

Individual Submissions J - Z

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Please note: As some submitters did not provide their first names they have been ordered in the submissions received list under their title. These submitters are as follows:

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- Mrs Davey is ordered in the submissions received list under 'M' for Mrs
- Mrs Dromgool is ordered in the submissions received list under 'M' for Mrs
- Mrs Peters is ordered in the submissions received list under 'M' for Mrs
- Mr Ripley is ordered in the submissions received list under 'M' for Mr

We apologise for any confusion the above ordering of submissions may have caused.

If your submission is not displayed here, contains incorrect information or is missing some parts, please email us on rptp@aucklandtransport.govt.nz or contact Mathew Stewart on (09) 447 4831

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Sub #	Name	<p>Q1: To what extent do you support or oppose the direction of the proposed Public Transport Network outlined in the Summary Document and draft Plan (chapter 5)? This proposes a shift towards a simpler, more connected network, with expanded frequent services, but is dependent on some passengers making connections to access more destinations.</p> <p>Q2: To what extent do you support or oppose the proposed Fares and Ticketing Policy outlined in the Summary Document and draft Plan (chapter 6.4)? This would enable the use of a single ticket across different operators and public transport services and a shift towards a zone-based fare system.</p>
851	J Dromgool	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
870	Jacob Phillips	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
15	Jacob Samuel	<p>Q1 - Neutral Comments: Following the Hub & Spoke model is best as this is being followed in airline and other transport industries. However sometimes the devil lies in detail.</p> <p>Issues for disabled and school children - for these group of people one straight service would be better than having multiple connections. From Safety and convenience perspective it would be better for school children to get on one bus than running around on platforms at the connector hubs</p> <p>My child currently boards a single bus and gets down at Smales farm which is just across the school. In the new setup she might be required to board at least three busses. I am sure any parents would dread this. How can we be sure that the connection bus would still be there when the bus in which they are travelling arrives? Secondly the main busses would be too overcrowded as they would be jam packed with passengers and students from different areas. The end result will be that students travelling at the peak time would be late for their school. Similar issues would be there when school finishes. At Smales farm just when school finishes around 2000-2500 kids from at least 4 schools (Westlake boys, Westlake girls, Carmel & Rosmini) gather. Currently transport coordinators are able to manage since busses for different destinations arrive at the same time and AT coordinators are able to divert kids into them. Now if we have rapid busses only every 15 minutes and only one bus each arrives every 15 min to north and south directions taking them to their respective hub, any layman can think of the chaos this would create. I have sympathies for those poor AT coordinators and grave concern for the safety of our kids. While I support the hup & spoke model for its efficiency, there needs to be location specific adjustments done specially at peak time.</p> <p>Q2 - Opposed Comments: I have concerns about the Fare Zoning. The stage fare from city to North in 20 Km radius should be same as fare from city to West same for city to south or to east.</p> <p>It looks like the North shore is getting a better deal with only 2 stage at the expense of others. Recently there was a NZ Herald report on the quality of busses allocated based on the demographics. In that instance article mentioned leaking busses to Mangere by the same company and compared it with Link busses in city. The principle should be to have a minimum standard for quality of busses and the fare should be equitable and fair for all Aucklanders irrespective of the demographics.</p>
178	Jacqueline Anne Church	<p>Q1 - Neutral Comments: Want to have Train and bus connectivity to Pukekohe & Tuakau and Bus to Port Waikato. In particular weekend & evening connections Pukekohe & Tuakau which means additional services & a rail station in Tuakau. A move to the level of train service that is available at the moment to Papakura.</p> <p>Q2 - Neutral [no comments provided]</p>
685	Jacqui Fisher	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
100	James Houston	<p>Q1 - Strongly Support Comments: A city-wide network of connected and frequent services is an excellent way forward for Auckland's passenger transport. It will leverage investment and improvement of the rapid transit network happening now, extending those benefits to those further away from RTN stations.</p> <p>Q2 - Strongly Support Comments: I broadly support the move towards a single ticket and zone-based fares. The detail of zone boundaries will undoubtedly be the source of many discussions.</p>
854	James Lockhart	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
302	Jamie Revell	<p>Q1 - Support Comments: I like the idea of more cross town buses but less brands please. It's very confusing. And more buses at more times of the day and night.</p> <p>Q2 - Strongly Support</p>

