

Caitlin McInnarney

From: s 9(2)(a)
Sent: Wednesday, 20 July 2022 3:27 PM
To: Jurgita Klein; Graham O'Connell
Subject: Re: AHB OIA, report response

CAUTION: The sender of this email is from outside Waka Kotahi. Do not click links, attachments, or reply unless you recognise the sender's email address and know the content is safe.

Hi Jurgita,

The table and graph below are from s 9(2)(a) Phase 1 report dated June 2021. Level 4 demand reduction is the highest that s 9(2)(a) assumed, and the one which would produce the closest to "neutral" effect. The area in green is the Level 4 (highest) demand reduction assumed in the June 2021 report. Doing some rough maths, that green area over the duration of the day is approximately 17,000 vehicles, and the numbers in the table add up to 18,850 per day. Note that these figures are for weekdays, it's less on the weekends, which is why the number was rounded down to 17,000 vehicles.

s 9(2)(a) number (which s 9(2)(a) is referring to as "coincidental") came from the Phase 2 report, which was produced after the November 2021 I&D report.

Given there's no other source of information to rely on to include the 17,000 number in the I&D report, the above must be where the 17,000 number originated.

Please let me know if you have any questions!

Cheers,
s 9(2)(a)

From: s 9(2)(a) @asm.nzta.govt.nz
Sent: Monday, July 11, 2022 6:05 PM
To: s 9(2)(a) @asm.nzta.govt.nz; Graham O'Connell <graham.oconnell@nzta.govt.nz>; s 9(2)(a) @resolvegroup.co.nz; s 9(2)(a) @resolvegroup.co.nz; Kathryn King <kathryn.king@nzta.govt.nz>
Cc: s 9(2)(a) @asm.nzta.govt.nz; s 9(2)(a) @asm.nzta.govt.nz
Subject: Re: AHB OIA, report response

Guys,

I added section 7 to the phase 2 report before s 9(2)(a) approved its release last week - this provides a method for estimating similar levels of demand reduction - so i think this covers off what Graham is asking for.

I have just reviewed this section of the report again this afternoon and modified one assumption to make the graph (figure 51) a little more conservative for the 1-lane option.

s 9(2)(a) the numbers you identified from the phase 1 report do add up to 17,000 - but as i explained to s 9(2)(a) last week this is actually a coincidence as:

- This level of demand reduction was only applied to the 2-lane option - the original 17,000 figure was in relation to a loss of 1-lane only.

- I remember seeing the 17,000 figure in the press before we had completed the phase 1 report - so the table you are referring to hadn't been circulated at the time

Thanks,

s 9(2)(a)

s 9(2)(a) / Technical Advisor Traffic Engineering and Optimisation
Auckland System Management

M

E s 9(2)(a) @asm.nzta.govt.nz / w www.nzta.govt.nz/asm

From: s 9(2)(a) @asm.nzta.govt.nz
Sent: 11 July 2022 11:10
To: Graham O'Connell <graham.oconnell@nzta.govt.nz>; s 9(2)(a) @resolvegroup.co.nz; s 9(2)(a) @asm.nzta.govt.nz; s 9(2)(a) @resolvegroup.co.nz; Kathryn King <Kathryn.King@nzta.govt.nz>
Cc: s 9(2)(a) @asm.nzta.govt.nz; s 9(2)(a) @asm.nzta.govt.nz
Subject: RE: AHB OIA, report response

Team,

Happy if s 9(2)(a) supports the summarisation of the technical outcome.

Regards,

s 9(2)(a)

From: Graham O'Connell <Graham.OConnell@nzta.govt.nz>
Sent: Monday, 11 July 2022 11:05 am
To: s 9(2)(a) @resolvegroup.co.nz; s 9(2)(a) @asm.nzta.govt.nz; s 9(2)(a) @asm.nzta.govt.nz; s 9(2)(a) @resolvegroup.co.nz; Kathryn King <Kathryn.King@nzta.govt.nz>
Subject: RE: AHB OIA, report response

Great work s 9(2)(a)

Kathryn has recalled the first version of the paper was drafted by Rosie Doherty in Neil Walker's team, Rosie worked with Neil on the Resolve commission.

