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MIN-4046 WHC/ALR integration update

15 December 2022

Update on integration between the Waitematā Harbour Connections and Auckland Light Rail projects

Waka Kotahi NZ Transport Agency's response:

- We acknowledge and understand the importance of collaborative integration between Waitematā Harbour Connections (WHC) and Auckland Light Rail (ALR) projects at both an operational and governance level to support the Government's priorities around emissions reduction, enabling housing supply, and supporting a productive, inclusive, and sustainable economy.
- WHC and ALR now have dedicated Integration Managers whose role is to coordinate technical and operational level activities across both projects, in addition to integration with wider planning projects such as Northwest Rapid Transit (NWRT). We are yet to formalise a process for agreeing integrated project issues at a governance level. The general strategy is to agree common areas, scenarios, frameworks between the three studies whilst also allowing each team to apply local, project-specific analysis
- Representatives of the Boards of Waka Kotahi and Auckland Light Rail Limited met on 14 December to discuss key aspects of both projects and the importance of a fully integrated rapid transit network for Auckland.
- To ensure timely visibility of progress and strategic issues, Auckland Light Rail has been invited to attend the WHC governance group as an observer. There is an opportunity for a reciprocal arrangement for a WHC observer to attend the ALR governance group, however this is yet to be established.
- At an operational level, an integration management plan is almost completed and currently under review and approval. It contains the team organisation charts, key responsibilities, and integration programme.
- The Integration teams have identified two key areas of strategic alignment along with the underlying detail on which aspects need to be agreed to achieve alignment. The two areas are:
 - a) that the economic evaluation of the ALR/WHC and NWRT projects is consistent and fair to ensure there is a 'network business case' approach that enables viability of each project rather than competition for benefits or conflicting assumptions. This will be achieved by joint agreement on:
 - land use assumptions in the do minimum and reference case, so that the demand distribution is consistent and fair
 - the forecast year for the system design, so the approach to benefits and economic evaluation is consistent
 - b) the ability to connect three rapid transit lines in the city centre. If the capacity or service frequency is not aligned, either WHC or NWRT would not be able to connect to ALR in the city centre. Failing



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to connect three RTN lines in city centre will not meet the Auckland RTN network objectives. The optimum outcome will be achieved by agreeing:

- The forecast demand so the appropriate mode and the frequency can be collectively decided
 - The rapid transit fleet design capacity to determine the train frequency needed to serve forecast demands.
- In both of the above areas the project teams are working together to establish agreement at a technical and operational level. Ensuring the best network decisions are made will likely require consideration and agreement at a joint governance level.
 - Both project teams will keep you updated on integration opportunities and progress via their regular reporting processes.

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