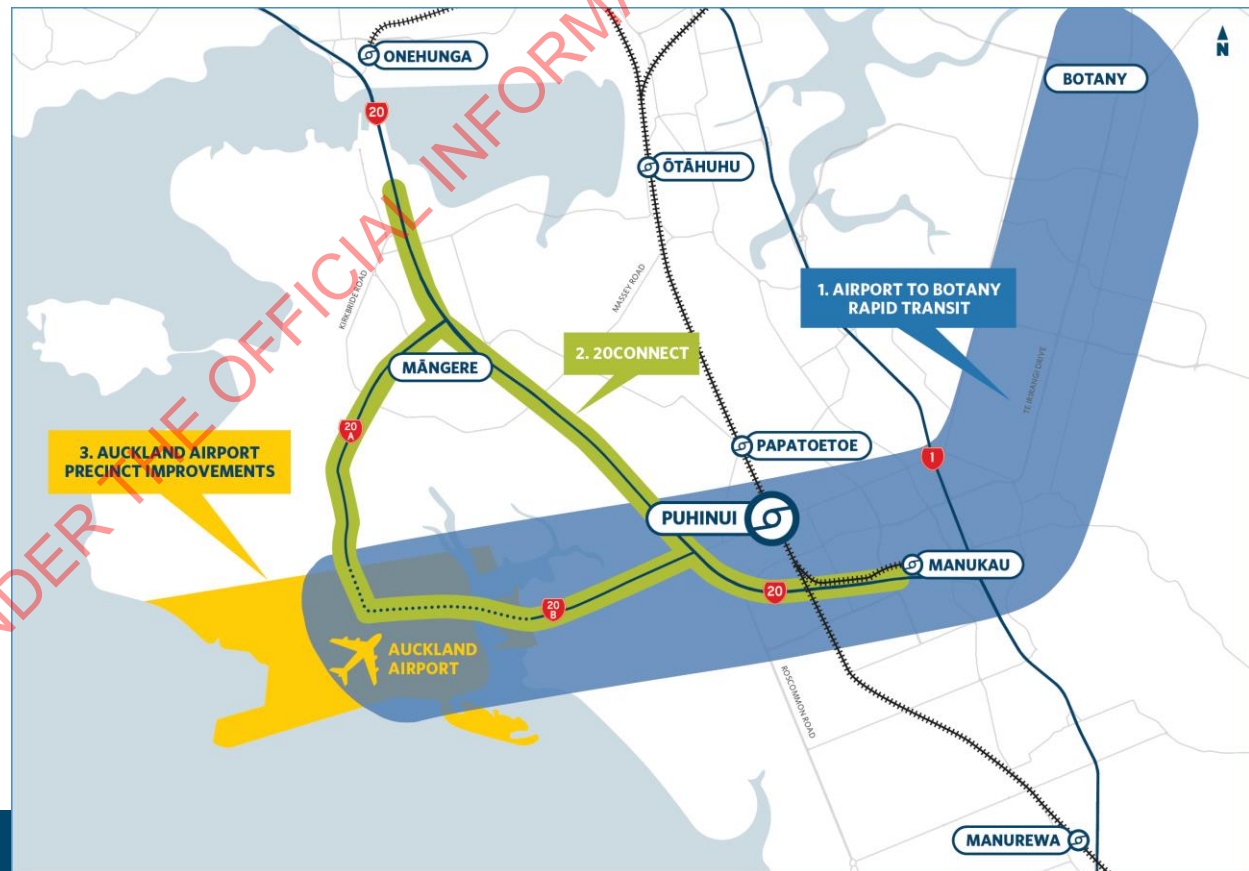
- In May 2017, the NZ Transport Agency Board supported a programme of activities to improve access to the Auckland Airport [Board paper 2017/05/1140]
- The programme included early works to address urgent accessibility issues: bus priority measures on State Highway (SH) 20B, bus service changes, walking and cycling facilities, and a new rail/bus interchange at Puhinui Station



