

‘Shovel ready’ Infrastructure Projects: Project Information Form

About this Project Information Form

The Government is seeking to identify ‘shovel ready’ infrastructure projects from the Public and certain Private Infrastructure sector participants that have been impacted by COVID 19.

Ministers have advised that they wish to understand the availability, benefits, geographical spread and scale of ‘shovel ready’ projects in New Zealand. These projects will be considered in the context of any potential Government response to support the construction industry, and to provide certainty on a pipeline of projects to be commenced or re-commenced, once the COVID 19 Response Level is suitable for construction to proceed.

The Infrastructure Industry Reference Group, chaired by Mark Binns, is leading this work at the request of Ministers, and is supported by Crown Infrastructure Partners Limited (CIP).

CIP is now seeking information using this Project Information Form from relevant industry participants for projects/programmes¹ that may be suitable for potential Government support. The types of projects we have been asked to consider is outlined in Mark Binns’ letter dated 25 March 2020.

CIP has prepared Project Information Guidelines which outline the approach CIP will take in reviewing and categorising the project information it receives (Guidelines).

Please submit one form for each project that you consider meets the criteria set out in the Guidelines. If you have previously provided this information in another format and/or as part of a previous process feel free to submit it in that format and provide cross-references in this form.

Please provide this information by 5 pm on Tuesday 14 April 2020.

As an initial task the Infrastructure Industry Reference Group has been asked to prepare a report on infrastructure projects/programmes that are ready for construction and could, if the Government deemed it appropriate, be deployed as part of a stimulatory package. It should be noted that the full impact of COVID 19 on the economy will not be known for some time, and the Government’s decision to accelerate any construction-related spend will be determined by its assessment of priorities at the time. This information is being sought in good faith, but no undertaking can be made that the criteria or any other considerations will not change or that any projects coming forward from the Reference Group will be accelerated, or any of the Reference Group’s recommendations adopted. This situation we all find ourselves in is truly dynamic.

This document relates to the gathering of project information only and is not a Notice of Procurement. It does not form part of any procurement process. It does not commit the Government or CIP to take any further steps, or provide any financial or other assistance, in connection with any information in response to this document or the projects to which that information relates.

¹ We refer to “projects” throughout. This term includes programmes of work in all cases.

Section 1: Key Information [Criteria 2 and 3]

1. Project Title:

**Hamilton to Auckland Passenger Rail Start-up Service Enhancements
-Link to Stronger Hamilton-Waikato Metro Connections**

2. Please provide your details:

Organisation Name:	Hamilton City Council (lead Council)/Waikato District Council/Waikato Regional Council		
Entity Type:	Territorial and Regional Authority		
Contact Name and Role:	Lucie Robinson, City Growth Project Manager		
Email Address:	Lucie.Robinson@hcc.govt.nz	Telephone:	+64 (0)27 808 8827

3. Please provide a very brief description of the infrastructure project:

Brief description of the programme

Government and the partner councils are well advanced in commencing a Hamilton to Auckland Passenger Rail Start-up Service (Start-up Service) and are looking at enhancements to the level of service in the short to medium term. The focus of this programme is to undertake projects that consistently increase the level of service of the Start-up Service. The proposed projects also align with the development of a Rapid Rail link between Hamilton and Auckland and also complement a potential Hamilton/Waikato Metropolitan Rail network, both of which are transformational projects in the Hamilton to Auckland Corridor initiative.

Problem being addressed

Currently, Hamilton City has the highest dependency on private motor vehicle in New Zealand. The effects of this reliance have direct and indirect economic, social, and environmental impacts. High private motor vehicle dependency also extends to towns and settlements within the Hamilton periphery (many of which have a strong social, economic and cultural links with the city). Key amongst these are the towns of Huntly and Ngaruawahia to the north.

Providing a safer and more efficient mass transit system which connects suburbs within Hamilton to places of employment, key towns around Hamilton to the Hamilton Central City; and between Hamilton and Auckland will have multiplier benefits insofar as wellbeing is concerned.

The current start-up service between Hamilton and Auckland has a low level of service with only 2 peak services per weekday. To grow patronage, it is important to provide more frequent services during off peak which in turns provides more flexibility and reliability for commuters and options for other users to use the service.

