

Auckland Light Rail

– Bringing us closer

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My role in ALR

- I work for Auckland Transport
- I was seconded as the Business Case Lead in the ALR Establishment Unit (2021-22)
- I helped write the IBC and engage with communities
- From mid-2022, an alliance was formed to complete the DBC, so I changed roles
- I am now AT's Development Director for ALR, Waitematā Harbour Connections and Northwest Rapid Transit (effectively the main AT rep for each project)
- So I am outside of the ALR team (but working closely with them)
- This presentation about the IBC is therefore on behalf of AT rather than ALR





The 1st question I got asked
“Why is the project needed?”

Auckland faces three key challenges

Housing - by 2051, approximately 320,000 new homes will be needed across Auckland.

Climate change - transport emissions have disproportionately increased due to dependence on cars and long commutes.

Congestion – car dependency makes it difficult to access jobs, study and activities that impact our productivity.

Auckland needs to grow sustainably

We can extend beyond existing built up areas depleting rural land, increasing congestion and creating a disconnected sprawling Auckland

OR

We can better utilise existing neighbourhoods to improve infrastructure and create a thriving, vibrant and sustainable city for Aucklanders to live, work and raise families.



The 2nd question I got asked


“Isn’t the project going to get cancelled by a future government/mayor?”

Commitment to light rail

- The need for the project has been recorded in planning documents for years, it is not a new project without any basis.
- There continues to be substantial support for the project from across the country, despite what you might hear. Independent surveys show support outweighs opposition.
- There is general consensus on the problems and the need for them to be solved, even if there is disagreement about the solution.
- Continued Government commitment to project and recent announcement around the intent to stage the delivery, which is not unusual for a project of this scale.



