

29 January 2019

Ben Ross
fyi-request-9233-2dd4d3f0@requests.fyi.org.nz

REF: OIA-4513

Dear Ben

Request made under the Official Information Act 1982

Thank you for your email of 11 December 2018 requesting the following information under the Official Information Act 1982 (the Act):

- 1) *Why will CC2M not start at the Queen Street end until after 2021?*
- 2) *What methodology is NZTA using to determine where CC2M starts whether it be the City Centre end or the Mangere/Airport end?*
- 3) *Has there been cost escalations in the project and if so how much?*
- 4) *Has there been complexities in CC2M not previously seen that are delaying the project, if so what and how much by?*
- 5) *When can we expect our first sod turned (marking the start of CC2M) for CC2M?*

As outlined in the April 2018 update of the Auckland Transport Alignment Project, the NZ Transport Agency is working closely with its partners Auckland Council, Auckland Transport and HLC to meet the Government's commitment to deliver the benefits of two light rail lines, between the City Centre and Māngere and the north-western suburbs, within 10 years.

Light rail is the centre-piece of Auckland's rapid transit network to give people more travel choices and ensure the city is prepared for the growth that lies ahead. While it is new for New Zealand, globally light rail has been proven to provide the kind of permanent infrastructure a successful growing city needs. It will create a world-class public transport system giving people choice and seamless connections to transform how they get around Auckland.

More houses can be built next to public transport giving critical access to jobs, health, education and recreation. Importantly, it will better connect communities along the corridor including Māngere, Onehunga, Mt Roskill, Dominion Road and the City Centre.

We acknowledge and understand that the project has a diverse range of communities and businesses between the City Centre and Māngere, and we want them to participate in the project's development and delivery so we can get the best possible outcomes.

We are currently in the early planning stages of the project. However, we will be working closely with our key stakeholders, including residents and businesses, to understand what is important to them and how we can work together.

Discussion of the staging (including methodology), costs, and timeframes for delivery of the City Centre to Māngere light rail line is part of the integrated land use and transport business case. This business case is still being finalised. Therefore, I am withholding the information relating to your request under section 9(2)(f)(iv) of the Act to maintain the constitutional conventions for the time being which protect the confidentiality of advice tendered by Ministers of the Crown and officials.

With respect to the information that has been withheld, I do not consider there are any other factors which would render it desirable, in the public interest, to make the information available.

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to withhold this information. The contact details for the Ombudsman can be located at www.ombudsman.parliament.nz.

If you would like to discuss this reply with the NZ Transport Agency, please contact the Auckland Light Rail team on lightrail@nzta.govt.nz. You can also subscribe to receive email updates on the City Centre to Māngere project on its website at www.nzta.govt.nz/CC2M.

Yours sincerely



Stephen Smith

Senior Manager – Auckland Light Rail