Key benefits being delivered

This investment will further progress implementation of the Hamilton to Auckland Corridor initiative (the Hamilton Waikato Metropolitan Spatial plan and the Papakura-Pokeno segment of the Corridor in particular). It will also justify growing and intensifying key nodes serviced by both frequent and rapid transit systems within both the Auckland and Hamilton Metropolitan areas. Stronger community connections is a key outcome of the Corridor initiative. Additional stops will improve access to further social and economic areas.

The Waikato Regional Public Transport Plan identifies that transitioning to a rapid transit-oriented network supported by excellent metro connections over time will provide capacity for further population growth and development. This will also help create more liveable urban areas and a healthier environment by moving significantly more people while using much less space than a car orientated system. Continually adding capacity to roads to accommodate more cars is neither practical nor affordable in the long term.

Construction readiness & deliverable timeframe (Projects here available to start immediately within 0-6 months)

The projects to provide a regional rail platform at Puhinui (\$10M), upgrade Huntly, Rotokauri and Frankton stations (\$11M) and to provide inter-peak services could all commence within **6 Months** subject to streamlining any business case requirements and providing government funding.

The study work can commence at any stage even through covid-19 Levels 4 and 3.

The project to provide a Puhinui rail loop and new station upgrades could be ready to construct within **12 months**.

How funding will aid progress

There is no existing funding set aside by local government for this programme. Government funding will allow the continuation of the transformational change government is looking for in its original investment in the Start-up service and in rail in particular.

Extra Information

The development of a Hamilton to Auckland passenger service (both Start-up and an eventual Hamilton to Auckland rapid rail service) and a Hamilton/Waikato Metro Network (for both frequent and rapid transit) are priority transformational projects under the Hamilton to Auckland Corridor initiative. Work is already underway to define a frequent and a rapid network for the Hamilton-Waikato area as part of the Hamilton-Waikato Metropolitan Spatial Plan and this information is expected to be presented to Cabinet in July 2020.

The focus of this programme is a step in that direction by undertaking projects that enhance the level of service on the existing Hamilton to Auckland Passenger Rail Start-up Service. The projects that enhance the Start-up level of service have been considered by the Passenger Rail Governance Group and are known collectively as Phase 1B initiatives.

Connecting the towns in the northern Waikato (Tuakau, Pokeno and Te Kauwhata) into the Auckland metropolitan rail network will also yield significant four well being benefits for these communities and ensure that these are better connected to places of work and play.

Upgrades in Auckland

Project 1; Puhinui Station Regional Rail Track and Platform (Phase 1B)

Puhinui Station is the critical stop to link regional rail to Auckland Airport. This stop now has a higher priority for the Waikato than it did pre Covid-19 due to the disruption to air transport for the foreseeable future.

The Puhinui Rail Station is currently being upgraded and while it is being built with future regional rail functionality in mind, no allowance is made to actually activate it. This project has 2 components. The first is to construct a rail platform that would allow the service to stop and let passengers off. The second component is to construct a rail loop in advance of a future 4th line between Papakura and Westfield that would allow the service to dwell at Puhinui. If this was resolved the Start-up service would travel directly from Hamilton to Puhinui (and not Papakura) to join the Auckland metro.

Upgrades on the Te Kauwhata to Pukekohe Line

Project 2; Northern Stations (part phase 1B)

There are existing rail platforms at Tuakau and Te Kauwhata that need to be upgraded to complement the Start-up service. Waikato District Council also has land available at Pokeno to develop a rail station. Initial planning for the Start-up Service included a northern station but it was determined that more work was required to determine priority locations. The Passenger Rail Governance Group has identified Te Kauwhata in its 1B initiatives. Each of these stations can be advanced within the shovel ready requirements of 12 months.

Upgrades on the Huntly to Hamilton Line

Project 3; Huntly Station Upgrade (Phase 1B)

The existing Huntly Station is being upgraded to a minimum standard as part of the Start-up service. Additional government funding would enable the level of service for the station to be increased and ensure that Huntly plays an important role in the Hamilton-Waikato Metropolitan Area service.

Project 4; Ngaruawahia Station

There used to be a rail station in Ngaruawahia which was closed to passengers in 1975. This project is to reinstate a

passenger station and park and ride facility. The platform from the old station still exists so will be relatively easy to upgrade. Waikato District Council owns road reserve adjacent to the rail corridor so there is an opportunity for a fully integrated bus/rail park and ride facility.

Project 5; Rotokauri Transport Hub- stage 2 Upgrade (Phase 1B)

Stage 1 of the Rotokauri Transport Hub was due for completion August 2020. Covid-19 has delayed this date until sometime late in 2020 or early in 2021. This project is for the Stage 2 development to include fully accessible toilets, management and ticket sales office, waiting lounge, permanent rail platform shelters etc.