Rosie has no direct access to modelling / modellers I am aware of for pulling in information outside of the area of work we are aware of.

Out of Scope s 9(2)(a), but I think Rosie took info from the June work and generalised into the Nov paper 2021.

To close this out are the ASM able to write a mythology to respond to the OIA question the customer has asked. Its not the best outcome, but I think we as answering the question as honestly as we can. I will have a conversation with the Ministerial Office to explain where we are and see if a cover note can be included to explain the limitation of the answer.

Please let me know if you are happy with this path forward

From: s 9(2)(a) @resolvegroup.co.nz>
 Sent: Sunday, 10 July 2022 5:45 pm
 To: s 9(2)(a) @asm.nzta.govt.nz>; Graham O'Connell <Graham.OConnell@nzta.govt.nz>;
 s 9(2)(a) @asm.nzta.govt.nz>; s 9(2)(a) @resolvegroup.co.nz>
 Cc: Kathryn King <Kathryn.King@nzta.govt.nz>
 Subject: RE: AHB OIA, report response

CAUTION: The sender of this email is from outside Waka Kotahi. Do not click links, attachments, or reply unless you recognise the sender's email address and know the content is safe.
 Hi everyone!

Assuming we're trying to figure out where the 17,000 came from in November 2021 I&D report:

Modelling suggests a dedicated single walking and cycling lane would reduce traffic volumes on the bridge to have a neutral effect on the wider Auckland (reducing traffic to 17,000 vehicles per day or a 10% reduction), much greater than is achieved by providing walking and cycling access on the bridge alone.

I believe this could be where it originated:

Level 4	cyclists + pedestrians (people)	3,000	125
	PT mode shift (people)	11,000	1,600
	Re-routing (vehicles)	4,850	650

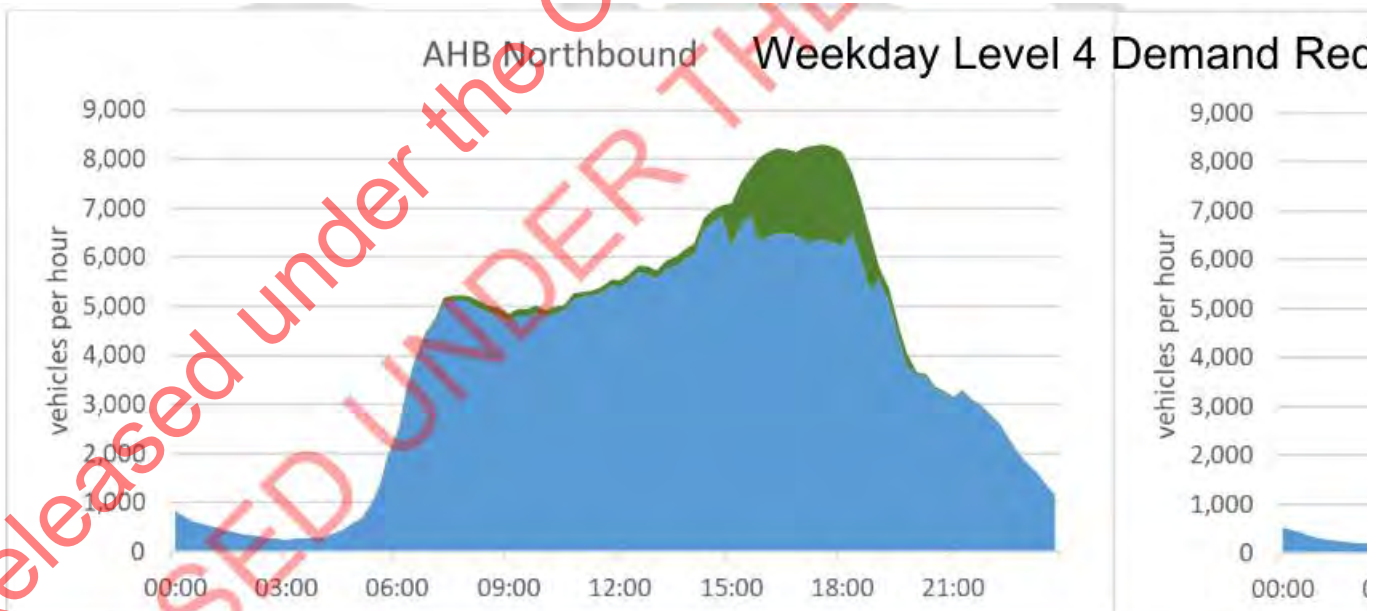


Figure 14 – Reduced AHB traffic profiles used for CTM assessments (blue). Green area represents Level 4 demand reduction.

