

29 August 2014

Ben Ross

fyi-request-1872-0a2d350e@requests.fyi.org.nz

Dear Mr Ross

Local Government Official Information and Meetings Act 1987 (LGOIMA)

CAS-354979-C9P6W1

Thank you for your email dated 7 August 2014, which Auckland Transport received on the same date requesting modelling and (if done) the business case on the Manukau South Link. Specifically if the Manukau South Link is or were to be built and operating:

- How many trains per hour would be running using the South Link in the: peak, off peak week days, and weekends?
- How many passengers is AT predicting (via the modelling) to use the trains that would go to Manukau via the South Link in the: peak, non-peak and weekends
- Would AT use the new EMU fleet, the existing diesel fleet (especially if Pukekohe has not been electrified yet) or a mix of both
- What is the cost of build the Manukau South Link (both just the link (track and wires) itself and any "compensation" to Port of Auckland for the loss of their siding (at the north end) at their Wiri Inland Port Facility) Does Auckland Transport have a business case drawn up for the Manukau South Link and/or has it been presented to Auckland Council as of yet? If the business case is drawn up is able to be released into the public domain?
- If all T's are crossed and all I's are dotted when would AT like to have the South Link built and operating ideally.
- Does Auckland Transport have the funding currently available to build the Link or does AT need to go to Council for extra funding?

Auckland Transport has refused your request in accordance with Section 17(e) of the LGOIMA in that the documents requested do not exist. No timetable modelling or business case has been carried out by Auckland Transport and no implementation date has yet been identified.

The Manukau South connection is not part of the Long Term Plan (LTP) and is therefore not a current project so no funding has been identified. The proposal for the Manukau South connection is being reviewed as part of the

rail development strategy which has not yet been considered by the Auckland Transport Board. The review has assessed the feasibility and network impacts of constructing a Southern link.

However, I can advise that modelling work was performed as part of a review of the business case that was prepared by Conway Davy Ltd and commissioned jointly by Manukau City and ONTRACK in 2006. This work first tested the proposed levels of service and operating patterns, confirming the 10-minute peak service was appropriate for the Manukau Line, and concluded that this level of service required the line to be double-track and two platform faces. The reasoning was that the round-trip time from Wiri Junction – Manukau – Wiri Junction, including a reasonable allowance for the turn-back at Manukau, was "expected to be 12 minutes" and "that providing services by using Papakura services making a "detour" to Manukau was unlikely to be viable for peak running as it would involve some services effectively clashing with others re-joining the NIMT".

With respect to a south-facing link this report stated: "At this stage, no assessment is made of the potential development of the south-to-east (Papakura to Manukau) component of the MRL, as it is intended only to "future-proof" the project by providing the capacity for this to be developed in future".

Auckland Transport's efforts to date have been focussed on delivering the base level 10-minute timetable to and from Manukau.

Furthermore, it is important to note the rail corridor - including tracks, signalling, overhead lines and train control – is owned, maintained, developed and controlled by KiwiRail. Construction of a Manukau South Link would need the agreement of KiwiRail and any development would ultimately be managed by KiwiRail, regardless of where the funding may come from.

We trust the above information has addressed the matters raised however, should you believe that we have not responded appropriately to your request, you have the right in accordance with section 27(3) of the LGOIMA to make a complaint to the Office of the Ombudsman to seek an investigation and review in regard to this matter.

If you have any further queries please contact Auckland Transport on 355 3553 quoting Official Information request number CAS-354979-C9P6W1.

Yours sincerely



Mark Lambert
Group Manager Public Transport