Sub #	Name	<p>Q1: To what extent do you support or oppose the direction of the proposed Public Transport Network outlined in the Summary Document and draft Plan (chapter 5)? This proposes a shift towards a simpler, more connected network, with expanded frequent services, but is dependent on some passengers making connections to access more destinations.</p> <p>Q2: To what extent do you support or oppose the proposed Fares and Ticketing Policy outlined in the Summary Document and draft Plan (chapter 6.4)? This would enable the use of a single ticket across different operators and public transport services and a shift towards a zone-based fare system.</p>
	Jamie Revell (#302)	<p>Comments: Bus travel is too expensive. It should be affordable for everyone. Plus no cash on the buses AT ALL. Cards only. Faster and safer for drivers and passengers.</p>
361	Jan Heijs	<p>Q1 - Neutral Comments: General Comment / review welcomed, overdue and supported in general / do see the need to wait till 2016. Implementation should be asap (2013)</p> <p>A few comments: 1) no frequent service from North-South along East Coast Rd or Beach Rd in North Shore. Please add 2) Torbay and (future) Long Bay not connected as part of the frequent Service network. Please add 3) Albany centre not well connected. Not consistent with Auckland Plan where Albany is a major centre</p> <p>To get people to the frequent service the connector services are required. It is disappointing to see that the frequency is only 30 min. This will make people take the car either to work or to the closest P&R place which in parts defeats the objective. Propose connector services during peak hour same frequency as frequent services.</p> <p>Suggestion to change rode-code: provide give-way rule for busses pulling away from the kerb. Successfully implemented in other parts of the world eg The Netherlands. Pricing: the pricing to date has not been an incentive to people to take PT. Pricing should be significantly reduced (as in Melbourne). Funding could in part be from any planned road upgrades no longer required.</p> <p>All day service network in the Browns Bay and Torbay area (and possibly other areas) does not address one of the issues related to it taking too long to get somewhere (Uncompetitive travel times on page 14). Loops should be removed and direct and fast linkages should be provided to get the frequent services. 10% HOP discount is not going to change people's behaviour.</p> <p>Integrated ticketing is a must. It is embarrassing to AT that still hasn't been achieved and reflects on the lack of confidence the public has on the ability of AT to deliver a good service.</p> <p>Suggest large bulk discount contracts with major employers, certainly when these are located in the CBD.</p> <p>Q2 - Neutral Comments: refer to Q1 comments</p>
372	Jane Blow	<p>Q1 - Opposed [no comments provided]</p> <p>Q2 - Support [no comments provided]</p>
309	Jane Briant-Turner	<p>Q1 - Support Comments: Looking and the Indicative fare zone boundaries Figure 6-1, there is something glaringly obviously unfair about the whole of West Auckland being called 3 Zones to the city. I come from Te Atatu to the city, which is pretty much all motorway, but it would be dearer to come from there than for someone coming from Albany or Browns Bay which is much further away from the city.</p> <p>Q2 - Support [no comments provided]</p>
482	Janet Hunter	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>Please we need a train and please support the MAXX trains service to Tuakau and also Pukekohe needs a Sat service to the city. (Trains on both counts) Tuakau for the area that has no train and Pukekohe has no Saturday service on the trains. We have to drive to Papakura. Crazy.</p>
662	Janet Pates	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
656	Janie Flavell	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
634	Jarrod Ford ?	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
718	Jason Lafaele	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>

Sub #	Name	<p>Q1: To what extent do you support or oppose the direction of the proposed Public Transport Network outlined in the Summary Document and draft Plan (chapter 5)? This proposes a shift towards a simpler, more connected network, with expanded frequent services, but is dependent on some passengers making connections to access more destinations.</p> <p>Q2: To what extent do you support or oppose the proposed Fares and Ticketing Policy outlined in the Summary Document and draft Plan (chapter 6.4)? This would enable the use of a single ticket across different operators and public transport services and a shift towards a zone-based fare system.</p>
605	Jaydene Haku	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
746	Jeanette Collie	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
149	Jeanette Valerie Cooper	<p>Q1 - Support [no comments provided]</p> <p>Q2 - Support Comments: Thank you for the opportunity to give you my comments.</p> <p>Other Comments My main comments involve the establishment of a bus service within Franklin district which runs buses through the day between Waiuku, Pukekohe, Tuakau and Papakura. Presently there is only a workers bus which leaves Waiuku at 6.30 - 7.30am and returns at the same time during the evening. A considerable number of our population is older and do not have their own transport. Buses are the best option for our population.</p>
177	Jennifer Collett	<p>Q1 - Strongly Support [no comments provided]</p> <p>Q2 - Strongly Support Comments: Support</p> <p>Other Comments We wish to support TDDA for their drive to Get Trains running to and from Tuakau. We feel it would be a terrible shame to lose the Bus Commuters from Tuakau to Pukekohe; there are people that it is there only means of Transport to Pukekohe.</p> <p>Trains - A lot of people live in Tuakau. Port Waikato would use service to commute to Auckland for work.</p>
681	Jennifer Olson	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
818	Jennifer Preston	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
832	Jenny TeWake	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
373	Jeremy Lees-Green	<p>Q1 - Support Comments: Overall I support the proposed changes to the Auckland public transport system, particularly the focus on moving from a point-to-point transport system to a connection-based transport system. Having recently used various modes of public transport (particularly underground metro systems) overseas, I understand the value of being able to get from one point to another by making connections. Indeed, this should be a primary focus of public transport - point-to-point transport is available via private transport, and it would be impossible for a public transport service to provide direct services that will suit everyone's needs. An integrated connection-based transport system may also be better suited to a city such as Auckland where population density is not as high as it could be.</p> <p>There are some points I would like to make, which I will address below, referencing relevant sections of the Draft Auckland Regional Public Transport Plan.</p> <p>Table 4-1: Percentage of households within 500 metres of the frequent service network. The target of 32% in the Auckland Plan seems like it may be unrealistic, though I would support having more households close to the frequent service network. I would like to see more targets, e.g. based on households within 800 metres (walking) and 1km of the frequent service network, as 500 metres seems too small a distance to be used as a measure.</p> <p>Table 4-1: Passenger numbers. More emphasis should be made on using passenger boardings per capita as a measure than passenger boardings per annum, as population growth will naturally add to the latter - making the former a better measure of increased uptake.</p> <p>Figure 5-1: Frequent service network. While I understand the proposed plan is for the frequent service network to initially run services at least every 15 minutes from 7am-7pm, I believe it would be better to extend frequent services until later in the evening. This could help support a culture of spending more time out in the evenings, which may be of economic benefit to local businesses - e.g. restaurants/bars and entertainment facilities. The extension of frequent services could be limited to days where it is more likely to be used, such as Thursday to Sunday. I acknowledge that in chapter 6.1 it is stated the target operating period for frequent services is 6am-9pm, but in accordance with previous points, believe this later operating time should be used from the beginning.</p> <p>Chapter 6.4: Fares and ticketing. I urge the consideration of a monthly cap on fares in addition to the proposed daily cap. This would mean users could be assured that, in any given month, they would not pay more than the cost of a monthly pass if they are a heavy user of public transport but for whatever reason choose not to buy a monthly pass.</p>