Project 6; Frankton Rail Station Parking and Amenity Upgrade (Phase 1B)

This project is to upgrade the service at the existing Frankton Rail station including park and ride upgrade to support the start-up service.

Project 7; Off Peak Services and Additional Rolling Stock (Phase 1B)

This project is to provide for off peak services for the Hamilton to Auckland Passenger Rail Start-up service. In the customer demand research done in 2018 and public consultation for this service, potential passengers have signalled that travel flexibility (more choices) is key for them going to Auckland. Providing inter-peak services will guarantee timetable flexibility and open up a new target market.

There is currently capacity with the existing Start-Up service rolling stock to implement one - two off peak services but there is no operational funding set aside to do this. One of the carriages would need however to be modified to SD (driver capability allowing push-pull).

For a full schedule off peak service a further 4 refurbished carriages will be needed along with a new locomotive unit, as the supply of these is scarce. KiwiRail has secured an option on a further 5 carriages and there are currently further carriages that could be purchased to allow refurbishment. New rolling stock will eventually be required as refurbished carriages have a limited life. Early ordering and purchase of new rolling stock which has a long lead time could also be considered but has not been costed in this programme.

Project 8; Rail Network Improvements

This project allows for improvements to the network that may be required as a result of adding additional passenger services on the lines. Improvements include upgrades to level crossings.

Project 9; Concept Planning for new Hamilton Central Rail Station and eastern line stations

This project includes planning a future central city rail station with options including a major redevelopment of the existing underground rail station below Centre Place or a daylighted site between Frankton and the underground station in the vicinity of Seddon Park. The study would also look at potential stops on the eastern line at Claudelands Events centre (Brooklyn Road) and at Ruakura (location of inland port and major residential/employment growth area). The interaction with Frankton rail station as part of the central city precinct will also be considered.

There are partnership opportunities with Waikato-Tainui (for both the central city and Ruakura locations) as the primary land owner in these locations.

Project 10; Next Stage of Planning for Rapid Rail.

The Ministry of Transport is currently working with stakeholders to develop a business case for Rapid Rail between Auckland and Hamilton, and beyond to Tauranga.

This project is intended to progress the business case into option scoping including route protection if required.

4. This project will be located in which Territorial Authority:

Hamilton City, Auckland and Waikato District

5. Please confirm the project sector, category and type of infrastructure:

Project Sector	✓
Accommodation	<input type="checkbox"/>
Agriculture, Horticulture and Forestry	<input type="checkbox"/>
Alcohol Availability	<input type="checkbox"/>
Bioscience and Biotechnology	<input type="checkbox"/>
Construction	✓
Energy	<input type="checkbox"/>
Film and Television	<input type="checkbox"/>
Imports and Exports	<input type="checkbox"/>
Information communications and technology	<input type="checkbox"/>
Manufacturing and Production	<input type="checkbox"/>
Retail Trade	<input type="checkbox"/>
Tourism	<input type="checkbox"/>
Wholesale Trade	<input type="checkbox"/>
Central Government	✓
Local Government	✓
Other	<input type="checkbox"/>

Project Categories	✓
Three waters	<input type="checkbox"/>
Transport	✓
Buildings and Structures	✓
Other infrastructure	✓

Project Type	✓
Critical infrastructure	<input type="checkbox"/>
New infrastructure	✓
Replacement/refurbished infrastructure	✓
Repurposed infrastructure	<input type="checkbox"/>

6. What is the total cost of the project (NZ\$M):

\$101M

7. Provide a high-level breakdown of this spend (e.g. construction costs, professional fees, land, other etc.):

Project	Land	Professional Fees	Construction	Total
Central City				
<i>Project 1</i>				
Puhinui Station- New Platform and Rail loop	1	0.5	8.5	10m
<i>Project 2</i>				
3 Northern Stations				
Tuakau	5	0.5	9.5	15m
Pokeno	0	0.5	9.5	10m
Te Kauwhata	0	0.5	9.5	10m
<i>Project 3</i>				
Huntly Station Upgrade	2	0.5	2.5	5m
<i>Project 4</i>				
Ngaruawahia Station	2	0.5	12.5	15m
<i>Project 5</i>				
Rotokauri Transport Hub Upgrade	0	0.5	4.5	5m
<i>Project 6</i>				
Frankton Rail Station Upgrade	0	0.1	0.9	1m
<i>Project 7</i>				
Additional Rolling Stock	0	0.5	12.5	13m
<i>Project 8</i>				
Rail Network Improvements	0	0.5	9.5	10m
<i>Project 9</i>				
Hamilton Central Rail Precinct Planning	0	2	0	2m
<i>Project 10</i>				
Rapid Rail Concept Planning	0	5	0	5m
Totals	10m	11.6m	79.4m	101m

8. Briefly outline the value the project will deliver in terms of employment contribution.

The project will progress over 3 years which represents an average of 790 jobs per year.

