

20 July 2015

Cameron Pitches
Convenor
The Campaign for Better Transport Incorporated
fyi-request-2868-d3378360@requests.fyi.org.nz

Dear Cameron

Request made under the Official Information Act 1982

Thank you for your email of 21 June 2015 requesting the following information under the Official Information Act 1982:

1. 'A statement defining the land transport problem or issue that the proposed [Additional Waitemata Harbour Crossing] AWHC solution is attempting to address.
2. The studies and comparative assessments of alternative solutions that the NZTA has conducted, including, but not restricted to, an electrified rail only crossing of the Waitemata Harbour between the Auckland isthmus and the North Shore.'

The following documents are within the scope of your request and are attached. They will also be available on the NZ Transport Agency's website by early August 2015.

- Attachment A: *Additional Waitemata Harbour Crossing Preliminary Business Case, January 2011*. The business case includes a statement outlining the problem which the Additional Waitemata Harbour Crossing project is attempting to address (refer to 'Description of Service Need' on page 9).
- Attachment B: *Waitemata Harbour Crossing Study Phase 1: summary report option short listing, November 2007*.

This study developed a long list of 159 possible options for a new harbour crossing. A subsequent assessment determined a short list of three. Option 1 'Esmonde to Britomart' was passenger transport (only) in a new tunnel or on a new bridge. Option 2 'Esmonde to Britomart & SH16' was passenger transport and general traffic in new tunnels or bridge. Option 3 'Esmonde to Britomart & Grafton' was passenger transport and general traffic in new tunnels.

- Attachment C: *Waitemata Harbour Crossing Study 2008: Study Summary Report, April 2008*.

Phase 2 of the study involved: developing the short listed option concepts, assessing performance and impacts against a range of criteria, and comparing options using an evaluation framework. It was assumed that the passenger transport options would be electrified suburban rail.

Based on the work undertaken, the study concluded that Option 2C best meets the project objectives and functionality principles. Option 2C consists of a new driven tunnel between Esmonde Road through the Wynyard Quarter to the CBD for passenger transport, and from Esmonde Road to State Highway 1/State Highway 16 at the central motorway junction for general traffic.

If you would like to discuss this reply with the Transport Agency, please contact Patrick Kelly, Acting Transport Planning Manager Auckland and Northland, by email to patrick.kelly@nzta.govt.nz or by phone on (09) 969 9800.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Brett Gliddon', written in a cursive style.

Brett Gliddon
Highway Manager Auckland and Northland