Sub #	Name	<p>Q1: To what extent do you support or oppose the direction of the proposed Public Transport Network outlined in the Summary Document and draft Plan (chapter 5)? This proposes a shift towards a simpler, more connected network, with expanded frequent services, but is dependent on some passengers making connections to access more destinations.</p> <p>Q2: To what extent do you support or oppose the proposed Fares and Ticketing Policy outlined in the Summary Document and draft Plan (chapter 6.4)? This would enable the use of a single ticket across different operators and public transport services and a shift towards a zone-based fare system.</p>
	Jeremy Lees-Green (#373)	<p>With regards to the proposed zone-based fare structure, I encourage the development of a fare system that would remove arbitrary boundaries. Given the current use of GPS technology with the tag-on/tag-off system, fares could be charged by distance travelled. Some people may want to take a relatively short journey via public transport, but end up paying a comparatively high fare because their journey crosses a zone boundary. With the available technology, the removal of zones, which are set arbitrarily, is entirely possible.</p> <p>I also would like to see the draft public transport plan look at an integrated fare system that supports mobile payments. With cell phones that support Near Field Communications, it is possible to use a phone to tag on and off instead of carrying a physical AT HOP card. This is possible using 2degrees Touch2Pay-compatible phones in Wellington, where the Snapper system is used - I have trialled this in Auckland since the current HOP cards for NZ Bus are based on Snapper, and believe such mobile payments are the way of the future. I should hope Auckland Transport has chosen a system that supports the same capabilities. To not do so, and abandon the Snapper system as is presently going to happen, would be taking a step backwards.</p> <p>Chapter 8: Implementation plan. I urge Auckland Transport to undertake changes in the final plan as fast as possible. Auckland has waited long enough for a public transport system that equals that of other cities, and for too long we have had an emphasis on private transport and transport funding going to roads. I am pleased to see the draft plan and support the proposed changes, but I am less happy with the timeframes involved. It is vital that action is taken as soon as practicable on all fronts, working in parallel. In particular I believe initial works on the City Rail Link could start sooner, with the cut-and-cover tunnelling under Albert Street being a case in point. While I appreciate that the scale of work involved in implementing all projects of the draft plan is enormous, I think it is important to the reputation of Auckland that we act on the necessary changes with urgency, for the benefit of current and future public transport users.</p> <p>Q2 - Support [no comments provided]</p>
85	Jesse McKenzie	<p>Q1 - Neutral [no comments provided]</p> <p>Q2 - Neutral [no comments provided]</p>
843	Jessica Currie	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
863	Jessica Leaming	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
751	Jessica Nest	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
856	Jessie Mundie	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
350	Jim Donald (Resident)	<p>Q1 - Support Comments: I note that the 'Draft Transport Plan' is heavily geared to the rail component of Public Transport. I would like to strongly voice my, and raise the concept of utilising the harbour for 'public transport'. For 17 years I have promoted the concept of a 'ferry pier' at the Howick Beach. Others before me have raised the issue. I have gathered support from many sources now and would like to address the hearings committee, as I have done in the past. I thank you for work on Public Transport which is so necessary for Auckland to become the most liveable city.</p> <p>Q2 - Support Comments: A single transferable ticketing system as so successfully used and encouraged overseas.</p> <p>Other Comments No, except that I support 'Ferry Services' that to me seem easier to build (as the water highway is already there - is maintained all year around and cleaned twice daily without any human cleaners)</p> <p>For our Howick Community - rail is a long way off in the future.</p> <ul style="list-style-type: none"> - the bus service takes some time as the route travels through other Auckland Suburbs - we are situated 'out East' on a limb, which adds to the complex public bus transport system we presently have to deal with. - the Pineharbour Ferry passes our Howick Beach 11 times a day traveling North to Auckland City and 11 times a day South to Maraetai. <p>The Half Moon Bay Ferry Service has been very successful and I believe a Howick Service would relieve and take the pressure off what is being experienced, and will continue to be so what is at H.M.Bay. South to s times a day, a day traveling South to Maraetai.</p>
747	Jim Franklin	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>

