

19 July 2018

Ben Ross
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REF: OIA-3931

Dear Ben

Request made under the Official Information Act 1982

Thank you for your email of 21 June 2018 requesting the following information under the Official Information Act 1982 (the Act):

- 1. What will the SH20 and SH20B Southern and Eastern Airport Access Improvements entail (that is what do we get)?*
- 2. The timeframe for the SH20B and Eastern Access Improvements?*
- 3. Will there be integrated planning and coordination with Auckland Transport are also meant to deliver the Airport to Manukau section of the Airport to Botany Mass Rapid Transit line in the 2018-2021 time period*
- 4. Will the SH20 and SH20B Southern and Eastern Airport Access Improvements be future proofed to allow the eventual delivery of bus rapid transit or light rail transit that would alongside SH20B?*
- 5. Could NZTA take over the delivery of Airport to Botany RTN via Manukau and Airport Access Improvements (Investigation, Route Protection and CAPEX) - Progressing bus rapid transit from Botany to the Airport via Manukau (\$258m) given a large portion of the route runs alongside a State Highway corridor. If so what would be the procedures to get the ball rolling for this to happen to allow a fully integrated land use/transport planning and Transit Orientated Development package along the corridor?*

Please find below the answers to your questions.

1. What will the SH20 and SH20B Southern and Eastern Airport Access Improvements entail (that is what do we get)?

The State Highway 20 and State Highway 20B Southern and Eastern Airport Access Improvements are the subject of a current single stage business case – 20Connect. The purpose of the business case is to identify the issues being experienced on the three State Highway 20 corridors (SH20, SH20A and SH20B), analyse a range of options to address these issues, and identify a recommended option, based on a range of requirements.

The broad elements that are being investigated as part of the business case include:

- Improving the capacity and connections on, around, or alongside, the state highways for cars, trucks, buses and bicycles
- Optimising the existing network
- Providing more choices as to how people and goods travel to and from this area
- Identifying ways to influence the demand on the network
- Ways to help people plan their travel and choose travel options.

2. The timeframe for the SH20B and Eastern Access Improvements?

The purpose of the business case is to determine the scale, form and timing of each improvements. The business case is expected to be completed by early 2019, and subject to the approval of this business case, a timeframe for any recommended improvements will be confirmed.

3. Will there be integrated planning and coordination with Auckland Transport who are also meant to deliver the Airport to Manukau section of the Airport to Botany Mass Rapid Transit line in the 2018–2021 time period?

The NZ Transport Agency and Auckland Transport are working closely together across both the 20Connect and Airport to Botany Rapid Transit Network business cases to ensure outcomes are well-integrated.

4. Will the SH20 and SH20B Southern and Eastern Airport Access Improvements be future proofed to allow the eventual delivery of bus rapid transit or light rail transit that would alongside SH20B?

The aim of the 20Connect and the Airport to Botany Rapid Transit Network business cases is to identify what is needed now, and into the future, to address the transport issues in this area. This will include considering different modes of transport such as bus and light rail.

5. Could NZTA take over the delivery of Airport to Botany RTN via Manukau and Airport Access Improvements (Investigation, Route Protection and CAPEX) – Progressing bus rapid transit from Botany to the Airport via Manukau (\$258m) given a large portion of the route runs alongside a State Highway corridor. If so what would be the procedures to get the ball rolling for this to happen to allow a fully integrated land use/transport planning and Transit Orientated Development package along the corridor?

Currently, the Transport Agency and Auckland Transport are working together on the two different business cases led by each agency respectively. There is currently no plan for the Transport Agency to take responsibility for the business case for the Airport to Botany Rapid Transit Network. The Airport to Botany project is owned and delivered by Auckland Transport, and Auckland Transport has not requested that the Transport Agency undertake these works.

If you would like further information, please contact Ida Dowling, Senior Transport Planner, by email to ida.dowling@nzta.govt.nz or by phone on 021 406 176.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Kevin Reid', written in a cursive style.

Kevin Reid
Acting Senior Manager, System Design