

Rail to Airport

Purpose

The South-Western Airport Multi-modal Corridor Project (Airport Corridor) is a joint project between Auckland Transport, Auckland Council, New Zealand Transport Agency (NZTA), KiwiRail and Auckland International Airport Limited (AIA) and is covered by a Funding Agreement and Memorandum of Understanding (MoU) setting out how the parties will work together to identify the preferred multi-modal transport routes to and from Auckland International Airport and prepare documentation for route protection. The MoU is attached as Attachment A.

The purpose of this report is to:

- update the Committee on the tender for the provision of professional services for the South-Western Airport Multimodal Corridor Project.
- Recommend the Board nominate a representative for the governance structure.

Background

The project aims to deliver the future arrangements for:

- The long term State Highway footprint for SH20A and SH20B and connections to SH20 and a progression plan for infrastructure delivery.
- Rail rapid transit connections including station locations to the Airport, along the SH20, SH20A and SH20B alignments, the interface between these connections and the Airport passenger terminals.
- A progression plan of public transport infrastructure and service provision over the next 30 plus years, identifying progression from bus to rail based public transport, taking account of the rest of the transport system and best value for money outcomes
- Long term corridor cycle and walking routes and linkages.
- Identifying current and potential future integrated transport / land use opportunities along the multimodal connections to the Airport including those that could utilise freight rail where rail is a rapid transit option.

The Project area, located in the south-west of Auckland, extends from the Manukau Harbour Crossing to the north, Auckland International Airport to the south-west and the commercial and industrial area to the south-east of the airport.

The key deliverable is a robust set of documentation to support the Notices of Requirement (NOR) to designate the preferred routes. The Project is split into 3 phases:

- Phase 1: Option identification and assessment; identification of preferred corridor option and PT mode progression strategy; business case, investment plan and assessment of alternatives.
- Phase 2: Scheme Assessment; updated Business Case; statutory approvals; preliminary AEE
- Phase 3: Draft Notice of Requirement; Easement Documentation; and, Implementation Plan.

The Regional Land Transport Strategy (RLTS) 2010 identifies the Airport Rail Loop and improved SH20A and SH20B road capacity as activities of high regional significance and Auckland Council has given this project a high level of urgency. In recognition of this, the Airport Corridor project has set a tight timeframe for completion of all three phases within 1 year from award of the contract.

Procurement

A request for tender (RFT) for the project was lodged through the LG Tenders website and advertised in the NZ Herald. Submissions closed on 10 December 2010 and 4 were received:

- Beca, Parsons Brinkerhoff, Deloitte, Synergine
- GHD, MVA, McCormick Rankin Cagney, Interfleet, Rockpoint Corporate Finance
- Opus, AECOM, Price Waterhouse Cooper
- SKM, Urbanism+, Zomac

The tender evaluation process is being carried out in accordance with NZTA's price quality methodology. The Chief Executive of Auckland Transport will have final approval for awarding the contract.

The Auckland regional and National land transport networks for customers are one system. NZTA and Auckland Transport will work in partnership to deliver the contracted professional services. While NZTA is the custodian and operator of the State highway components and AT is focused on the PT, local roading, walking and cycling components, the outcome will be a collaborative one. Auckland Transport will take the lead on the day to day administration of the Project.

The project consists of three phases with phases 2 and 3 being provisional items. These later phases require the project partners' acceptance of the earlier phases and funding being available. Hold points at the completion of each phase have been included in the request for tender.

In terms of the funding agreement between Auckland Transport and NZTA, phase 1 of the project has approved funding up to \$1.7m with this being provided entirely by NZTA. The cost of phases 2 and 3 will be funded by AT with potential co-investment (subsidy) from NZTA. AT funding will be sourced from a combination of efficiency savings, reprioritisation and / or additional funding from Auckland Council. Table 1 below shows the estimated costs:

Table 1: Estimated Costs

Project Phase	
Phase 1	\$1,700,000
Phase 2	\$2,600,000
Phase 3	\$620,000

Project Governance

Figure 1 shows the governance structure set out in the MoU.