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455	Jo Clements	<p>Q1 - Strongly Support Comments: What I think would benefit those on the outskirts of the network system are express trains to the city during rush hour. This would mean some trains stop only at major stations on the way to cut down travel time - for example trains from Papakura stop at only 3-4 major stations on the way to Britomart, cutting the travel time down from 50mins to half hour, this would make train travel more competitive with car travel time.</p> <p>Q2 - Support Comments: Pricing needs to be competitive with car travel and parking.</p> <p>Other Comments Ideally I'd like to see a train link to Waiuku - or at least a more frequent bus service to the train stations in Pukekohe and Papakura.</p>
790	Joan Hudson	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
866	Joanne Hockly	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
654	Joanne Rack	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
519	Jodi Johnston	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>Submission of Mr Jodi Johnston of Mount Wellington on the Regional Passenger Transport Plan</p> <p>INTRODUCTION The Regional Passenger Transport Plan marks the most significant change in public transport provision in Auckland since the early 1970s when much of what is the current Auckland public transport network was first laid out. The aims of the Regional Passenger Transport Plan are mostly in agreement with where I believe Auckland public transport should go, although I am concerned with a substantial amount of the detail. I outline my submission below.</p> <p>SUMMARY</p> <ol style="list-style-type: none"> 1. The Regional Passenger Transport Plan is a step in the right direction. It does not, however, go far enough to encourage a shift in the attitudes of Auckland residents toward public transport. What this does is reward a minority who are proximate to long standing public transport corridors that are finally being upgraded to a decent service standard (that is, once every fifteen minutes or better all day every day) whilst punishing the majority who live outside of those areas with either a substandard public transport service standard, or lengthy walks to corridors that have a decent public transport service standard. 2. The Regional Passenger Transport Plan finally acknowledges one of the issues around poor public transport uptake in newer suburbs such as Dannemora - that is mainly because public transport services are not provided until some years after the houses were first built. Hopefully this approach will carry forward into the future as Auckland grows and develops. 3. The Regional Passenger Transport Plan acknowledges that service speed is important. It does not, however, consider the role of train station consolidation, nor the provision of peak Express services where demand is there. The provision of such services will not only make the network more user friendly, but will also reduce the need for extra public transport vehicles during peak as Express services can be supplemented by short workings. 4. The proposed fare system results in zones that are far too broad. I would suggest modification of the current fare stage system that would result in a total of eight zones as opposed to the proposed four zones. This would ensure equity in fare charges and would also remove the potential for people to drive across fare boundaries to obtain a lower fare. 5. The Regional Passenger Transport Plan proposes to slash capacity on some very popular services during peak. Dominion Road is slated to lose twenty services between 8am and 9am; Mount Eden Road is slated to lose a dozen services in that same time period; the Howick and Botany area is slated to lose 20% of its 8am to 9am service provision and will have the added load of transferees from Mount Wellington. Meanwhile, the plan also proposes what seems to be an impossible increase in rail provision. <p>EXTENT OF SERVICE PROVISION The Regional Passenger Transport Plan notes that at present, a mere 14% of Auckland households are within 500 metres of a frequent service. Unfortunately, this figure does not include those Auckland households who are within 500 metres of a near frequent service (by that, I refer to services that are either every twenty minutes, or alternately, every fifteen minutes during weekdays only). It suggests that by following the proposed plan, by 2022, a mere 40% of households would be within 500 metres of the frequent service network. This would still leave 60% of households more than 500 metres away from the frequent service network and would still give a majority of Auckland residents a reduced incentive to use the public transport system. As it is, a 500 metre walk can represent between five and ten minutes of walking time (and this is before any waiting time at a bus stop or train station). Longer trips to bus stops and train stations equate to longer journey times and a greater disincentive for public transport use. Additionally, this is not aided by Auckland's climate which has a substantial number of wet weather days - and as a public transport user myself, the worst aspect of using public transport is the prospect of getting rained on.</p> <p>To encourage further patronage growth and to make public transport the preferred mode, the primary aim must be to ensure that as many households within the Auckland Urban Area as practicable are provided with a frequent public transport service within 500 metres of their residence. There must obviously be allowances for the very small minority of households within the Auckland area for which this aim is not practical, however, this would likely to be in the 10% to 20% area. Sadly, in all the backslapping of the improvement from 14% to 40%, this critical element has been forgotten, and as I will comment later, it seems that the 60% of households</p>

