

25 November 2024

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[REDACTED]
By email

Dear [REDACTED]

Official information request regarding Auckland Light Rail

I refer to your official information request dated 5 November 2024 for high level information regarding the Auckland Light Rail proposal, including:

- Proposed route
- Station locations
- Visualisations

The information you have requested is attached.

Please note that it is our policy to proactively release our responses to official information requests where we consider the request to be a material one. Our response to your request will be published shortly at <https://www.nzsuperfund.nz/publications/disclosures/oia/>, with your personal information removed.

Yours sincerely


Catherine Etheredge
Head of Communications

Auckland Light Metro Auckland Transport

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**Response Proposal
Briefing**

25 November 2019



Auckland Light Metro Proposal Briefing

1.	What we will deliver	<i>This briefing sets out NZ Infra’s current view of the optimal value-for-money CC2M proposal to meet Auckland’s needs.</i>
2.	Technical solution – overview	
3.	Investment and commercial model	<i>We anticipate further refining our proposal with the benefit of further engagement with project, partners and stakeholder, public and market feedback</i>
4.	Alignment & visuals	
6.	Urban development	
7.	Sustainability	
8.	Route challenges	
9.	Partnership approach	
10.	Engagement	
11.	Māori engagement	
12.	Consenting	
13.	Programme	

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What We Will Deliver

- **Access and Integration** - improved access to opportunities through enhancing Auckland's Rapid Transit Network and integration with Auckland's current and future transport network.
- **Environment** - optimised environmental quality and embedded sustainable practices.
- **Urban and Community** - enabling quality integrated urban communities, especially around Māngere, Onehunga and Mt Roskill.
- **Experience** - a high quality service that is attractive to users, with high levels of patronage.
- **Capability** – mix of international and local expertise – key team members have worked on 12 light rail projects
- **Capital** – committed equity enabling faster delivery and greater risk tolerance
- **Returns** – investment returns to NZSF benefit **all** New Zealanders

Automatic, fully segregated light metro

- Fast, safe, frequent, reliable and high capacity – delivers modal shift
- No interface with traffic; builds additional capacity
- Fully integrated with transport systems and network
- Easy connections to CRL
- Provision for future lines – North Shore and North-West
- Proven technology
- Easy to increase capacity over time



Key facts and figures

2-car trains, 34 minutes from Wynyard to Airport

4-minute headways at peak (capacity for 2-min)

24.7km, 13 stations on day-one (plus 2 future stations)