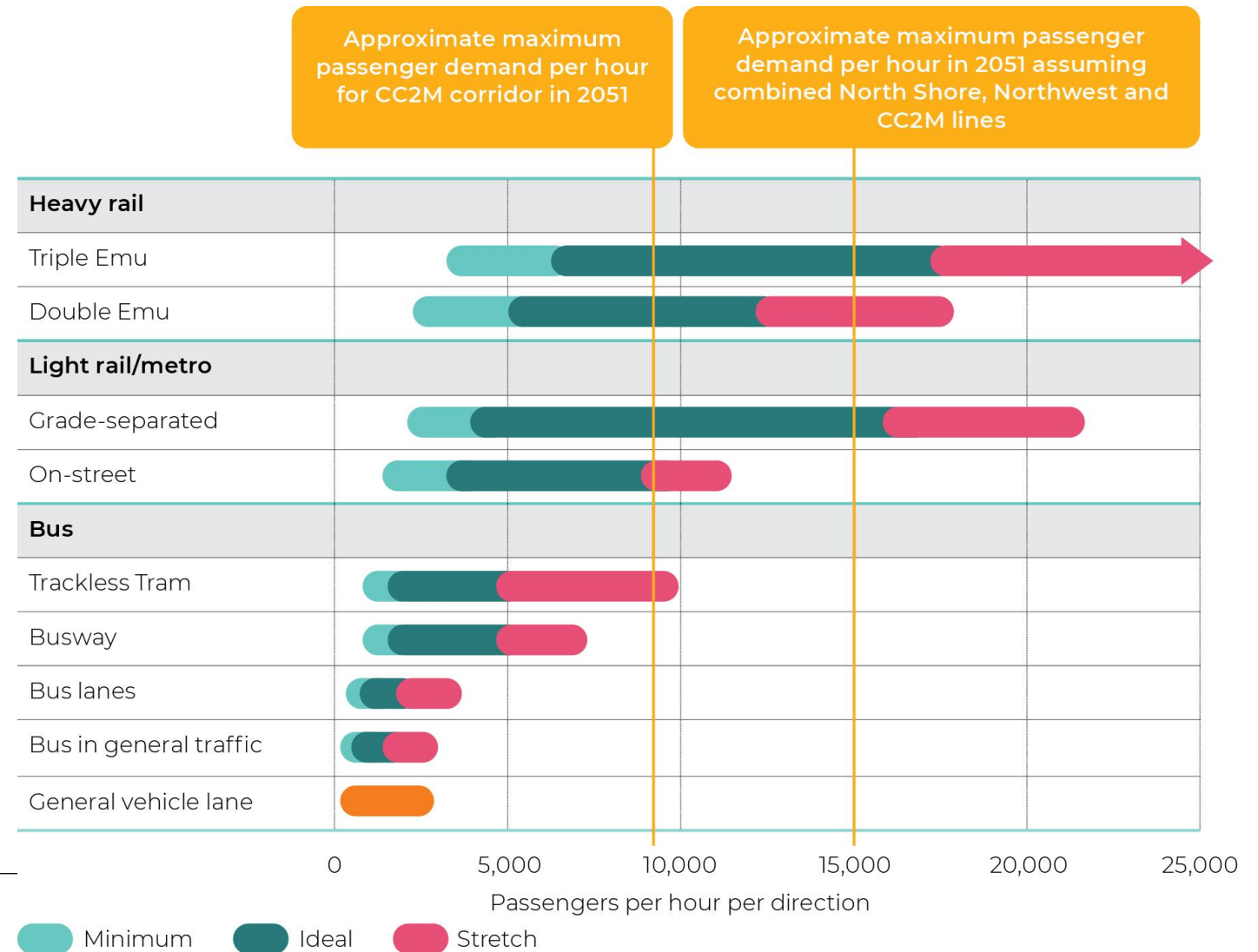
Artist impression



The 3rd question I got asked
“Why light rail and not bus?”

Tunnelled Light Rail solution

Light rail options are required to meet anticipated demand in the corridor – with tunnelled light rail providing sufficient capacity for a longer period



Background to light rail

- In 2021, ALR developed an Indicative Business Case (IBC) and engaged communities on light rail from City Centre to Māngere.
- Government has endorsed the progression of the project with a chosen option of Tunnelled Light Rail.
- Auckland Light Rail Ltd. set up to advance the project through the detailed planning phase to enable the Crown to make a final investment decision.
- Alliance has been set up for the design, planning and consenting phase of the project.



Artist impression

Key locations for growth

City Centre to Māngere corridor:

- Contains 170,000 of Auckland's jobs – majority of which are in two of the most significant employment hubs - City Centre and the Airport.
- Well established residential areas in the central isthmus and south to Airport.
- Two major tertiary institutions - University of Auckland and AUT.
- Connects with a number of great destinations, like Eden Park
- Opportunity to leverage off projects at CRL's Maungawhau Station and in Eke Panuku's Transform Onehunga project area
- Planned housing developments in Mt. Roskill / Māngere via Kāinga Ora.



Artist impression

Auckland's future network



The City Centre to Māngere line will be the backbone of the network; connecting with lines to the North Shore and North-West.



Turn up and go – trains every five minutes (or less).



Seamless trips connecting to other parts of the city without reliance on a car.

Tunnelled Light Rail solution

- Demand in the City Centre section is expected to increase significantly when North Shore and North-West are connected via light rail
- A rail connection to the North Shore will be required when the Northern Busway runs out of capacity – forecast of early 2030s to early 2040s
- Tunnelled light rail gives flexibility for a new tunnel or bridge across the harbour in the future
- Tunnelled light rail has much more capacity to move people than surface light rail, and is future proofed to allow greater network expansion

