

12 October 2023

Tony Randle
fyi-request-23621-7ae156b7@requests.fyi.org.nz

Kia ora Tony,

Your request for information under the Local Government Official Information and Meetings Act 1987 (LGOIMA) – CAS-798481-COS1J8

I refer to your official information request dated the 15th of September 2023 in relation to analysis provided on page 24 of the Auckland Rapid Transit Plan Stages 1-3 Summary Report.

I have answered your questions in the order you asked them.

The document the Table 3-2 is sourced from.

There is no specific document that the information in table 3-2 is sourced from – as outlined in our previous response, this is based on our understanding of the capacities of various vehicles. We believe our previous response answers this question appropriately.

The supporting information about the source document

The table was produced as part of work on the draft Auckland Rapid Transit Plan (ARTP). There is no “scope, terms of reference, contract, purchase order or other document” to provide which references the need to create the graph. We could provide the ARTP’s project plan if you wish, but again this does not reference the graph.

The information was sourced internally within AT, during late 2020 and early 2021 as part of the ARTP’s development. There was no review, separate to the ARTP project, that confirmed the accuracy of the data, as these capacities are general and well-known.

As outlined in our previous response, the table is meant to be indicative only and is therefore considered fit for purpose to date, noting that the ARTP is still a draft document which has not been formally adopted and released by AT, and that it may be peer-reviewed before being finalised. Having said that, as part of the on-going development of the ARTP in 2023 we have now updated the capacity figures per vehicle slightly, which is part of the spreadsheet provided (see below).

The spreadsheet used to calculate the figures used to create the graph for the “Passengers per hour at peak” chart.

Please find attached the spreadsheet that shows:

- The data used to produce the original graph (from the ARTP Stages 1-3 Summary Report, which was from 2021).
- An updated graph, based on the numbers we now use in 2023 (which are slightly different) which aligns with the capacity numbers provided in our previous LGOIMA response.

We have provided both the original figures, and the updated figures (as noted above) to avoid any confusion. Note that the calculations in the table:

- Multiple the nominal capacity of the vehicle by 0.8, to account for the fact that vehicles are often crowded and may leave passengers behind when they reach 80% capacity.
- Minus the value of the previous range (e.g., the ‘stretch capacity’ minus the ‘ideal capacity’) purely for the purposes of displaying the graph correctly.

The supporting information about the source document

This is outlined as part of the above answers – there is nothing further to add.

We trust this clarifies your request, but should you believe that we have not dealt with your request appropriately, you are able to make a complaint to the Office of the Ombudsman in accordance with section 27(3) of the LGOIMA Act and seek an investigation and review in regard to this matter.

Ngā mihi,



Hamish Bunn
Group Manager Investment, Planning & Policy