The need for an effective early intervention

continued

- Evidence included in the Single Stage Business Case (SSBC) identifies substantial travel time reliability issues for public transport (PT) services between the Airport and Manukau (380 Airporter), which range between 60 and 85 minutes
- At current rates of growth, available capacity within the corridor will be exhausted in five years
- In 2021, Auckland is hosting APEC Leaders' Week and the 36th America's Cup. There is also the risk of potential disruption to existing PT servicing the City to Airport route arising from the construction of the City Centre to Mangere Light Rail



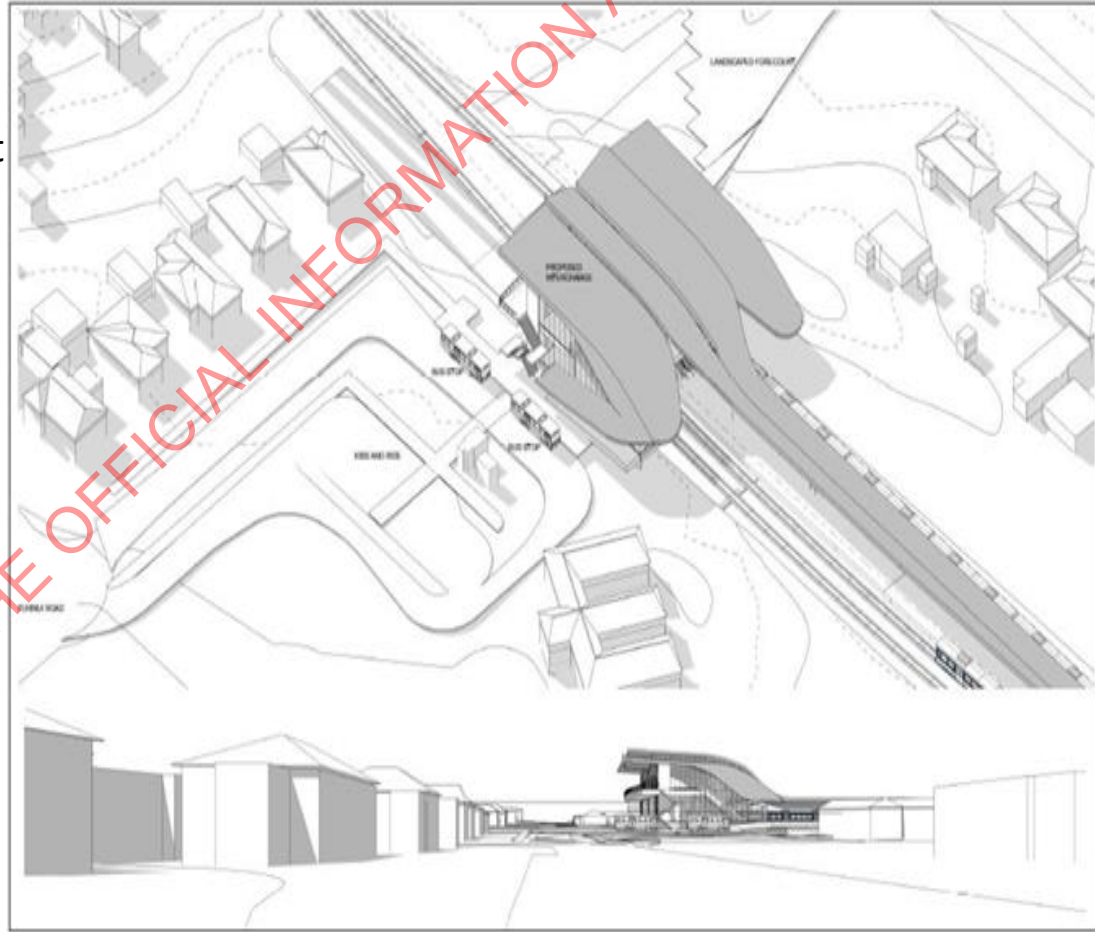
A new Puhinui Station and Interchange

- Puhinui Station is located in a strategic position on a direct route between the airport and Manukau with both the southern and eastern train lines traversing through it
- In its current form the station does not allow for bus/rail interchange, requiring Auckland Transport's (AT) airport bus service to divert significantly to Papatoetoe Station - north of Puhinui Station
- Puhinui Station currently has no dedicated facilities to support airport passengers transferring to rail. The station also has poor amenity, with evidence that it is perceived to be unsafe
