

## Attachment Four:

### External advisors

Supplier	Reason
PwC	<p><b>Funding, Financing and Commercial:</b> PwC (s 9(2)(a)) have the only onshore expertise around alternative funding in the infrastructure space and bring Australian expertise in light rail to support this. They have the right relationships across Treasury, Auckland Council and Auckland Transport to ensure interactions will be balanced and able to navigate the different stakeholder interests. s 9(2)(b)(ii)</p> <p>This unique capability will be used to assess land value uplift potential and to develop land value capture approaches to support the funding, financial and commercial workstream which will be led by PwC who have an extensive track record in this area.</p>
MR Cagney	<p><b>Strategic Planning and Network Integration:</b> s 9(2)(a) is MRC's principal public transport network planner. s 9(2)(a) lead the network design for Auckland Transport's recently completed new PT network that has achieved unparalleled success in delivering patronage growth. s 9(2)(a) also lead the North Shore RTN network planning for Auckland Transport and is currently leading the Airport to Botany RTN network business case. The ALR will need to be integrated into the wider PT network and especially the Rapid Transport Network s 9(2)(a) experience makes him uniquely qualified to be a key part of the Strategic Planning and Network Integration workstream.</p>
WSP Opus	<p><b>Strategic Planning and Network Integration:</b> s 9(2)(a) is WSP Opus's senior technical director with unique experience in leading the planning of Auckland's Rapid Transit Network and specific RTN projects. While at AT, s 9(2)(a) lead Auckland Transport's engagement in the ATAP working group which defined the Rapid Transit Network, agreed between government and Auckland. s 9(2)(a) was also responsible for leading Auckland Transport's Central Access Strategy and Central Access Plan which was supported by NZTA at the time and concluded LRT was the preferred mode for the Isthmus. s 9(2)(a) then lead the SMART study which concluded Light Rail was the best mode to serve the airport from the Isthmus. s 9(2)(a) extensive RTN experience makes him uniquely qualified to be a key part of the Strategic Planning and Network Integration workstream.</p>
LEK	<p><b>Strategic Planning and Network Integration:</b> s 9(2)(a) is a leading international public transport planning and economics expert who has detailed insight into the current ALR project having lead the Advanced Bus study commissioned by NZTA to explore the potential for emerging bus technologies as an alternative to LRT. s 9(2)(a) also was selected by the NZTA Board to lead the evaluation of the current LRT route alignment being proposed in the current draft Business Case. s 9(2)(a) will lead the Strategic Planning and Network Integration workstream.</p>
Arup	<p><b>Governance:</b> Arup was commissioned by the Auckland Transport to undertake the initial ALR business case commissioned by Auckland Transport before being handed over to NZTA. Therefore, Arup has the required knowledge and experience with this project which will be of great benefit given the extremely limited timeframes. Moreover, commissioning Arup provides a direct access to international experts working overseas on similar projects for organisations like Transport for London. Arup will be responsible for the Management Case and provide an internal review and challenge team for other workstreams using their reach back to their international experts. Arup will also provide engineering expertise input into the economic and financial business cases, including the development of engineering drawings, quantities, estimates, etc.</p>