

The Issue (and why the issue)	The cost estimate provided by the Alliance significantly exceeds the allocated baseline budget of \$115 m, and the programme is forecast to extend at least three years longer (to 2027) than the baseline. Urgent direction is required to address the Queenstown transport problem and reduce Alliance and escalation costs due to further programme prolongation.					
Options	Option 1 Full scope (Zones 1 to 6)	Option 2 Zone 1, 2 and 3	Option 3 Zone 2 and Zone 3 + Howards Dr RAB	Option 4 Zone 2B and Zone 3 + Howards Dr RAB	Option 5 Zone 3 + Howards DrRAB	Option 6 Zone 3
Option outline						
Pros	- Delivers the full scope of work - Gives the best opportunity to achieve mode shift requirements as outlined in the DBC	Delivers intersection improvements and bus priority on SH6 from Howards Drive through to and including the BP intersection and to the bus hub	Delivers intersection improvements and bus priority on SH6 from Hardware Lane through to and including the BP	Delivers intersection improvements and bus priority on SH6 from Grant Road through to and including the BP intersection and to the bus hub	Delivers intersection improvements and bus priority at the BP intersection and to the bus hub Delivers bus hub, which is a critical component for	Delivers intersection improvements and bus priority at the BP intersection and to the bus hub Delivers bus hub, which is a critical component for

	- Meets stakeholder and community expectations	- Delivers bus hub, which is a critical component for improving the PT experience and increasing bus capacity - Addresses safety and access issues at Howards Drive	- intersection and to the bus hub - Delivers bus hub, which is a critical component for improving the PT experience and increasing bus capacity - Addresses safety and access issues at Howards Drive	- Delivers bus hub, which is a critical component for improving the PT experience and increasing bus capacity - Addresses safety and access issues at Howards Drive - Provides some opportunity to investigate developer contribution for Zone 2	- improving the PT experience and increasing bus capacity - Addresses safety and access issues at Howards Drive - May be delivered within the allocated budget - Provides an opportunity to investigate developer contribution for Zone 2	- improving the PT experience and increasing bus capacity - Will be delivered within the allocated budget - Provides an opportunity to investigate developer contribution for Zone 2
Cons	- Cost estimate significantly exceeds the allocated budget - Programme significantly exceeds the baseline - s 9(2)(g)(i) - Significant traffic management will be required, likely causing delays and disruption	- Cost estimate significantly exceeds the allocated budget - Does not provide improvement to the Southern Corridor or on SH6A, including pedestrian crossing improvements - Negates the opportunity to investigate developer contribution for	- Cost estimate exceeds allocated budget - Performance of the network will degrade quicker than Options 1 and 2, as side roads operation would be worse due to less green time - Does not provide improvement to the Southern Corridor or on SH6A, including	- Cost estimate likely to exceed the allocated budget - Performance of the network will degrade quicker than the preceding options. - The Hawthorne Dr RAB will not cope with additional traffic from Frankton North. - Does not provide improvement to the Southern	- Cost estimate may exceed the allocated budget - Only provides limited PT benefits with some bus priority at the BP intersection and an expanded bus hub - Performance of the network will degrade quicker than the preceding options. - Does not address the safety and access issues at Howards Drive.	- Only provides limited PT benefits with some bus priority at the BP intersection and an expanded bus hub - Performance of the network will degrade quicker than the preceding options. - Does not address the safety and access issues at Howards Drive.

	- Negates the opportunity to investigate developer contribution for access to the Frankton North development area	access to the Frankton North development area	- pedestrian crossing improvements - Negates the opportunity to investigate developer contribution for access to the Frankton North development area	Corridor or on SH6A, including pedestrian crossing improvements	- with additional traffic from Frankton North. The Hansen Rd intersection will not cope with additional traffic from adjacent developments. Does not provide improvement to the Southern Corridor or on SH6A, including pedestrian crossing improvements	- The Hawthorne Dr RAB will not cope with additional traffic from Frankton North. The Hansen Rd intersection will not cope with additional traffic from adjacent developments. Does not provide improvement to the Southern Corridor or on SH6A, including pedestrian crossing improvements
Assumptions	- Based on maintaining the Alliance Delivery model - Based on a 30% design	- Based on maintaining the Alliance Delivery model - Based on a 30% design	- Based on maintaining the Alliance Delivery model - Based on a 30% design	- Based on maintaining the Alliance Delivery model - Based on a 30% design	- Based on maintaining the Alliance Delivery model - Based on a 30% design	- Based on maintaining the Alliance Delivery model - Based on a 30% design
Cost (high-level estimate)	- D&B cost: \$9(2)(j) - Bond - \$9(2)(j) - Alliance (before reconciliation) - WK internal cost: \$x m - Property cost: \$x m	- D&B cost: \$X m - Bond - \$X m - Alliance (before reconciliation) - WK internal cost: \$x m - Property cost: \$x m	- D&B cost: \$9(2)(j) - Bond - \$9(2)(j) - Alliance (before reconciliation) - WK internal cost: \$x m - Property cost: \$x m	- D&B cost: \$x m - Bond - \$x m - Alliance (before reconciliation) - WK internal cost: \$x m - Property cost: \$x m	- D&B cost: \$x m - Bond - \$x m - Alliance (before reconciliation) - WK internal cost: \$x m - Property cost: \$x m	- D&B cost: \$x m - Bond - \$x m - Alliance (before reconciliation) - WK internal cost: \$x m - Property cost: \$x m

	Total: \$x m - \$x m	Total: \$x m - \$x m	Total: \$x m - \$x m	Total: \$x m - \$x m	Total: \$x m - \$x m	Total: \$x m - \$x m
Recommendation	The preferred option will deliver on investment objectives but will not be affordable.	It will not be affordable	It will not be affordable	Unlikely to be affordable	It is a recommended option as it provides the absolute minimum on-road PT improvements and delivers the Frankton bus hub. It also has the Howards Dr RAB, which presents a significant political and reputational risk if not included in the base option.	This is a fall-back option if the estimate for Option 5 is greater than the allocated budget. It provides the absolute minimum on-road PT improvements and delivers the Frankton bus hub. It does not deliver the Howards Dr RAB, which presents a significant political and reputational risk.

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