- Design and construction will occur in two stages: with the first stage (subject of the SSBC) including an enclosed concourse with at-grade bus drop-off and pick-up area
- Stage Two will be considered through the business case for the Airport to Botany Rapid Transit Network (RTN), and include consideration of a dedicated rapid transit bridge or underpass as well as additional train platforms



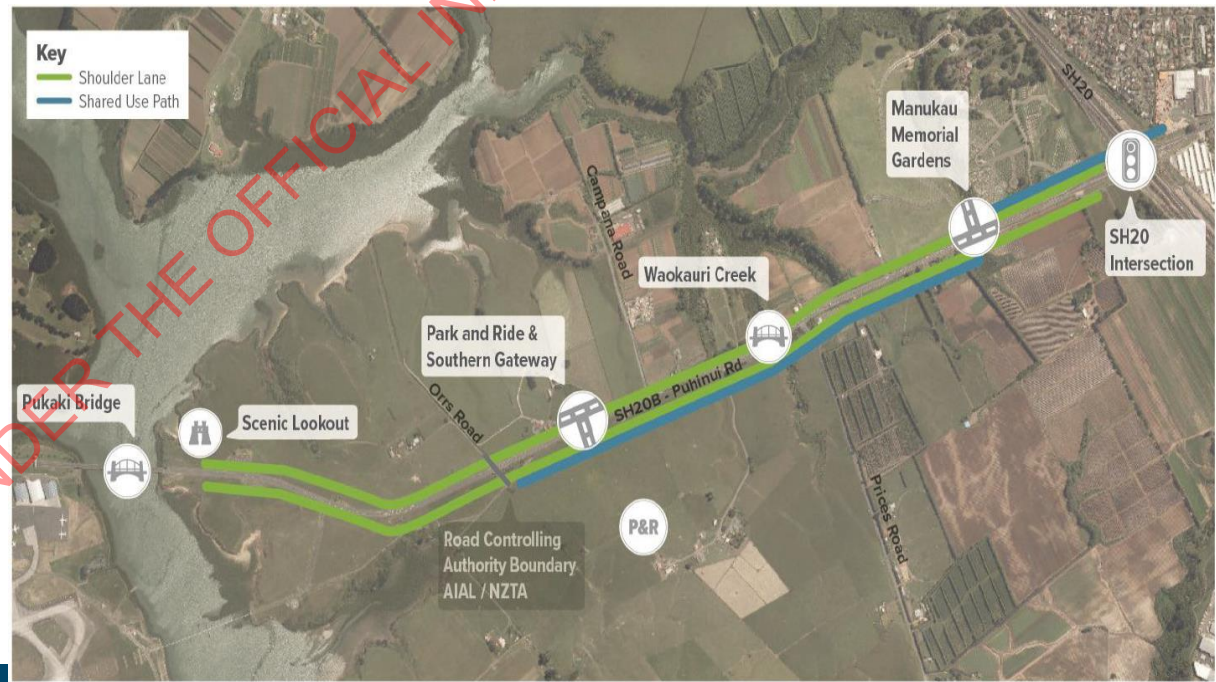
A high quality interchange with enhanced design

- The SSBC indicates costs for the first phase of the Puhinui Station Interchange being \$60 million– which is \$8 million (~15%) above the Regional Land Transport Plan (RLTP) budget of \$52 million
- AT has identified that if the cost remains above the RLTP budget through subsequent design stages, it will seek efficiencies in the station design to keep the project within budget. The Transport Agency will continue to work with AT to ensure the interchange design represents value for money
- The existing airport bus service network will be modified to provide a direct and frequent service (every 10 minutes in the peak) between the airport and Manukau Bus Station via Puhinui Station (route via SH20B, Puhinui Road and Lambie Drive)