Council desktop analysis anticipates 2,362 full-time employment years to be generated by the project expenditure. Most of these jobs will be in the construction and supporting sectors but employment is also induced in other sectors especially the service sector. This is detailed further under Q16.

Once operational the enhanced service will employ additional full-time employees on an ongoing basis.

9. Briefly describe how the project is currently/ intended to be funded:

This project builds on the Hamilton to Auckland Passenger Rail Start-up Service which is funded by Government in partnership with Waikato Regional Council, Hamilton City Council and Waikato District Council.

Government funding is sought to progress the proposed shovel ready projects.

Progression of the Start-up Service to an enhanced level is currently unfunded through the various Council 10 Year Plans.

10. Has this project previously applied for funding with any part of Government? Yes: No:

- If Yes, please describe which part of government (i.e. PGF, NZTA FAR etc.), the outcome of the discussions

and who such discussions were with (what Ministry and official).

Government through Waka Kotahi NZ Transport Agency is funding a substantial part of the Start-up service including initial capital and operational for 5 years.

Ministry of Transport is currently funding the first stages of a Hamilton to Auckland Rapid Rail business case.

Section 2: Construction Readiness [Criteria 1]

11. Please briefly explain the status of the project including confirmation that the project will fall into one of the three categories of readiness (see 12 below).

The Programme of projects are all sequenced commencing with projects which are immediately ready to go with a conveyor belt approach delivering subsequent projects ready to go in a logical sequence and order over a 0-3 year period.

Additional off-peak services (up to two) could operate from commencement of the Start-up service utilising the existing rolling stock if 100% of additional operational funding was made available and the business case justification was streamlined. This is probably the most cost effective and important enhanced level of service. Second hand Carriages are available for purchase now and refurbishment could be initiated immediately, with the additional work added to the current refurbishment programme creating certainty for a number of rail jobs at the Hutt City workshop into the near future.

The Puhinui Station Upgrade is underway, and the Waikato Councils understand that the platform project (Project 1) could be a variation to this contract as allowance is being made for a future platform in the station design. Further consideration including possible land purchase may be required for the rail loop option which is highly desirable but not essential if operational approval could be obtained for regional rail stopping but not dwelling at the station.

Upgrades to both Huntly and Rotokauri could commence with minimum additional work and as variations to existing contracts.

The two studies could commence in Covid-19 Level 4 and Level 3 conditions. The business case for rapid rail is already underway.

Ordering of a new locomotive or finding an existing one (they are scarce) to refurbish could commence immediately.

New stations could be ready to proceed to construction in 12 months following planning and design.

12. Confirm which of the following categories the project best falls into.

Status	✓	Further commentary (briefly set out barriers to commencement)
A. Projects which currently are (or were) in the construction phase but have been put on hold due to COVID 19 and are likely not to progress, or to progress at a much slower rate or scale/scope, if not supported post COVID 19	✓	<i>Will need to understand status of all current Start-up service projects that were under construction when more certainty is available (Rotokauri Transport Hub, Te Rapa Maintenance Facility, Huntly Station Upgrade, Carriage Refurbishment)</i>
B. Projects which have a high expectation of commencing the construction phase within the next six months (by 31 October 2020), but are unlikely to do so due to COVID 19	✓	<i>Projects did not have a planned start date but could be accelerated to commence in the next six months, some very quickly.</i>
C. Projects which could have been expected to commence the construction phase within	✓	<i>The new station projects are likely to take 12 months to be ready.</i>

the next 12 months (by 30 May 2021), but are unlikely to do so due to COVID 19		
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13. Confirm the status of key milestones (*"If projects are at various stage please identify the most advanced"- direction by CIP on 3 April 2020*).