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	<p>Jodi Johnston (#519)</p>	<p>outside of easy access to the frequent service network will probably never get access to that network.</p> <p>The goal of getting as many households as practicable within 500 metres of the frequent service network should surpass all other considerations; the last thing that Auckland can afford in the coming decades is for a small group of areas to get substantial public transport improvements in the form of bus rapid transit, light rail, et cetera, whilst 60% of households still have to hike more than 500 metres to get to a decent frequency service. This will create a transport divide that will not benefit Auckland at all.</p> <p>GOALS PROPOSED As with any good plan, the Regional Passenger Transport Plan has a series of goals. The one goal I am most concerned about is that of planned patronage. I cannot help but wonder, why is it only possible to achieve 103 million public transport trips by 2022 within the current funding arrangement. Could not further efficiencies allow for the current funding dollar to be stretched to allow for an increase in public transport patronage? Is it not even possible that the first tranche of improvements would push public transport patronage above the 103 million trips point?</p> <p>After all, the Regional Passenger Transport Plan aims to have a massive shake-up in bus service provision throughout Auckland and this should result in a substantial uptake in service, irrespective of whether it goes far enough (or not, as the case might be).</p> <p>The Regional Passenger Transport Plan suggests the use of peak period trips to the Central Business District as the measure of increased public transport mode share. As you would be well aware, the Central Business District only has between 10 and 15% of employment in Auckland, and even when you consider the core of Auckland (say, the area serviced by the Inner Link bus), you still barely get a quarter of all the employment in Auckland. Putting a target on a small slice of the overall market does little good when you are trying to encourage all Auckland residents to use the public transport system and not just those heading to the Central Business District. I would suggest, therefore, that the Regional Passenger Transport Plan should include a mode share target for peak trips by public transport in the entire Auckland region.</p> <p>THE SPLIT BETWEEN RAPID, FREQUENT AND CONNECTOR SERVICES As mentioned before, the frequent services would simply not cover enough of the Auckland region to be a substantial game changer. Many of the areas that would be serviced by the proposed improvements are close enough to frequent services and only fail because there is either a service every twenty minutes, or because there is not enough services on weekends.</p> <p>When one considers Figure 5.3, for instance, it should be clear to anyone that there are still substantial gaps in decent service provision for many Auckland residents. For instance, someone living on Botany Road would either have to tolerate a once every half hour public transport service, or would have to engage in a one or two kilometre hike to get to a public transport service that is frequent enough to be convenient to them. Likewise, substantial parts of the North Shore and even parts of South Auckland will have large numbers of residents who have to tolerate inferior public transport provision. While the socio-economic situation in South Auckland will unlikely discourage residents of South Auckland from using public transport, we really need the residents of places such as the North Shore on the public transport system to turn it into a game changer.</p> <p>THE PROPOSED NETWORK STRUCTURE The aim given in section 6.1 of having a network of interconnected, frequent services is a noble aim, and one that I heartily agree with. However, the concern I have is that the frequent services are going to only be available for a minority of Auckland residents and the impression received is that most of the service investment in the medium to long term is going to be focussed on those corridors. This means that for the majority of Auckland residents, the level of public transport provision is going to always be substandard.</p> <p>The critical thing to remember is that demand for public transport on a given route only starts really getting off the ground when there is a decent provision (say a service every fifteen to twenty minutes). Prior to that point, improvements will have limited impact on demand as the private car will still be far too convenient - why wait half an hour when your car is right there. For those who suggest that people could plan their trips around the half hourly timetable that is not always possible - particularly when one attends an event that has an imprecise finishing time.</p> <p>The action of providing interchanges to provide convenient connections between services is particularly important to the network structure, and the aim must be to provide connections that are not only convenient, but also maximise passenger comfort. So, for instance, interchanges must have sufficient shelter that a passenger could transfer from one service to any other service without getting wet. Major interchanges should also be designed for as minimal distance between services as possible - so, for instance, interchanges at train stations should have platforms sufficiently wide to allow bus services to travel down them as possible. That way, a passenger could hop off the bus and take a few steps to their train service (or vice versa). Minimising that aspect of travel time will undoubtedly encourage patronage growth and make the network convenient to Auckland residents.</p> <p>INTEGRATED SERVICE NETWORK Many of the policies in this section I generally agree with. In saying that, I would draw light to some policies that I have concerns and comments about. Policy 2.4 is a much needed one for Auckland - for many decades, the city has developed and public transport has often come some years later. For instance, the Dannemora area was not serviced by regular public transport services until 2000, some five years after development commenced in that area. The Hingaia Peninsula is still not serviced by public transport, even some years after development has commenced in that area.</p> <p>This delayed provision of public transport services has often meant that it has taken considerable effort to try and coax people to public transport. This differs from places overseas (and even in Wellington in places such as Porirua and the Hutt Valley) where public transport was put in place as the houses went up. This is a policy I heartily agree with.</p> <p>Actions for policy 2.7 is of concern to me. Ensuring that extra services are put on when demand reaches unbearable levels is agreeable, although the reduction of services when demand drops needs to be considered more carefully. This could be used in future periods as the basis for a slash and burn policy, and indeed could mean that services decrease below the minimum standards suggested by the current Regional Passenger Transport Plan. That would obviously result in a spiral of decline much the same as what occurred in the 1950s and 1960s as services were cut because demand decreased.</p> <p>SERVICE QUALITY The main area of service quality that I will be considering is increasing travel times. At the moment, a public transport user is heavily penalised, particularly in off-peak, when they choose to use a public transport service. The Southern Line rail service has an average speed of 40km/h from end to end, and the Western Line rail service is even slower. Buses are even slower than trains, and my own bus ride in off-peak conditions takes approximately three times longer than driving. In terms of trains, the Regional Passenger Transport Plan suggests that electrification will be the cure to the lack of speed. I doubt that electrification will really result in journey times faster than those experienced in the early</p>

