

BOARD PAPER

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| Recommended by: | Geoff Dangerfield, Chief Executive |
| Board function: | Chief Executive's report and progress against plan |
| Subject: | Chief Executive's report |

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Out of Scope

Auckland

Auckland Central City Access

29. As part of the 2015-2018 Regional Land Transport Programme consultation, Auckland Transport announced its intention to explore a Light Rail system to address anticipated public transport accessibility issues in the CBD. This intent became policy after a variation to the Regional Public Transport Plan that was formally adopted in April 2015.
30. In September 2015, AT completed a Central Access Strategy Report which includes analysis of 10 options and an evaluation which concludes that the introduction of Light Rapid Transit on critical corridors would be an "appropriate necessary intervention."
31. In light of the complexity and potential cost of solutions, AT have agreed to lead the development of a case for investment based on our business case approach in order to ensure the basis for analysis was problem focused and involved key stakeholders. In November, we supported AT's Central Access Strategic Case and approved funding to develop the programme business case.
32. The strategic case reveals a significant existing problem that will worsen as demand for public transport grows and the population increases. The strategic case reinforces the criticality of the

city centre to the national economy and the unique modal split (55% private car usage into the CBD compared with the regional rate of 75%). The problems outlined in the strategic case are current and projected transport demand resulting in unreliable travel and limiting access, blockages and delays in central bus services and the impact of increasing traffic volumes on urban amenity. The benefits sought from the work are enabling Auckland's prosperity and growth, an attractive city centre and a more efficient and cost effective transport network and services. These problems have been modelled based on other projects, such as the City Rail Link, already in place.

33. We will keep you informed as the programme business case develops. Any investment proposal will need to be considered in the context of the Auckland Transport Alignment Project before being formalised in an investment proposal for your consideration.

Out of Scope