

# MINO-539 Northwest Bus Improvement Programme update

2 December 2022

The Minister's office has received advice from the Crown Infrastructure Partners that there has been a delay to the 'go-live' date for the Northwest Bus Improvement (NWBI) programme and have sought comment from Waka Kotahi.

The primary reason for the delaying the Go-Live date of the NWBI from May 2023 to November 2023 is due to the late delivery of enabling public transport (PT) infrastructure on the local road network, which is being delivered separately to the NWBI programme by Auckland Transport (AT). AT has elected to delay the Go-Live date to enable the local road enabling works to be completed.

The joint NWBI Programme consists of PT infrastructure at:

- Westgate - bus station
- Lincoln Road interchange – bus stop facilities
- Te Atatu interchange – bus stop facilities
- SH16 - bus shoulder lanes

The Programme is jointly managed, with AT managing the design services and delivery split between Waka Kotahi (motorway infrastructure) and AT (Westgate). The NWBI is a \$100M programme and is funded equally by CIP and the NLTF. CIP's funding effectively provides the local share.

The enabling works, which include local road bus stops and bus priority lanes, are outside of the scope of the joint NWBI programme and are funded and delivered separately by AT. These enabling works need to be in place before AT can run the new western express bus service (WX1) that will serve the Northwest Busway. The Programme has recently become aware of the delay in the delivery of these enabling works. However, this work is critical to the success of the wider public transport offering in the north-west.

In terms of progress of the works that are within the scope of the NWBI programme, there will be delays to the delivery of some PT infrastructure at Lincoln Road which may also impact the Go-Live date, although this is not a primary driver of the delay. While we are working closely with AT to accelerate the delivery of the Lincoln Road infrastructure, this would not necessarily result in reducing the delay.

The enabling local road PT infrastructure is the main driver of the Go Live date. All other components of the joint NWBI programme are on track to meet the agreed milestones.

It has been agreed with AT that the out-of-scope programme of local road enabling works reports into and is monitored by the NWBI joint governance group to ensure consistency of decision-making and better coordination of the two streams of work.