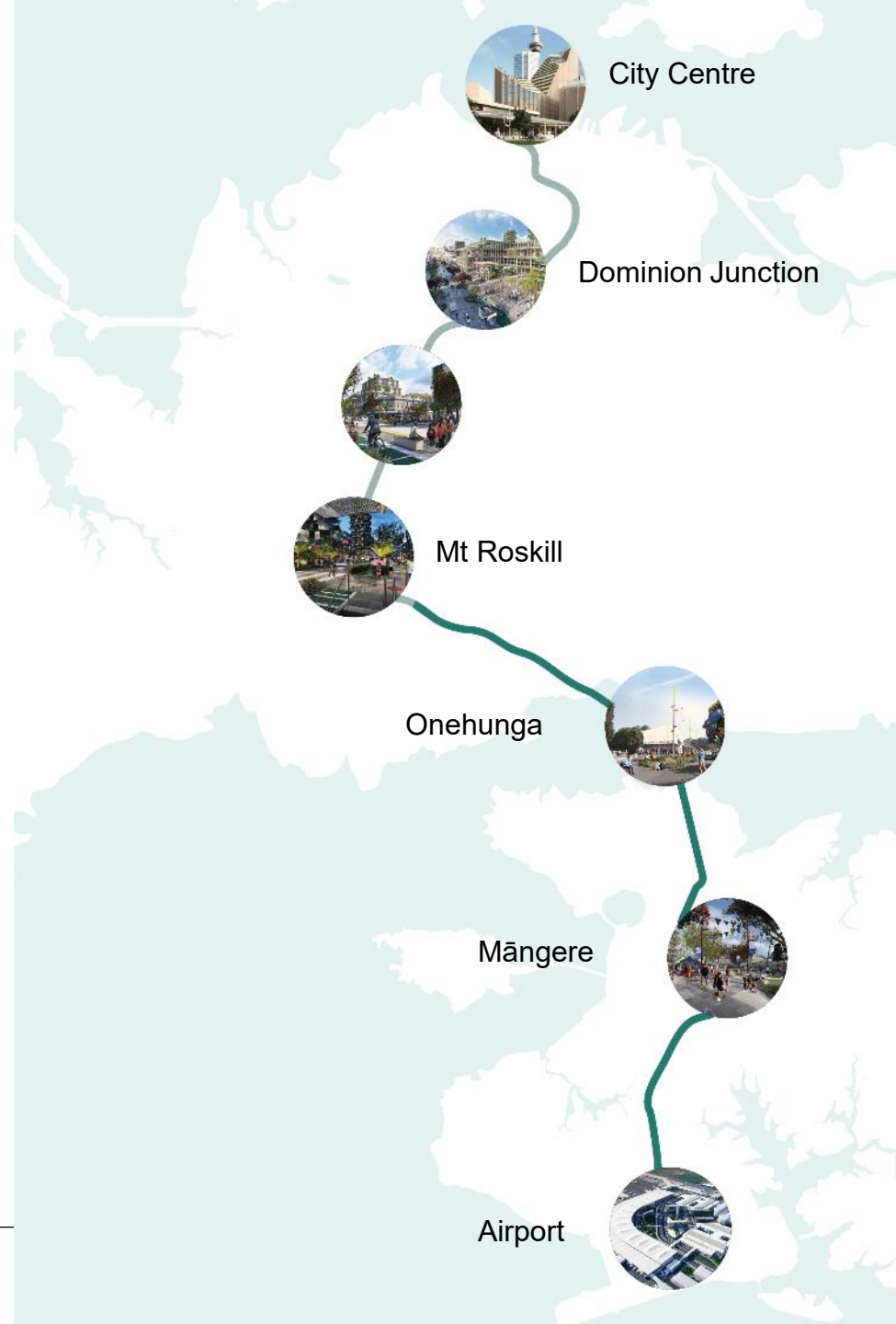
Transit supportive development



Connecting significant development and employment opportunities.



Catalysing urban renewal.



