

CC2M key stakeholder feedback

This summary focuses on the Auckland Council and external stakeholder feedback rather than covering the views of all partner agencies (central and local government).

Stakeholder	When	Issues and considerations
Auckland Council – Mayor and Planning Committee	Sept 2020	<p>The project is a priority</p> <ul style="list-style-type: none"> • Continued support for the project – including an explicit message to ‘get on with it’, with a desire for progress so that all parties have certainty that the Project will proceed. • The importance of the Project in providing access and enabling growth, and the immediate need to address bus congestion. • Trade offs with other projects need to be considered given the size and scale of this project. <p>CC2M is the first stage of a wider rapid transit network</p> <ul style="list-style-type: none"> • The need for an integrated public transport network, with CC2M needing to seamlessly integrate with the other parts of the rapid transit network. Future expansion should be thought about, with rapid transit planned to expand to the northwest and the North Shore. Need to make the right choice, from the beginning. <p>The project will play a critical role in city-shaping</p> <ul style="list-style-type: none"> • Recognition that the Project will have a key role in shaping Auckland’s urban form, and the need for a discussion on what sort of city Auckland wants over the medium to long term. • Noted that there are choices between speed of travel vs connectivity for communities along the corridor. <p>The need to build social license</p> <ul style="list-style-type: none"> • Important to build social license, and to have a clear rationale for the mode and how it contributes to city shaping and corridor development.

		<ul style="list-style-type: none"> • Important also to balance ‘gold standard’ and affordability, along with speed of construction. • Councillors were keen to assist with engagement at the local board level, and with iwi and mana whenua. • Need early and genuine engagement with the public, and clarity on the process for making decisions. • Lack of certainty has stalled development along the corridor. <p>Consideration of opex as well as capex impact on AC and AT</p> <ul style="list-style-type: none"> • Need to consider operational costs as well as capital costs, and the potential for flow on costs for Auckland Council and Auckland Transport. • [An additional point raised at the officers level is that Council balance sheet implications would need also to be factored if Auckland local government is being considered for future ownership.] <p>Seeking commitment on governance role</p> <ul style="list-style-type: none"> • Governance will be key to resolve early (with reference made to other significant projects where governance was unresolved or not fit for purpose). • Seeking a commitment to work with Auckland Council and Auckland Transport in the governance of the project. The Council also noted that a model involving a partnership between the Council, Auckland Transport and Waka Kotahi should be considered, and that this model has worked well in the past.
<p>Group of special interest stakeholders: Automobile Association (AA), Greater Auckland, Bike Auckland, Gen Zero, Heart of the City,</p>	<p>Letter to Minister, Dec 2019 Meeting with Ministry, Feb 2020 Meeting with Minister, Feb 2020 Letter to Minister, Mar 2020</p>	<p>The project is needed</p> <ul style="list-style-type: none"> • Agree Auckland needs a high-quality rapid transit system. <p>Critical of Parallel Process</p> <ul style="list-style-type: none"> • Many of their concerns in late 2019, early 2020 related to the Parallel Process, which they considered lacked transparency and therefore would not achieve the best

<p>Employers and Manufacturers Assoc (EMA).</p>	<p>Meeting with Ministry, Sep 2020</p>	<p>outcomes for Auckland without stakeholder input. They also wanted an open market approach.</p> <ul style="list-style-type: none"> • The group asked for the following information while the Parallel Process was still active and sought a meeting with the previous Minister: <ul style="list-style-type: none"> o The requirements the Government is seeking from the project, in terms of outcomes o The extent to which financial questions have been decoupled from technical questions o How much consideration was given to other delivery options and approaches o The extent to which the project has been considered as part of a network-wide solution versus in isolation o How value for money and affordability have been incorporated into the analysis <p>Concerns about engagement and impact</p> <ul style="list-style-type: none"> • At the most recent meeting with Ministry officials in September 2020, the group reiterated the following points and requests: <ul style="list-style-type: none"> o The need for open and transparent engagement with stakeholders o The need for the service to integrate with the existing transport network o Some questions over whether the CC2M project (regardless of mode) represents best value for money for Auckland’s transport issues, and whether other a package of other projects could result in better overall benefits o Key concerns raised by Heart of the City in particular about the impacts on businesses, noting the experiences of businesses affected by CRL and by
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		<p>ongoing construction projects in the CBD. Interested in understanding if the Project could be staged.</p> <ul style="list-style-type: none"> o Project is not well understood by the public (especially the ‘why’ of the project), and a lot of work is required to build understanding and support, with a wider discussion needed on the sort of city that Aucklanders want. o Understand that the Project features in ATAP, but ATAP as a whole not well understood by the public.
<p>Infrastructure NZ and Assoc of Consulting Engineers NZ (ACENZ) representing their membership ‘the market’</p>	<p>Meetings Feb 2020 Meetings Sep 2020</p>	<p>Market welcomes the opportunity to work on Project</p> <ul style="list-style-type: none"> • Project is of interest to the market. • New Zealand’s infrastructure investment patterns have been in bursts with long periods between investment making it hard to retain capacity and capability. • There are ongoing risks of losing capacity and expertise in the sector in New Zealand – with some risks that capability will be attracted to Australia. Accordingly, need high levels of certainty on the Project and how it will be procured and constructed to retain and attract capability. • NZ’s maturity is low for outcomes based procurement. <p>Social licence</p> <ul style="list-style-type: none"> • Lack of information has been a big issue. • Social licence is key (and will be important for contractors who are seeking to bid for the work). <p>Value capture</p> <ul style="list-style-type: none"> • Value capture should be used but difficult in the NZ context.

Immediate next steps for stakeholder engagement and Māori partnership

The advice includes recommendations on next steps for stakeholder engagement and Māori engagement. While this advice is being considered, the Ministry and the Treasury are scheduled to meet with partners who contributed to the advice, Iwi and the Mayor of Auckland in the next two weeks. The purpose of these meetings is to close the loop on the collaborative work that went into preparing the advice, provide general updates and in the case of Iwi establish a better understanding of their interests in the Project and aspirations.