

MINISTERIAL BRIEFING NOTE

Subject	Northern Busway extension and Westgate Station – further advice
Date	3 October 2024
Briefing number	BRI-3181

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1 st contact
Robyn Elston	Acting Group General Manager - Transport Services	s 9(2)(a)	s 9(2)(a)	✓

Action taken by Office of the Minister

- Noted
- Seen by Minister
- Agreed
- Feedback provided
- Forwarded to
- Needs change [please specify]
- Withdrawn
- Overtaken by events

PROACTIVELY RELEASED

3 October 2024

Hon Simeon Brown – Minister of Transport

Northern Busway extension and Westgate Station – further advice

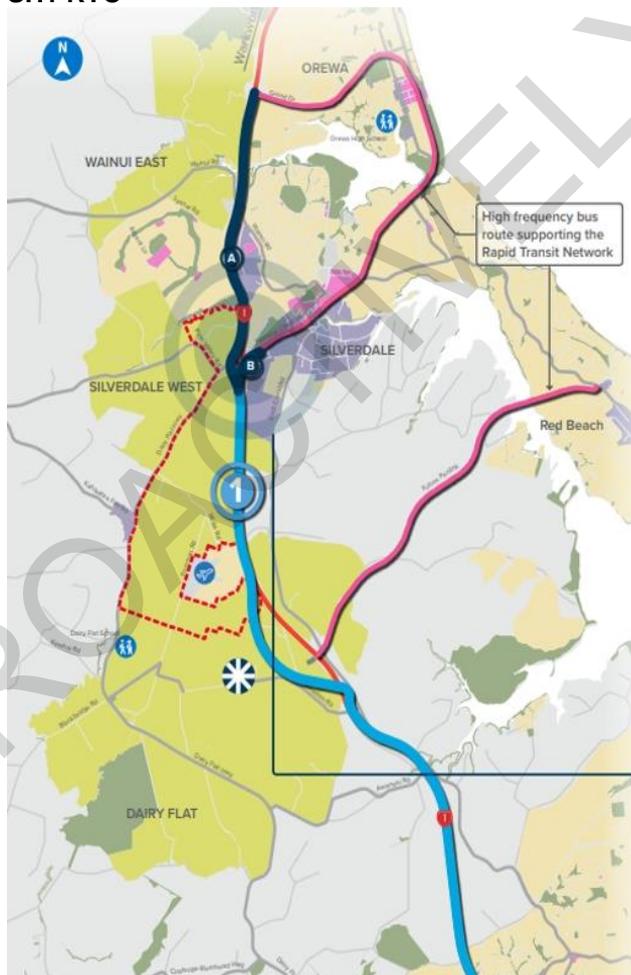
Purpose

1. Further to BRI-3155 Northern Busway extension and Westgate Station, this briefing provides additional information on cost and patronage comparisons for the Northern Busway extension routes.

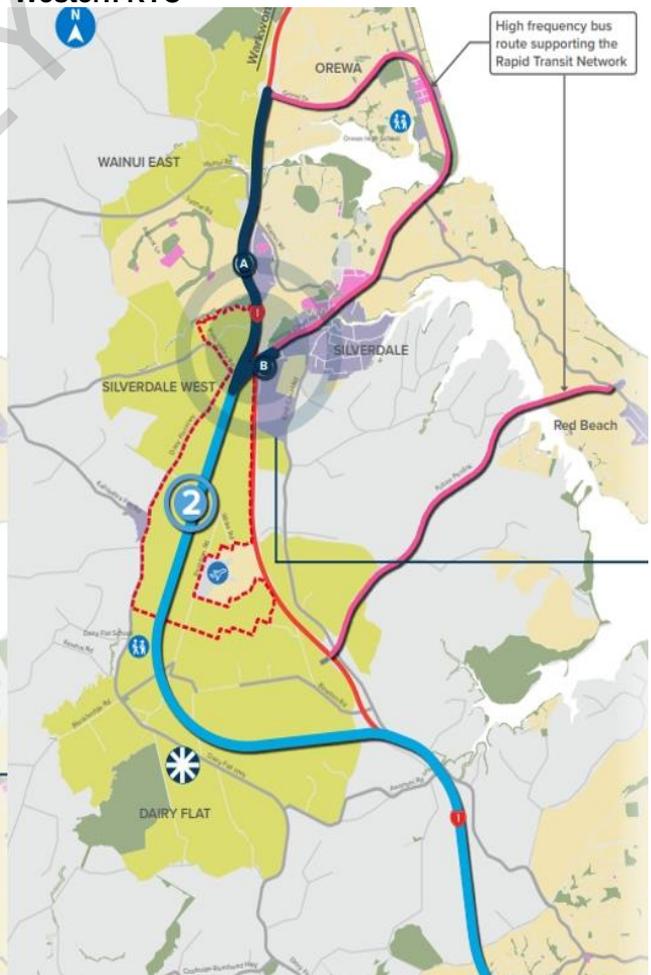
Cost comparisons for the Northern Busway extension

2. A directly comparable cost comparison between the Western Rapid Transit Corridor (Western RTC) and a State Highway 1 (SH1) RTC was undertaken in the Indicative Business Case (IBC) phase for the project in 2019. The options are outlined in the figure below:

SH1 RTC



Western RTC



3. The SH1 RTC option was costed at \$1.07 billion (in 2018 dollars) and within the 50 percentile confidence interval (P50). The Western RTC option was costed at \$1.1 billion (P50, in 2018 dollars).
4. During the Detailed Business Case phase in 2023, the cost of the Western RTC (which goes through the Future Urban Zone - FUZ) was costed at \$1.5 billion (P50, in 2023 dollars). No equivalent cost was prepared for an option following SH1.

Patronage

5. A direct comparison of patronage numbers was also prepared in the IBC phase in 2019. The patronage taken between the Future Urban Zone area and Albany during the morning (AM) peak period was as follows:
 - Western RTC through the Future Urban Zone (IBC recommended option) – **9400** passengers in the AM peak period (2 hours)
 - SH1 alignment - **8370** passengers in the AM peak period (2 hours).
6. The IBC recommended option resulted in just over 1000 more passengers in the AM peak.
7. Since these IBC estimates were made in 2019, the Detailed Business Case (2023) reported patronage of **10,143** passengers in the AM peak period (2 hours) on the recommended Western RTC route. This is an increase on the numbers reported in the IBC due to slight modifications to the alignment of the Western RTC and better integration with land use.

SH16 route indicated in BRI-3155

8. NZ Transport Agency Waka Kotahi (NZTA) are considering a range of options in this area and are currently undertaking an assessment to select an effective, value for money alignment. This will involve considering capex costs, construction feasibility, staging opportunities, network (including future network) alignment, environmental effects, and land impacts. We are currently consulting with Auckland Transport, mana whenua and Auckland Council over the options.

Next steps

9. The assessment of options will identify our emerging preferred option. This is expected to occur by the end of this year with landowner engagement planned for 2025.

It is recommended that you:

1. **Note** the cost and patronage comparisons between the Western Rapid Transit Corridor (RTC) and a SH1 RTC undertaken in the Indicative Business Case phase for the project in 2019.
2. **Note** the updated 2023 patronage estimates for the Western RTC.



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Robyn Elson

Acting Group General Manager -Transport Services

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Hon Simeon Brown, Minister of Transport

Date: 2024

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