Supported by improvements to State Highway 20B

- Auckland Transport's SSBC has been prepared with project partners – the Transport Agency and Auckland International Airport Limited (AIAL)
- The Transport Agency has recently completed the SH20B SSBC, which recommended the introduction of bus lanes and the establishment of a walking and cycling shared path as an early intervention to improve accessibility to the Airport
- The SH20B SSBC was endorsed, with funding approved for pre-implementation in November 2018
- The SH20B bus lanes, in conjunction with the new Puhinui interchange and related PT service improvements; along with work being undertaken to ensure improved provision for PT, walking & cycling on AIAL land, will generate a step-change in PT accessibility to the Airport



Ongoing work to address PT network improvements and walking & cycling

- The Airport Access – Short-term improvements SSBC has been prepared to the point that will enable the new Puhinui Station and interchange to proceed to early implementation
- Further work is required to the SSBC , which will occur in parallel to pre-implementation
- The final SSBC will address the recommended PT bus network improvements, local road bus priority measures as well as walking and cycling improvements
- The economic case is fully developed, but does not currently include the proposed walking and cycling component, and is based on costs for the bus-related improvements, which are high level and will require further refinement. A revised Benefit Cost Ratio (BCR) will be developed during the business case completion and pre-implementation stage
- A separate business case for the Airport to Botany RTN (part of the Southwest Gateway Programme) will be reported to the Board in 2019



A strong case for investment

- The proposed new station and interchange is specifically identified by the Auckland Transport Alignment Project (ATAP), and has strong alignment with the Government Policy Statement on Land Transport 2018-2021
- The Activity has a High results alignment with respect to the PT, rapid transit and transitional rail improvements criteria: BCR: 1.3 - Priority 5
- The expected cost for the full package of recommended early improvements, the bus priority measures (including bus lanes on Puhinui Road and Lambie Drive) and the Puhinui Station upgrade is \$74.74 million (including administration), with a \$56.43 million National Land Transport Fund share at a targeted enhanced funding assistance rate (TEFAR) of 75.5%
- The project is within the scope of the National Priority Programme “Improving the effectiveness of public transport” and has been deemed to qualify for the TEFAR, noting that the activity has a High results alignment, will be substantially completed by June 2021 and AT has committed to the “Local Share Savings” being reinvested in land transport
- The project is considered affordable with funding aligned to the cashflows assigned for inclusion in the National Land Transport Programme 2018-2021. The improvements are eligible to be funded from the Public Transport activity class

Next steps

If the Board approves the recommendations in this paper, then:

- The National Land Transport Fund monies for the pre-implementation phase of Auckland Transport's Airport access - Short-term improvements – Puhinui Interchange project will be released immediately and prior to the Board Minutes for the December 2018 Board meeting being confirmed and ratified
- AT will be advised immediately
- The award process would take place immediately, as tenders for the pre-implementation phase have been evaluated, with contracts expected to be awarded in January 2019

The following information will be made available on the Transport Agency website

- Under section 20D(2) of the Land Transport Management Act 2003, after approving or declining funding for activities or combinations of activities, the Transport Agency must place a copy of the decision, and the reasons for the decision, on its website
- If the Board agrees to the recommendations in this paper, the following information will be made available on the Transport Agency website:

The NZ Transport Agency has approved pre-implementation funding at estimated cost of \$5.10 million, with a National Land Transport Fund share of \$3.85 million for Auckland Transport (AT) to progress the development of a new train station and bus interchange at Puhinui. The new station and interchange form part of a package of early interventions that seek to:

- *provide a new and reliable alternative public transport route for airport passengers and workers accessing the city centre and south via a transfer to rail at Puhinui; and*
- *improve access to southern Auckland's two major employment areas (Manukau and the Airport).*

AT's business case has been prepared in collaboration with the NZ Transport Agency and Auckland International Airport Limited. AT is expected to commence detailed design in early 2019 with a view to ensuring the new station, supporting bus service improvements and walking & cycling improvements are in place by early 2021, in time to meet the additional transport demand generated by events including APEC and the America's Cup.