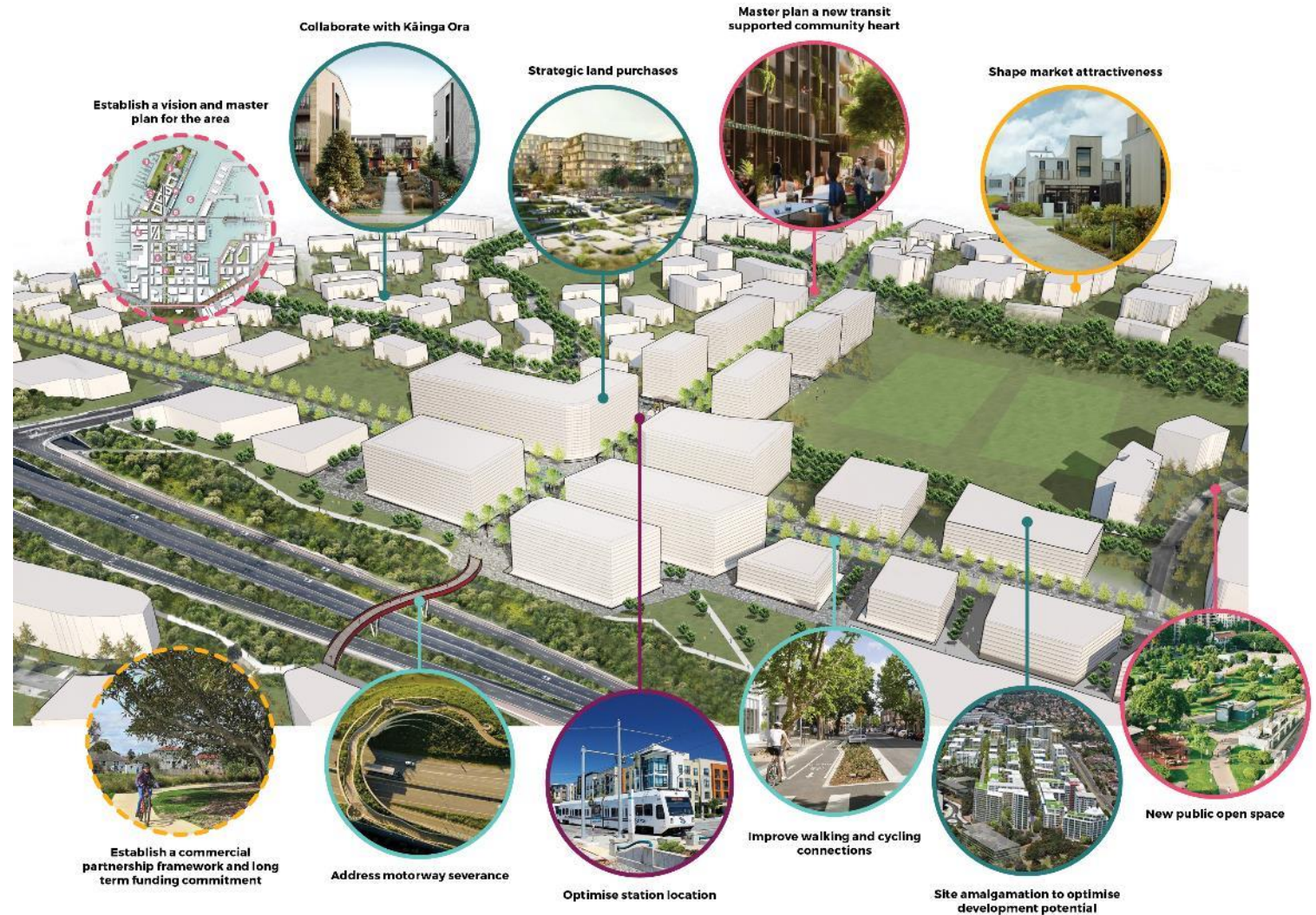
Creating a network of vibrant and connected centres.



Ensuring Auckland remains an attractive place to live and visit.

The urban opportunity

- Stimulating development opportunities and creating employment and housing choice
- Creating strong and vibrant communities.



Giving feedback as ALR takes shape

- ALR is still in the **planning stage** and developing a preferred route for the project
- ALR is now **seeking feedback** on options
- Options on how light rail could connect into **Māngere** and on new station hubs at **Dominion Junction and Kingsland**
- There are two options for a shared light rail and heavy rail route in the **Onehunga** area
- Feedback on all options are required by 10 April 2023.
- Go to www.lightrail.co.nz





Up to two stations in this area. Light rail will likely run alongside the motorway and offers good access for communities

WESLEY
To City

Looking at two options for a shared light rail and heavy rail route in the area

ONEHUNGA

Further work will take place on options to cross the harbour on the eastern side of the motorway bridge

Up to two stations in this area

MĀNGERE BRIDGE

Looking at two options to connect into Māngere Town Centre

MĀNGERE

Work is continuing on stations to integrate with Auckland Airport's new Transport Hub, retail and commercial precinct

AIRPORT



KEY

- Tunnelled Light Rail
- Surface Light Rail
- Waitematā Harbour Connections Project
- Existing Train Station
- Proposed Light Rail Station

Bringing us closer – building social licence

- The IBC process involved deep engagement with communities along the corridor, which is being continued in the DBC.
- There was a strong desire for the project to solve local issues and involve the community in the project's development and delivery.
- A key element is that ALR is an urban development project (helping Auckland grow in a better way) rather than a transport one, so it focuses on allowing more people to live and work locally – more housing, easier access to jobs and education.
- The outcome should be a project with broad community support and deep local connections (not just in a tunnelling sense).

Thanks