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	<p>Jodi Johnston (#519)</p>	<p>2000s. The experience of Brisbane, for instance, shows that journey times with electric trains are approximately the same as they were in the late 1970s when the trains consisted of diesel railcars and diesel locomotive hauled carriage trains. Indeed, a trip on Brisbane's Ferny Grove line today is only a minute faster than it was in 1978. Sydney has had an even more embarrassing experience with some electric train services being slower than steam hauled services were a century ago. These are the two cities that I am familiar with, and I would not be surprised if more cities had a similar experience.</p> <p>What would result in faster journey times is station consolidation. The experience of Perth shows that greater station spacing results in faster journey times and does not hinder patronage growth. The Regional Passenger Transport Plan suggests the closure of only two low used stations, Westfield and Te Mahia. I would suggest the inclusion of Remuera onto that list, and consider the possibility of merging Morningside and Baldwin Avenue stations together. The aim needs to be to speed up rail services.</p> <p>In terms of bus services, the main proposal is the use of bus lanes. That would improve service speeds, although one area that seems to have been missed is the intelligent use of Express services. There appears to be no plan to retain Express services, even in areas where it would enhance the provision of public transport, such as Dominion Road. If Express bus services were used in conjunction with short workings, then we would not only get faster services, but we could also reduce the need for peak provision. The other advantage is that average loadings would be higher.</p> <p>FARES AND TICKETING This is one area where I am substantially concerned. The Regional Passenger Transport Plan proposes that Auckland use a fare system substantially similar to that used in Melbourne - and the experience in Melbourne shows us that for shorter distance, infrequent travellers, the fares are extremely high and discouraging to the use of public transport. At fare boundaries especially the impact can be seen - a train station that is just within Zone 1 in Melbourne is usually much busier than a train station that is just outside Zone 1 in Melbourne (i.e. in Zone 2).</p> <p>The proposed fare zone boundaries would create some ridiculous situations. For instance, someone travelling from Papakura to Newmarket would pay the same fare as someone travelling from Otara to Mount Wellington - even though the former has travelled many times further than the latter. To make matters worse, the likely fare is going to be closer to the current five stage fare than the current two stage fare. I would suggest that instead of trying to create a fare zone system from scratch that the current stage boundaries be modified to allow for a fare zone system. This would mean that Auckland would have eight zones. This is along the lines of the fare zone systems used in Perth and Brisbane, and the likely system that Wellington would use should it implement integrated ticketing.</p> <p>This would create a fairer fare system as people would be roughly charged along the lines of the distance travelled. This would also ensure that people from places close to the proposed fare boundaries are not substantially encouraged to drive to a point within the lower priced fare boundary to simply save substantial amounts of money.</p> <p>In terms of incentives to use integrated tickets, the biggest incentive of them all is to remove the price barrier for access to the HOP card. I would suggest removal of the \$10 charge and replacement with a \$10 credit, paid for on purchase, that can be utilised once the card is registered. This way, a person would essentially have a free HOP card and due to registration, the risk of multiple cards being purchased to defraud Auckland Transport would be eliminated.</p> <p>I agree that SuperGold Card concessions should be reviewed. At the moment, the provision of free afternoon peak services comes to a significant cost to Auckland Transport and those funds could be better used for the provision of improved public transport.</p> <p>FUNDING One of the areas for which funds are available that Auckland Transport seems to have overlooked in the Regional Passenger Transport Plan is making more efficient use of funds. It concerns me that Auckland Transport pleads poverty in the Regional Passenger Transport Plan, and yet manages to use funds to provide back-up buses at Helensville for the Santa Parade, or spends money on repainting a road mere weeks before that road is resealed. More funds could be realised if every dollar was spent as efficiently as possible.</p> <p>CAPACITY I will admit that I did not conduct a thorough review of the proposed bus service provision during peak, however, the portions that I did review made me considerably concerned. The proposed provision for Dominion Road during peak, for instance, is twelve services per hour. Currently, between the hours of 8am and 9am, there are 33 services along Dominion Road. Likewise, the proposed provision for Mount Eden Road during peak is twelve services per hour. Currently, between the hours of 8am and 9am, there are in excess of twenty services along Mount Eden Road. Similarly, there are twenty services per hour during peak planned to service Howick and Botany. There are currently 24 services between 8am and 9am.</p> <p>Slashing the service provision on what are some fairly popular corridors will not enhance public transport patronage, and indeed, could damage the premise of encouraging transfers. Also of concern is the technical feasibility of the proposed rail timetable. The Regional Passenger Transport Plan suggests 22 trains per hour during peak prior to the construction of the CBD Loop. I understand that, unless you use non CBD terminating services, the limit is 20 trains per hour. If that capacity does exist, I would suggest that those extra 2 trains per hour could be used more gainfully as slots for Express diesel services from Pukekohe or points further south.</p> <p>One of the critical things that is needed for the interchange proposal to work is capacity, and I would suggest that we should minimise the use of bus to rail interchanges during peak until the construction of the CBD Loop. If overseas experience is anything to go by, there will be a massive spike in rail patronage post electrification - Brisbane saw a 65% increase in rail patronage in the decade post electrification, and Perth saw a doubling of rail patronage in the two years between electrification and the opening of the Joondalup Line.</p> <p>CONCLUSION While the Regional Passenger Transport Plan is a step in the right direction, it does not go far enough if we want a city where using the bus, train or ferry is the first choice. Auckland Transport needs to constantly aim to provide more frequent public transport services to more Auckland households and not give up on certain areas.</p> <p>I wish to thank you for looking at my submission, and I will be more than pleased to present my points in further detail and answer questions if required.</p>

