

12 September 2023

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

Kia ora Tony,

The information you requested - CAS-765469-S4F0V0

Thank you for your request for information dated 28 July 2023 regarding the Auckland Rapid Transit Plan (ARTP) Stages 1-3.

Can AT please provide a copy of the paper, report, project and/or correspondence which is the authoritative source for the information in Table 3-2?

Your request for information is refused under section 17 (e) of the LGOIMA as there was no specific document that can be considered the 'authoritative source', therefore the information does not exist.

Can AT please provide a copy of the scope, terms of reference, contract, purchase order or other document that asked for this for the information in Table 3-2 being provided to AT?

Your request is refused under section 17 (e) of the LGOIMA as the information was sourced internally, therefore the information does not exist.

Can AT please provide the authoritative source (transport expert, transport consulting company) that provided the information in Table 3-2?

Your request is refused under section 17 (e) of the LGOIMA as the information was sourced internally, therefore the information does not exist.

Can AT please outline when it received the information in Table 3-2?

Your request is refused under section 17 (e) of the LGOIMA as the information was sourced internally, no external source was consulted, therefore the information does not exist.

Can AT please provide a copy of any and all reviews (internal or external) of the information in Table 3-2 that confirmed this information is accurate?

Your request is refused under section 17 (e) of the LGOIMA as this information was not reviewed outside of the project that produced it to confirm its accuracy.

Can AT please provide a copy of the paper, report, project and/or correspondence which is the authoritative source for the information in “Passengers per hour at peak” chart?

Your request for information is refused under section 17 (e) of the LGOIMA as there was no specific document that can be considered the ‘authoritative source’; therefore the information does not exist.

Can AT please provide a copy of the scope, terms of reference, contract, purchase order or other document that asked for this for the information in “Passengers per hour at peak” chart being provided to AT?

Your request is refused under section 17 (e) of the LGOIMA as the information was sourced internally, no external source was consulted, therefore the information does not exist.

Can AT please provide the authoritative source (transport expert, transport consulting company that provided the information in “Passengers per hour at peak” chart?

Your request for information is refused under section 17 (e) of the LGOIMA as there was no specific document that can be considered the ‘authoritative source’; therefore the information does not exist.

Can AT please outline when it received the information in “Passengers per hour at peak” chart?

Your request is refused under section 17 (e) of the LGOIMA as the information was sourced internally, therefore the information does not exist.

Can AT please provide a copy of any and all reviews (internal or external) of the information in “Passengers per hour at peak” chart that confirmed this information is accurate?

Your request is refused under section 17 (e) of the LGOIMA as the information as this information was not reviewed outside of the project that produced it to confirm its accuracy.

The reasoning being that there is no “authoritative source” of the information in the table, independent of what is in the document the table is sourced from. The information in the table is based on calculations undertaken internally within AT, using what we know of existing or typical capacities of different types of public transport vehicles and the capacity of different corridors to operate certain numbers of vehicles per hour.

The figures in the graph are based on the following assumptions about vehicle type:

- For heavy rail, Auckland’s existing AM class electric trains, which have a capacity of 375 passengers per 3-car unit, in either 6-car (‘double EMU’) or 9-car (‘triple EMU’) configuration.
- Light rail/metro:
 - For ‘grade separated’, a vehicle with a capacity of around 600 passengers. A comparable vehicle is the ‘Hitachi Rail Italy Driverless Metro’ operated worldwide, including in Copenhagen, Honolulu, Milan, Riyadh and Taipei.

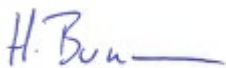
- For 'on-street', a vehicle with a capacity of around 420 passengers. A comparable vehicle is the 'CAF Urbos 3' model of tram, operated in many Australian cities (including Canberra and Sydney) and others worldwide.
- Bus:
 - For 'advanced BRT trambus', a vehicle with capacity of around 120 passengers. A comparable vehicle is the 'Van Hool ExquiCity' model of bus, which operates in Belfast.
 - For 'busway' a vehicle with a capacity of around 100 passengers, similar to the double-decker buses which operate on Auckland's Northern Busway.
 - For 'bus lanes', a vehicle with a capacity of around 75, similar to the 'extra-large bus' standard (using Waka Kotahi terminology) which operate across Auckland.
 - For 'bus in general traffic', a vehicle with a capacity of around 50, similar to the 'large bus' standard (using Waka Kotahi terminology) which operate across Auckland.

To calculate the figures in the graph, these vehicle capacities are then multiplied by theoretical frequencies (as numbers of vehicles per hour), categorised as 'minimum' (which is consistently 4 to 8 vehicles per hour), 'ideal' (which varies based on known constraints to operating frequency for each category, such as signalling requirements), and 'stretch' (which again varies out to a theoretical maximum assumed for each category).

Vehicle capacities and actual capacity of a corridor will vary depending on the specifics of what vehicles are used, and how many are run on a given corridor. The ultimate capacity of a new corridor will be determined through business case investigations. The graph used in the ARTP is intended to demonstrate the varying carry capacities of different modes of transport, rather than being a definitive source of information.

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

Yours sincerely



Hamish Bunn
GM Investment Planning and Policy