

19 July 2018

Ben Ross
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REF: OIA-3942

Dear Ben

Request made under the Official Information Act 1982

Thank you for your email of Tuesday, 26 June 2018 requesting the following information under the Official Information Act 1982 (the Act):

1. *What exactly is the project delivery of the Manukau to Airport via Puhinui Station section of the Botany to Airport MRT line. That is what does the budget allocations and works entail (what do we get)?*
2. *When are the works likely to start for the Manukau to Airport section of the Botany to Airport MRT line*
3. *Will the entire Botany to Airport MRT line be future proofed for Light Rail?*
4. *What walking and cycling improvements will be done along the entire Manukau to Airport section of the Botany to Airport MRT line especially along the length of SH20B*
5. *What is the forecast start date for the Manukau to Botany section of the Botany to Airport MRT*
6. *What steps is NZTA taking with other partners including Auckland Transport, Auckland Council and Panuku Development Auckland to enable full integrated land use/transport planning (noting this from the NZTA CEO Report - February 2018 (Slide 5: The City - Airport light rail project will be: an integrated transport urban development project)*
 - *that is Transit Orientated Developments around the Botany to Airport MRT line given these opportunities were missed with Manukau Bus Station (delivered by AT but part funded by NZTA), and is expected as a matter of policy in the Auckland Plan 2050, and the GPS 2018*
7. *Will NZTA be engaging with the community and stakeholders to help deliver TODs as mentioned in question six above?*

By way of background for your request, the NZ Transport Agency, Auckland Transport, and Auckland Airport are working together to plan for and deliver access improvements to and from the Auckland Airport area.

Auckland Transport is leading the Airport to Botany Rapid Transit project, working in collaboration with the Transport Agency and Auckland Airport, as well as other key project partners and stakeholders.

The project is currently in the early stages of business case development. The purpose of the business case is to assess how access issues in the area can be addressed, and to identify a recommended option based on a range of requirements.

The business case will be complete by mid-2019, and there will be opportunities for the community and public to inform the work alongside this. Project specific information will be clearer as the business case is developed in more detail.

The broad elements investigated will identify how the Transport Agency, Auckland Transport and Auckland Airport can collectively:

- provide an improved public transport link for people between the airport, and south and east Auckland, and the Auckland city centre via a transfer to rail at an enhanced Puhinui Station
- improve access and transport options for people in the south and east of Auckland, and to major employment zones in these areas, and
- support growth opportunities at key locations along the route, particularly around Manukau, Botany and the airport.

While the business case work will identify improvements that can be undertaken in the medium to longer-term, the Transport Agency together with Auckland Transport and Auckland Airport, are also seeking to progress early improvements along the Airport to Manukau section of the route to provide more immediate benefits to people accessing the area via this corridor.

In regards to your specific request, we have the following comments.

- 1. What exactly is the project delivery of the Manukau to Airport via Puhinui Station section of the Botany to Airport MRT line. That is what does the budget allocations and works entail (what do we get)?**

The Airport to Botany Rapid Transit project will be delivered in stages.

The Regional Land Transport Plan (RLTP 2018) has allocated funding for the first decade as follows:

- Funding for Auckland Transport to complete the Airport to Botany Rapid Transit investigation (business case) by 2019. This will inform subsequent work to seek route protection for the project.
- Funding to deliver a range of early improvements to improve airport access by 2020/2021. Along the Airport to Manukau corridor this encompasses:
 - A new bus/rail interchange at Puhinui Station (led by Auckland Transport).
 - Bus priority lanes between the Airport and Manukau City Centre via Puhinui Station (delivered by Auckland Airport, the Transport Agency and Auckland Transport in accordance to each agency's road network area).
- Funding to complete the Botany Interchange by 2025/26 as part of the AMETI (Auckland Manukau Eastern Transport Initiative) Eastern Busway programme. While not within the Airport to Manukau corridor, the proposed new Botany Interchange is an integral component of the Airport to Botany Rapid Transit project as this interchange will be the connection point for the two rapid transit lines serving the East Auckland area.

- 2. When are the works likely to start for the Manukau to Airport section of the Botany to Airport MRT line?**

The Auckland Transport Alignment Project (ATAP, April 2018) and the RLTP indicates implementation of the full Airport to Botany rapid transit facility to be a second decade project (post-2028).

It is anticipated that the business case work being progressed now will provide more clarity on timeframes in due course, as the purpose of the business case is to determine the scale, form and recommended timing of proposed improvements. The business case is expected to be complete by mid-2019.

As outlined above, there is a programme to provide for more immediate improvements identified for the Manukau to Airport to Manukau section, targeting completion by 2020/2021, with delivery being undertaken by Auckland Airport, the Transport Agency and Auckland Transport.

3. Will the entire Botany to Airport MRT line be future proofed for Light Rail?

The aim of the business case is to identify what is needed now and into the future to address the transport access issues in this area. This will include considering different modes of transport rapid transit, such as bus rapid transit and light rail, and what future proofing should be incorporated as part of the project.

4. What walking and cycling improvements will be done along the entire Manukau to Airport section of the Botany to Airport MRT line especially along the length of SH20B?

The Transport Agency, together with Auckland Transport and Auckland Airport, will be investigating walking and cycling facility improvement opportunities along this corridor as part of the business case work. The form the walking and cycling provision will take, and timing for implementation, is still to be confirmed.

5. What is the forecast start date for the Manukau to Botany section of the Botany to Airport MRT?

Please refer the response given to question 2.

6. What steps is NZTA taking with other partners including Auckland Transport, Auckland Council and Panuku Development Auckland to enable full integrated land use/transport planning?

The Transport Agency is working together with Auckland Transport, Auckland Airport, Mana Whenua, Auckland Council and other organisations such as Panuku Development Auckland to develop the business case, which includes opportunities for achieving full land use and transport integration.

7. Will NZTA be engaging with the community and stakeholders to help deliver TODs as mentioned in question six above?

As the business case progresses, Auckland Transport will work with key stakeholders and the community to identify desired improvements and opportunities in this area, including land use and transport integration opportunities such as Transit Orientated Developments.

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 blue ink, appearing to read 'Kevin Reid', is positioned below the text 'Yours sincerely'.

Kevin Reid
Acting Senior Manager, System Design