The above table and graph are from s 9(2)(a) first report dated June 2021. Level 4 demand reduction is the highest that s 9(2)(a) assumed, and the one which would produce the closest to “neutral” effect. The area in green is the Level 4 demand reduction.

4 (highest) demand reduction assumed in the June 2021 report. Doing some VERY rough maths, that green area over the duration of the day is approximately 17,000 vehicles, and the numbers in the table add up to 18,850 per day. Note that these figures are for weekdays, it's less on the weekends, which could be why the number was rounded down to 17,000 vehicles.

Thoughts?

Cheers,
s 9(2)(a)

From: s 9(2)(a) @asm.nzta.govt.nz
Sent: Friday, 8 July 2022 1:06 PM
To: Graham O'Connell <graham.oconnell@nzta.govt.nz>; s 9(2)(a) @asm.nzta.govt.nz;
s 9(2)(a) @resolvegroup.co.nz; s 9(2)(a) @resolvegroup.co.nz
Cc: Kathryn King <Kathryn.King@nzta.govt.nz>
Subject: RE: AHB OIA, report response

No I don't I'm afraid. I think I may have originally heard it through the media.

s 9(2)(a)

Sent from my Galaxy

----- Original message -----

From: Graham O'Connell <Graham.OConnell@nzta.govt.nz>
Date: 8/07/22 12:29 pm (GMT+12:00)
To: s 9(2)(a) @asm.nzta.govt.nz; s 9(2)(a) @asm.nzta.govt.nz; s 9(2)(a) @resolvegroup.co.nz; s 9(2)(a) @resolvegroup.co.nz
Cc: Kathryn King <Kathryn.King@nzta.govt.nz>
Subject: RE: AHB OIA, report response

s 9(2)(a) do you have visibility of the origin of the number from 2021, what report it was in or whom could give us a lead?

From: s 9(2)(a) @asm.nzta.govt.nz
Sent: Friday, 8 July 2022 11:13 am
To: s 9(2)(a) @asm.nzta.govt.nz
Cc: Graham O'Connell <Graham.OConnell@nzta.govt.nz>; s 9(2)(a) @resolvegroup.co.nz;
Kathryn King <Kathryn.King@nzta.govt.nz>
Subject: Re: AHB OIA, report response

CAUTION: The sender of this email is from outside Waka Kotahi. Do not click links, attachments, or reply unless you recognise the sender's email address and know the content is safe.

s 9(2)(a)

Actually, this is not what is being asked about. This 17,000 figure only came up as part of our phase 2 analysis in Feb this year. The original figure was from way back earlier in 2021 - before we had done any of our analysis, and in relation to the 1-lane option, not the 2-lane.

Just coincidence that one of our demand reduction levels used for the 2-lane analysis is also 17,000.

s 9(2)(a)

s 9(2)(a) / Technical Advisor Traffic Engineering and Optimisation
Auckland System Management

M

E s 9(2)(a) @asm.nzta.govt.nz / w www.nzta.govt.nz/asm

s 9(2)(a) / Technical Advisor – traffic engineering and optimisation
Auckland System Management

M s 9(2)(a)

.nzta.govt.nz / w www.nzta.govt.nz/asm



From: s 9(2)(a) @asm.nzta.govt.nz>
Sent: 08 July 2022 10:57
To: s 9(2)(a) @asm.nzta.govt.nz>
Subject: Fwd: AHB OIA, report response

Get [Outlook for Android](#)

s 9(2)(a) - Network Operations Manager
Network Operations

s 9(2)(a)

From: Graham O'Connell <Graham.OConnell@nzta.govt.nz>
Sent: Friday, July 8, 2022 10:01:16 AM
To: s 9(2)(a) @asm.nzta.govt.nz>; s 9(2)(a) @resolvegroup.co.nz>
Cc: Kathryn King <Kathryn.King@nzta.govt.nz>
Subject: RE: AHB OIA, report response

Can you confirm this number was generated by s 9(2)(a) and not quoted from somewhere else.