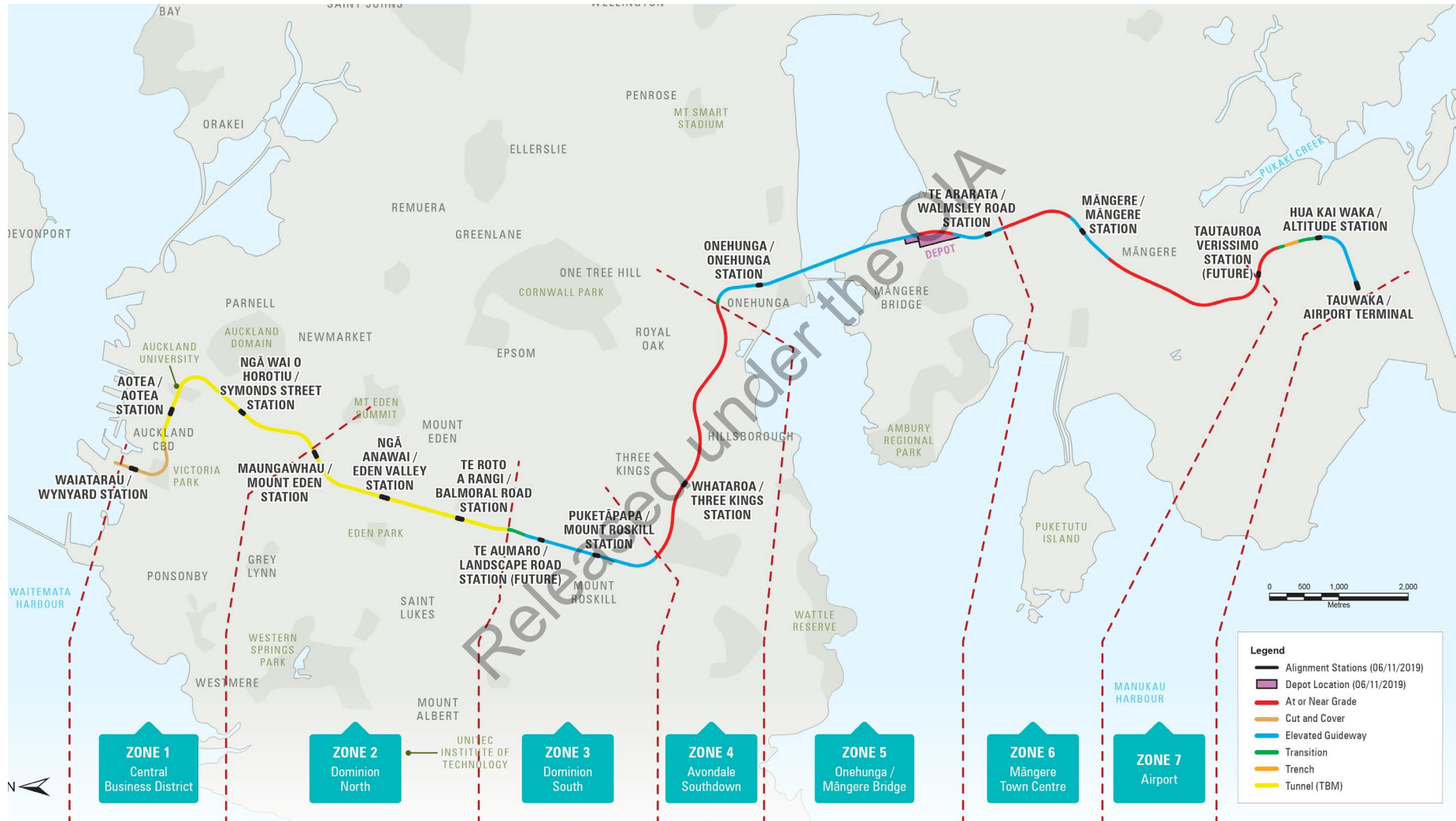
Elevated (6.77km), tunnel (8.4km), at-grade (9.53km)

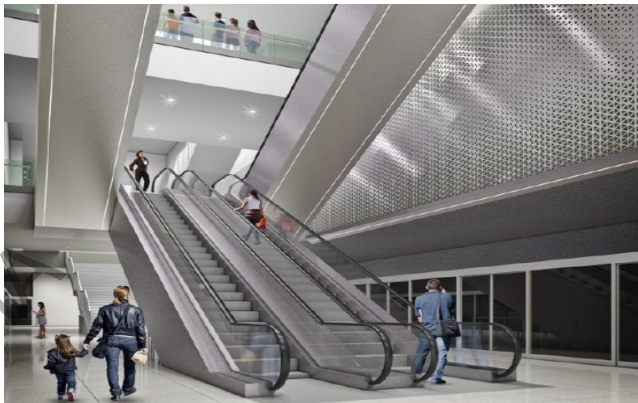
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Investment & Commercial Model

- Unique and innovative commercial and financial model
- Fund, design, construct, own and operate (100 years)
- Project LP
- Fixed Crown capital contribution
- Committed equity – faster delivery, greater risk tolerance, innovation
- No availability payment – Project LP takes demand risk – incentivised to maximise customer focus, long term ridership and build social licence to operate
- NZ Infra has ability to invest in complementary urban development projects
- Profit sharing mechanism

Proposed alignment







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Urban Development – Partnership Approach



Vancouver transformation: 10 - years

Sustainability

- Full and robust Environmental Management Strategy
- Pursue ISCA Gold Rating with v2.0 – first in NZ
- Redefine b.a.u. across the Living Standards Framework
- Mana Whenua engagement to bring Māori worldview into ISCA
- Sustainability opportunities mapped across the alignment

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Route Challenges

- Victoria Park – construction impact
- Southern Dominion Road – elevated alignment
- Onehunga – elevated alignment, impact on schools
- Māngere Harbour Crossing, Transpower pylons, and proximity to Te Puea Marae.

Our preference is to identify mitigation measures that are acceptable to the community ahead of the Board of Inquiry process.

