

21 September 2016

Ben Ross
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Dear Mr Ross

Local Government Official Information and Meetings Act 1987

CAS-383978-G2J1P3

Thank you for contacting Auckland Transport (AT) on 25 August 2016 requesting the following information in relation to mass transit options to the airport.

All of the information you have requested is available in the report from the South-western Multi-modal Airport Rapid Transit Draft Indicative Business Case (IBC), which can be found at the link to the AT website (Link 1). AT is currently investigating mass rapid transit options to the airport, with light rail and bus being looked at as options. Additional information about the decision made by the AT board to discount heavy rail to the airport can be found in the SMART board report (Link 2).

Your request has been emphasised in bold as follows:

1) Benefit Cost Ratios and analysis for Light Rail to the Airport

These can be found from page 113 of the IBC (Link 1).

2) Benefit Cost Ratios and analysis for Heavy Rail from Onehunga to the Airport via Mangere

As above

3) All information and analysis to date on heavy rail from Otahuhu to the Airport via Mangere

The long list options for heavy rail can be found on pages 49-53 of the IBC and the short list options for heavy rail can be found on pages 66-71 (Link 1).

3a) Any initial costs of construction and land acquisition if this option were to proceed

Cost estimates can be found in Appendix F of the IBC entitled Shortlist Option Estimates at the website link (Link 1).

3b) Estimated time of construction

Detail about timing can be found on page 118 of the IBC (Link 1). The timing was based on a guiding assumption in order to calculate the costings of the project and is being worked through as part of the Auckland Transport Alignment Project which will confirm the timing of investment in mass rapid transit. Please see Link 3 for more information on ATAP.

3c) Suggestive operation patterns and frequencies servicing this line

Information about operation patterns and frequencies is included in the assumptions list for the long list option identification and evaluation on page 49 of the IBC (Link 1).

3d) Why was this option dismissed out of hand early on rather than given full analysis like options 1 and 2 despite having a better benefit cost ratio as suggested here:

<https://voakl.files.wordpress.com/2016/02/airport-rail-study-6b.jpg> and
<https://voakl.files.wordpress.com/2016/02/airport-rail-study-6a.jpg>

The option was not dismissed but assessed against same criteria as other corridors and came fourth. The top three corridors were progressed further.

Top 3 corridors:

1. Northern and southern loop
2. Northern corridor
3. Southern corridor

Please see sections 4.4.7 on page 40; 5.3.3. on page 51; 5.6.4 on page 65; 5.11 on page 73 of Link 4.

LINKS

Link 1. South-western Multi-modal Airport Rapid Transit (SMART) Draft Indicative Business Case Report

<https://at.govt.nz/media/1927342/draft-smart-indicative-business-case.pdf>

Link 2. SMART board report 27 June 2016

<https://at.govt.nz/media/1866351/item-11-6-smart-preferred-way-forward-final.pdf>

Link 3. Auckland Transport Alignment Project (ATAP) update, Foundation Report and Interim Report

- i. <http://www.transport.govt.nz/land/auckland/atap/>
- ii. <http://www.transport.govt.nz/assets/Uploads/Land/Documents/Auckland-Transport-Alignment-Project-Foundation-Report.pdf>
- iii. <http://www.transport.govt.nz/assets/Uploads/Land/Documents/Auckland-Transport-Alignment-Project-Interim-Report.pdf>
- iv. <http://transport.govt.nz/assets/Uploads/Land/Documents/ATAP-Recommended-Strategic-Approach.pdf>

Link 4. South-Western Airport Multi-Modal Corridor Project Scoping Report

<https://at.govt.nz/media/1971230/south-western-airport-multi-modal-corridor-project-scoping-report-final-draft.pdf>

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.

Yours faithfully



Peter Clark

Chief Strategy Officer