If this is the case, can ASM provide an answer to the question from the customer.

I think what would be helpful is if the ASM define how they are defining the question is there is any ambiguity or option for interpretation. (I see it as somewhat open ended).

I suggest the definition is tight given the repeated OIAs on this as answers to questions appears to generate more questions.

From: s 9(2)(a) @asm.nzta.govt.nz>
Sent: Friday, 8 July 2022 9:32 am
To: s 9(2)(a) @resolvegroup.co.nz>; Graham O'Connell <Graham.OConnell@nzta.govt.nz>
Subject: AHB OIA, report response

CAUTION: The sender of this email is from outside Waka Kotahi. Do not click links, attachments, or reply unless you recognise the sender's email address and know the content is safe.

Hi s 9(2)(a)

Graham has made contact around solving the OIA on the "17,000". It appears to come from the exec summary, p3, as below.

AUCKLAND HARBOUR BRIDGE ACTIVE MODE PROVISION – TRAFFIC IMPACT ASSESSMENT PHASE 2 s 9(2)(a)
[REDACTED] 20 JUNE 2022 REVISION 3

Regards,

s 9(2)(a)



EXECUTIVE SUMMARY

The removal of one or two lanes from the Auckland Harbour Bridge (AHB) will significantly change the dynamics of how the Auckland motorway system for the motorway network relies on the AHB having some spare capacity (through strategic bottlenecks some way upstream on each approach). The traffic (including large numbers of commercial goods vehicles) as well as the Auckland Harbour Bridge (AHB) Network which crosses the AHB in both directions. The loss of one or two lanes in the AHB (and St Mary's Bay) becoming a critical bottleneck on the motorway network.

Loss of two general traffic lanes would have a severe impact on the operation of the motorway networks. Even allowing for highly optimistic behaviour change assumptions, the loss of two lanes per day from the AHB (including more than 2,000 vehicles per hour for each lane) will prevent close to a doubling of motorway congestion hours along with a doubling of travel time (compared to 2019 conditions). It is an open question whether addition of more lanes will offset these impacts, however suppression of sufficient trips to significantly reduce traffic will have a heavy impact on the region's economy. Even the assumed reduction in AADT on the bridge to levels not seen since the year after northern busway opening.

The impacts of the 1-Lane option are relatively modest compared to the

s 9(2)(a) Network Operations Manager
Auckland System Management
M s 9(2)(a)
E s 9(2)(a) [@asm.nzta.govt.nz](mailto:asm.nzta.govt.nz) / www.nzta.govt.nz/asm



This message, together with any attachments, may contain information that is classified and/or subject to legal privilege. Any classification markings must be adhered to. If you are not the intended recipient, you must not peruse, disclose, disseminate, copy or use the message in any way. If you have received this message in error, please notify us immediately by return email and then destroy the original message. This communication may be accessed or retained by Waka Kotahi NZ Transport Agency for information assurance purposes.

This message, together with any attachments, may contain information that is classified and/or subject to legal privilege. Any classification markings must be adhered to. If you are not the intended recipient, you must not peruse, disclose, disseminate, copy or use the message in any way. If you have received this message in error, please notify us immediately by return email and then destroy the original message. This communication may be accessed or retained by Waka Kotahi NZ Transport Agency for information assurance purposes.

This message, together with any attachments, may contain information that is classified and/or subject to legal privilege. Any classification markings must be adhered to. If you are not the intended recipient, you must not peruse, disclose, disseminate, copy or use the message in any way. If you have received this message in error, please notify us immediately by return email and then destroy the original message. This communication may be accessed or retained by Waka Kotahi NZ Transport Agency for information assurance purposes.

Released under the Official Information Act 1982