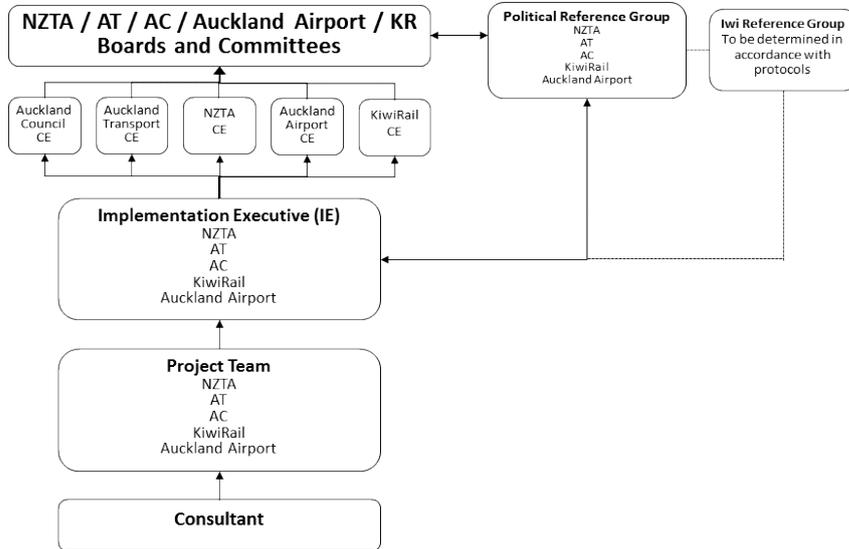


Figure 1: Governance Structure

In terms of the governance structure, the Auckland Transport Board would be represented on the Political Reference Group (PRG). The role of the PRG and Iwi Reference Groups are discussed below. Management will be responsible for representation on the Implementation Executive and the Project Team.

Political Reference Group

The MoU provides for the establishment of a PRG, with the following terms of reference:

- To act as a sounding board for the project team throughout the project.
- When decisions on major issues are required to be made, the PRG will assist in achieving agreement among the parties through negotiation prior to reporting back to each party for resolution.

It is proposed that the PRG meet as follows, however additional meetings may be set:

Phase 1	Initial Update Late February 2010 Prior to finalising Phase 1 (April 2010)
Phase 2	Start of Phase 2 (June 2010) Midway through Phase 2 (July/Aug) Prior to finalising Phase 2 (Sept/Oct)
Phase 3	Start of Phase 3 (November 2010) Prior to finalising Phase 3 (December 2010)

Comment [N1]: May need additional meetings.

It is proposed that 1 board representative or senior representative from AIAL, NZTA, AT, and KiwiRail be invited to attend the PRG. With regard to Auckland Council it is proposed that 1 Councillor and 1 local board member from each of the two local boards within the project area (Otara-Papatoetoe Local Board and Mangere-Otahuhu Local Board) be invited to attend.

Comment [N2]: NZTA has not made a decision who will be on the PRG, unlikely to be a board member.

It is proposed that the first meeting of the PRG be chaired by the Auckland Transport Board member, and that the PRG be asked to confirm the chair at its first meeting.

Iwi Reference Group

The MoU provides for an Iwi Reference Group. The membership of this group will be confirmed by the Political Reference Group following its establishment. It is envisaged that the project team would canvass Iwi with the assistance of Auckland Council Iwi liaison staff to identify and nominate appropriate representation for potentially affected Iwi. NZTA Iwi Liaison Protocol for projects will be considered as a part of the above process.

Next Steps

The next steps are:

- To finalise the procurement process and award the contract before Christmas
- To confirm the Auckland Transport Board representative on the PRG
- Invite representatives from Auckland Council, the Otara-Papatoetoe and Mangere-Otahuhu local boards, NZTA, KiwiRail and Auckland International Airport.

Recommendation

It is recommended that:

- (a) The Board endorse the membership of the Political Reference Group with 1 board representative or senior representative from Auckland International Airport Limited, the New Zealand Transport Agency, Auckland Transport and KiwiRail, 1 Auckland Councillor and 1 local board member from each of the two local boards for Otara-Papatoetoe and Mangere-Otahuhu Local Boards.
- (b) Management be authorised to write to the identified organisations inviting the nomination of representatives for the Political Reference Group.

Attachment A : South-Western Airport Multi-Modal Corridor Study Memorandum of Understanding

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