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531	Joel Cayford	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>Submission to Auckland Regional Passenger Transport Plan Oct 2012</p> <p>1. Introduction This submission strongly supports the new service network design ethos that is at the heart of this new passenger transport plan for Auckland. The submissions explicitly supports a number of the points made in the draft plan, recommends that the plan should also note issues with bus layovers in the CBD as a consequence of the current bus service network, and raises important urban planning issues that appear to arise from some of the detailed network design interchange station locations.</p> <p>2. Points of note in the Draft Plan The submitter commends the following points that are made in the draft plan:</p> <ul style="list-style-type: none"> * In order to achieve a doubling in patronage (and deliver on the Auckland Plan), the existing bus network with its emphasis on specialist “point-to-point” (no need to interchange) and CBD peak time services, needs to change. * It is useful to adopt as a measure the % of households that are “within 500m of a frequent service network”, but this does need to be carefully considered in the light of stations being more separated. Ie just because a house is within 500 metres of a frequent service network, does not mean it can access that network that distance away – if the station is a good deal further away. * Agree that the introduction of integrated fares and the Hop Card allows AT to drop low patronage direct services, and to encourage interchanges * Agree that the changed service design pattern needs to be described as a connected network, or as a grid – as per Table 3-2 – in the box on integrated land use. * Agree that a purpose of the redesign is to provide connectivity and service that allows good quality public transport accessibility to other town centres in Auckland Region, and not just be CBD oriented. <p>3. Specific Suggestions re Points that should be addressed CBD Bus Layovers: I didn't note any acknowledgement of the problem of bus layovers in Auckland CBD which are a consequence of the current PT route designs. Parked buses clutter roadspace in Queen Elizabeth Square, the side roads around Britomart, and much of downtown Custom Street. These streets and the Britomart/Quay Street area are changing quickly now – in character and use – both with the waterfront development and development in inner Britomart precinct. This is causing a desirable shift to increasing pedestrian movement. I believe Auckland Transport could be dealing with two problems at once, by designing major bus routes on the network so they do not terminate in the CBD. This should be a feature of the new PT network design in any case – ie longer connected routes on the grid – which are not simply focussed on the CBD – but which go through it and serve to interconnect towns on either side of the CBD.</p> <p>Conflict between pedestrianised CBD and Frequent Bus Network: There is a need for this plan to address Urban Planning issues that arise between the provision of a high capacity bus/public transport network, and the need for safe pedestrian environments and spaces in Auckland's CBD and Waterfront.</p> <p>The maps at pgs 20 and 22 of the RPTP provide some indication as to the thinking of how the bus network will intersect with Auckland's CBD. The maps show two groups of East/West services. The Northern group could be either/both along Quay Street or Custom Street. The Southern group could be along Mayoral Drive, or past the Civic, or both. The plan is not clear on this – not to me anyway.</p> <p>The maps at pgs 20 and 22 show the frequent bus service that runs along Queen Street and connects via Fanshaw Street with Wynyard Quarter. This service provides for connectivity all the way along Queen Street and will provide a grid interchange with bus services which cross Queen Street East/West.</p> <p>Speaking as an urban planner, and one who has taken a considerable interest in the recent development of Queen Street and the Waterfront, I am of the view that there are two major public civic park spaces that are emerging in the Auckland CBD, which need to be protected from the passage and presence of the majority of the line haul bus services. Thus I would recommend that one East/West route through the CBD is along Custom Street (thus protecting the Queen Elizabeth Square, Britomart, Quay Street, Queens Wharf civic park space), and the other is along Mayoral Drive (thus protecting Aotea Square, Civic, Town Hall civic park space), and also future proofing the possibility of pedestrianising Queen Street north of Aotea Square.</p> <p>The bus service that runs long Queen Street is designed to run a little more sedately (partly because of the pedestrian priority given the traffic lights) than the bus services that cross Queen Street. In my view this service lends itself to conversion to a modern street tram which would connect Queen Street, Britomart with Wynyard Quarter via Fanshaw Street. And later, when the CBD Rail loop is in place, this will provide connectivity underground (avoiding pedestrian conflicts) between, for example, Aotea Square and Britomart.</p> <p>My main urban planning and transport assumptions here are that:</p> <ul style="list-style-type: none"> * Te Whero island is maintained as a pedestrian/cycling corridor * Quay Street from Viaduct and encompassing Britomart is largely allocated for pedestrian/cycling – limited motor vehicle use. * Custom Street is transformed from bus layover parking to a high amenity, high energy and high value inner city street – with frequent bus services running along its centre * The high frequency bus service that currently runs down Queen Street, and interconnects Britomart and Wynyard Quarter via Fanshaw Street, will achieve capacities that justify its subsequent conversion and upgrade to a modern Euro Street Tram technology. * Inner city civic parks lend themselves to being intersected with low speed bus services and tram systems, but safety and amenity conflicts arise when they are mixed with frequent line haul bus services. Hence the need for careful planning and location of interchange stations that are at grade. <p>[end]</p>

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287	John Alan Taylor	<p>Q1 - Support Comments: In the event I do, I will write [a] letter.</p> <p>Q2 - Support Comments: Any work on the on rail system is progress to the writer. / The rate of progress can only be described as slow. / No weekend trains - LOSS OF INCOME!!</p>
274	John B Morgan	<p>Q1 - Neutral Comments:</p> <p>Q2 - Neutral [no comments provided]</p>
524	John Ballantyne	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>I wish to refer to section page 35 sections 6.9 about the Super Gold Card and the reference to the review of it during the evening peak period. If the Gold card is not allowed after 3.00 p.m. it could be not very acceptable to seniors especially if they are travelling from the South to the city for a hospital or specialist appointment. It also might be that they want to go to an evening entertainment and that would not be good as well.</p> <p>I heard someone one from transport the other day and was suggestion that it would not be possible when the new system is introduced to be able to get on the bus at Papakura and arrive in the same bus at Auckland depot. This would be disadvantage for a disabled person if they had to have two or three buses to get to destination.</p>
247	John E Binsley	<p>Q1 - Don't Know [no comments provided]</p> <p>Q2 - Don't Know [no comments provided]</p> <p>Other Comments: On p21 and 59 is mentioned the problem of traffic congestion but no programme is presented to deal with it.</p> <p>I would suggest that all unrestricted or time controlled parking on frequent service routes should be subject to bus priority rush hour restrictions. Only pay and display in retail areas to be exempt. The aim should be that at least two traffic lanes are available at such times.</p> <p>At present unrestricted parking can be found on major bus routes permanently occupied all day by the cars of suburban commuters denying the space to all other road users reducing routes to a single lane at all times. This is a major cause of congestion and would cease if rush hour clear ways were introduced.</p>
392	John Frederick McKinnon	<p>Q1 - Neutral [no comments provided]</p> <p>Q2 - Neutral [no comments provided]</p> <p>Other Comments: Page 31, Clause 3.4. One immediate quality standard which must be introduced as quickly as possible is a standard level of lighting within all Auckland bus services. To expect passengers to travel in almost darkness (which is quite frequently the case at present) is humiliating and suggest we have nothing better to do when travelling than sitting like stuffed animals.</p> <p>Page 32, Clause 3.6 (h) / The handling of specific complaints is not covered here.</p> <p>Page 40, Clause 6.1 (a) and (b) / This brushes the handling of complaints without suggesting anything specific.</p> <p>Page 42, Clause 6.8 (a), (b) and (c) The generalised statements here need something more. Instead an independent office of Passenger Advocacy is suggested. The present arrangements simply do not work, and all complaints need to be investigated independently by a separate office contactable by 0800 numbers and the service advertised predominantly in all service vehicles. One of the chief qualifications of the staff should be no driving licence, so that they are dependent on public transport themselves and can more sympathetically understand complaints. One source of income for this service could be imposition of fines upon operators.</p> <p>MISSING: 1 cannot see any specific reference to BUS STOPS. Design, improvement and convenience of access for all passengers (disabled in particular). Penalties for parking by all vehicles (? including Police vehicles) on</p>