Auckland Transport Partnership

- CC2m “Project Partner” – key to success of the project, significant role in:
 - Transport strategy and planning
 - Overall operation
 - Network integration
 - Fares and ticketing system.
- Propose negotiating and developing an Integration Agreement d during Development Phase, covering all aspects of the relationship.
- Structures and Governance to be discussed during Exclusive Negotiation Period.
- AT indicates funding required – initial discussions to identify and understand costs

Engagement and Communications

- Committed to proactive, genuine and on-going engagement
- Live engagement plan – co-developed with partners, constantly refined by feedback and market research
- Build trust & quality long-term relationships
- Continuous marketing communications to support awareness understanding and buy-in

Stakeholder Segments

Partners	Māori	Stakeholders (influencers and advocacy groups)
Communities	Public (Auckland & NZ)	Affected landowners/businesses
Market (suppliers & contractors)	Prospective customers	Media (domestic and international)

Māori Engagement

- Our Māori Engagement Strategy seeks to enable kaitiakitanga outcomes and strengthen the social, economic and cultural wellbeing of Māori in Auckland
- Two key differentiators from standard New Zealand infrastructure projects:
 - an innovative focus on partnering and co-investing (where suitable) with Māori organisations
 - an elevated commitment to build extensive capability and capacity for Māori engagement and partnership team
- Primary focus - Mana Whenua – 19 groups recognised by the Crown and Auckland Council as tangata whenua of Tāmaki Makaurau.
- Secondary focus - Mataawaka groups – particularly the Manukau Urban Māori Authority and other urban Māori interests along the route alignment
- Further and intensive engagement with Māori is planned following NZ Infra's selection as preferred delivery partner

Consenting

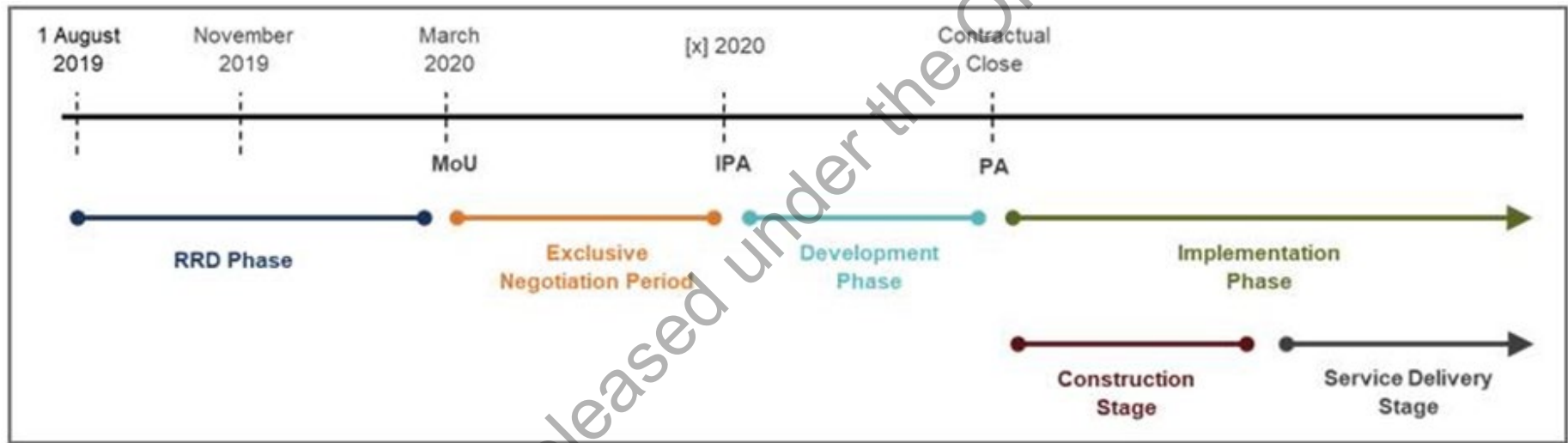
NZ Infra intends to gain requiring authority status and lodge project with the EPA as a Project of National Significance, through the Board of Inquiry process.

- Certain consenting timeline (nine months)
- Limited appeal rights to points of law
- Land acquisition issues addressed separately

No legislative change required.

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Programme



Discussion