Status	Most Advanced project- upgrades to Rotokauri Transport Hub, Huntly Rail Station., purchase and refurbishment of additional rolling stock	✓	Expected Date
Procurement	<i>Suitable tender complete</i>	<input type="checkbox"/>	
	<i>Tender evaluation in progress</i>	<input type="checkbox"/>	
	<i>Request for Tender in the Market</i>	<input type="checkbox"/>	
	<i>About to put out a Request for Tender to the market</i>	✓	June 2020
Detailed Design	<i>Detailed Design Complete</i>	<input type="checkbox"/>	
	<i>Detailed Design Underway</i>	<input type="checkbox"/>	
	<i>Detailed Design to commence</i>	✓	May 2020
Designations/Consents	<i>Approved</i>	<input type="checkbox"/>	
	<i>Lodged</i>	<input type="checkbox"/>	
	<i>In preparation</i>	✓	
Land Acquired	<i>Yes</i>	✓	
	<i>Being negotiated under PWA (please indicate stage below)</i>	<input type="checkbox"/>	
	<i>Has not commenced</i>	<input type="checkbox"/>	
Business Case or Investment Case	<i>Approved</i>	<input type="checkbox"/>	
	<i>Draft</i>	<input type="checkbox"/>	
	<i>Underway</i>	<input type="checkbox"/>	
	<i>None</i>	✓	

14. Briefly outline any other comments on the key project timetable or key milestones

<p>Some of the projects are essentially ready to go and the others can be ready within 6-12 months</p> <p>Key Barriers/risks for balance of projects are:</p> <ul style="list-style-type: none"> • Funding support and funding approval/release • Protracted decision making and approvals • Design and procurement • KiwiRail resourcing • Some land purchase for some projects anticipated <p>The Programme includes a range of projects across the Corridor which form a pipeline of work flow for design and construction teams. Construction delivery can be scaled up or down to suit emerging Covid-19 restrictions and level of risk.</p>

Section 3: Overall Benefits and Risks [Criteria 4]

Please advise at a high level whether a project brings real value (in an economic, social and/or environmental sense) to New Zealand as a whole or the region in which it is located in line with Treasury’s Living Standards Framework² and Sustainable Development Goals³. Please take into account, where relevant, the draft 2021 Government Policy Statement on land transport, available at <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/gpsonlandtransportfunding/gps-2021/>, and the priorities that it establishes.

15. Briefly outline the social, environmental and economic benefits of the project to the local region and New Zealand and overall value for money.

Social Wellbeing

Social benefits derive from connecting communities and connecting major metropolitan centres creating access to employment and recreation. Benefits also derive from increases in worker productivity, trip reliability and improved safety by transferring traffic from roads to rail. Good rail connectivity on the Hamilton to Auckland Corridor will help build positive communities.

Adding inter-peak services to the Start-up service which is predominantly targeted at commuters greatly increases connectivity for people to activities (such as sport, health, education, shopping) and for people to people (such as visiting friends and family).

The work programme also provides diverse employment, training and development opportunities

Economic Wellbeing

The project expenditure provides a direct boost to the local economy. Not only this but the indirect and induced expenditure is expected to multiply the effectiveness of this funding. PWC has estimated in a report to the Construction Strategy Group the multiplier effect for construction. “That one dollar invested in construction produces between \$2.51 and \$3.11 in economic activity”. On that basis this project would return approximately \$279M in economic benefits.

Additionally, the project will provide improved journey times, improved reliability, improved access to social and economic areas, improved attractiveness of potential growth areas, safer transport options and lower carbon emission transport options.

Cultural Wellbeing

This project provides increased health benefits for those in lower decile areas, providing better access to green space, education and economic employment opportunities. Opportunities for working in partnership with Mana Whenua exist in this programme including by and increased ability to share Maaori history through Iwi design elements.

Environmental Wellbeing

Hamilton has one of the highest single occupancy vehicle rates in the Country. This programme of work is consistent with the Governments priorities in the GPS Land Transport which seeks environmental gains for transport though mode shift by enhancing public transport and cycling / walking initiatives including reducing emissions.

GPS 21 Alignment

This programme has high results alignment with the Government Policy Statement on Transport specifically considering

- Increased mode shift from private vehicle trips to public transport
- More transport choice
- Metro and major growth areas are better connected and accessible
- Reduce greenhouse gas emissions

² <https://treasury.govt.nz/information-and-services/nz-economy/higher-living-standards/our-living-standards-framework>

³ <https://www.mfat.govt.nz/en/peace-rights-and-security/work-with-the-un-and-other-partners/new-zealand-and-the-sustainable-development-goals-sdgs/>

16. What is the expected contribution to local/ national employment?

Once operational the enhanced service will employ additional full-time employees on an ongoing basis. As outlined in Q8 this project will generate 2,362 years of full-time employment to be generated by the project expenditure. This calculation includes direct (677), indirect (955) and induced (691) employment. These figures are derived from input/output table analysis and sector based local GDP per employee sourced from Infometrics, PWC reports, Statistics NZ ANZSIC data and compiled in house.

This rail link will directly support employment connectivity between all the regions. Removing travel barriers between areas employment markets brings benefits similar to the agglomeration benefits large cities enjoy. Namely a larger supply of labour and the increased chance of supply and demand for labour, particularly for specialists, and lower search costs. This rail project, alongside the nations rapid embrace, albeit nonoptional, of remote working, will make remote employment more viable.

17. What are the risks associated with the project? Each risk should be ranked as high, medium or low and include a short explanation as to why it was given that risk rating.

Risk	Low/ Med/ High	Further commentary on risk
A. The risk of the project not commencing within the advised timescale	Low	All projects except new rail stations and loop Line at Puhinui represent low risk of commencing if funding was available. The risk of the new station upgrades and loop line commencing is medium.
B. The risk the project will not be completed on time, to cost or to specification	Low	The start-up service has provided a good opportunity to understand the risks of all of the projects and so the risk of not completing is low.
C. Risk the project will not realise the benefits outlined above	Low	The proposed enhancements can only improve the benefits of the Start-up service.

18. Are there any other key project risks or any other information which would be useful background or context at this stage?

Nil

Section 4: Impact of COVID-19

19. Please briefly comment on the likelihood and timing of the project recommencing once the COVID 19 Response Level is suitable for construction to proceed

Access to materials and staff to construct paths may be difficult or take more time than is ideal. Following the easing of Covid-19 restrictions, there may be a need to continue with social distancing, could have an impact on construction staff and their ability to perform their roles as normal.

20. What is the best estimate of the impact (financial/social/environmental) COVID 19 has had on the project and on local industry associated with the project?

The construction industry in Hamilton and the neighbouring districts has grown rapidly in recent years. Covid-19 and the related restrictions has and will continue to put significant pressure on the sector. The sector requires certainty to move forward. There are about 8,700 people employed, or 9.1% of all jobs, in the wider construction industry in Hamilton, including 1,600 in Civil engineering. It was one of the district's fastest growing employment sectors in 2019.

If the projects outlined in this PIF were funded and proceeded with urgency, it would give a number of businesses that certainty and allow them to retain their workforce or plan for expanding it in the near future, and to continue to invest in their business. Time is critical. Infrastructure New Zealand has estimated that there could be a 30% reduction in staff "within 3 months under the current conditions". To ensure that Hamilton and the Waikato economies are able to recover quickly, guaranteed civil construction and infrastructure projects are a must.

Under level 4 alert, no construction work is being undertaken in Hamilton. Undetermined restriction on the construction industry under a level 3 alert provide no certainty. This will likely mean that fewer workers are able to be active on any project as to maintain social distancing. Also expect delays as people are affected by COVID-19 infection, self-isolation and increased mental health strain. Effective handover procedures may ameliorate this situation, but these practices will not be well practiced in the industry to date.

Accelerating these projects will provide new jobs soon (as described in Section 8 above), and potential opportunities for people employed in other parts of the construction sector, such as residential and commercial construction, to move swiftly into other jobs if demand slows. It may also provide the right conditions for companies to provide apprenticeships for those needing to move into the sector as a result of unemployment. This is particularly important for Hamilton's large youth population.

21. Has this project already, or is likely to benefit from already announced Government led financial support for businesses (e.g. wage subsidy scheme/business finance guarantee scheme) Yes: No:

- If Yes, please describe the scheme and extent of the support you have received/expect to receive.

It is likely that some contractors construction staff have benefitted from the scheme already.

22. Briefly outline the top 2-3 things that the Government can do to help progress this project. Please consider both financial and non- financial levers such as lowering regulatory barriers, adjusting Government procurement

- Funding
- Fast track decision making and approval processes
- Alternative procurement pathways e.g. direct appointment

Please indicate clearly whether you consider any information you have provided in this form to be confidential. Confidential information will not be publically released, other than in anonymised form, except to the extent that any release is required by law.

Map showing rail network