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	John Frederick McKinnon (#392)	<p>bus stops. These should be substantial penalties (at least \$250 for private vehicles, \$1000 for commercial vehicles) and monitored much more diligently. Keeping bus stops open for legitimate public transport vehicles must be a prime priority. Bus stops in Sydney are always clear: Auckland's are frequently not, and a rigorous regime to introduce this into Auckland's parking culture needs to be introduced as soon as possible.</p>
458	John Hally	<p>Q1 - Support [no comments provided]</p> <p>Q2 - Support [no comments provided]</p> <p>Other Comments: Re: Auckland Public Transport</p> <p>Even though the comments below do not relate to the Public Transport Plan, I would like to receive you answers or comments on the matters below:</p> <p>1. Buses operated by Howick & Eastern and those operated by NZ Bus on the Three Kings Route and the Northern Express show the destination as Britomart on their destination signs whereas all the other buses which terminate around the Britomart Transport Centre show the destination as Downtown. Would it not be less confusing to those who do not regularly use these buses to show Britomart on all these buses, especially in view of the fact that the electronic timetable signs always show Britomart?</p> <p>2. In the information shown on the electronic timetable signs controlled by the bus drivers when they programme their route or controlled from a central source? I ask this question because as an example the sign city bound on Tamaki Drive Mission Bay by Patterson Avenue shows due in 3 minutes, then due then sometimes delay and then sometimes disappears from the sign altogether. Sometimes the bus does not arrive and sometimes it does arrive after the sign disappears. Is there a way in which this unusual problem can be monitored or improved? This also happens more often at the Britomart stop in Tyler Street.</p>
235	John Holley	<p>Q1 - Support [no comments provided]</p> <p>Q2 - Opposed Comments: I believe the fares should be looked at in the wider context of all transport costs in the Auckland Region. If the plan is to make satellite areas, such as Pukekohe, places for urban development then we need to make public transport affordable and the first option for as many Aucklanders as possible. This means we should look making public transport as attractive as possible the further out from the CBD you are. At the moment the increased fare levels the further you have to travel (whether under the existing or proposed fare structures) means the perceived cost differential is often not seen high when taking into account the reduced flexibility public transport implies.</p> <p>If we went to a single fare for a trip across the network, as occur in Toronto, the affordability of public transport improves significantly if your daily destination is some distance from your residence. This would make the use of a public transport a more obvious option and should help reduce traffic growth on the motorway network.</p> <p>If a flat fare is not achievable then I believe the fare structures should be based on distance travelled, rather than zone based. I already see in my neighbourhood people "park and riding" as the nearest bus stop is the first that offer a 1 stage cost into town. These people have worked out that it is cheaper to drive close to the CBD, park on local streets and avoid the cost of parking in town. A "distance travelled" fare would appear to be more equitable.</p>
692	John Leaf	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
337	John McCarthy	<p>Q1 - Strongly Support [no comments provided]</p> <p>I would like to see more frequent services such as once every 15 minutes on Sunday and public holidays. I live on a b-line route which runs only once every 30 minutes on Sundays, and have often found these buses full with standing room only. Other services are just as poor on Sundays, and the proposed idea of having frequent services at least every 15 minutes all over the Auckland network is excellent.</p> <p>Q2 - Support Comments: Please DO NOT make SuperGold cardholders pay for afternoon peak 3pm to 6:30pm as they already do before 9am (Policy 4.7 c) Winston Peters is horrified about the possibility of this coming into force as soon as 1 July next year. Elderly people having to keep appointments such as hospital would be more stressed, and someone would catch a bus scheduled for 2:55pm and expecting to pay nothing would have to fumble for some Money if the bus is running late and arrives at 3pm. A peak of 4pm to 6pm would be more acceptable if it has to be this, but really the government won't save much by making this restriction. Anything they would save would go to the additional healthcare for elderly people because of this.</p> <p>The HOP card is an excellent idea, I use it for trains, makes it easier to "check in" before boarding. With the SuperGold card loaded, I find that I can use it easily, and when I have to use it before 9am, I would use the Money loaded onto it, but use the HOP the same very simple way.</p>

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517	John Milligan	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>I wish to put forward the following feedback on the Draft Regional Public Transport Plan: The Draft Regional Public Transport Plan is a big step in the right direction for public transport in Auckland and I particularly support the proposals for bus routes connecting and feeding into train stations and ferry terminals. The rail system needs to become the backbone of Auckland's transport system, with buses being used to provide local service routes, feeding into the nearest train station. There needs to be more train service routes introduced across Auckland using all existing rail lines to support this. Greater investment needs to be made in using electric transport, such as electric trains and trams, with modern light rail trams along key important routes, together with an electrified heavy rail system and central city underground loop, to provide Auckland with a sustainable transport system into the future which is cleaner, quieter, more attractive to use, and not reliant on oil.</p> <p>With reference to the frequent service route map, there are some proposed bus routes which need changing or adding to, together with the need for new train service routes, ferry service improvements, and the need for light rail to be introduced in central Auckland.</p> <p>In Summary:</p> <ol style="list-style-type: none"> 1. Southern train services between Manukau and Pukekohe needed. 2. Saturday train services to Pukekohe needed. 3. Train services to Waiuku needed. 4. Train services to Huapai needed. 5. Inter-regional train services needed between Auckland-Hamilton-Tauranga. 6. New train station at Walters Road (Takanini) needed. 7. New train station at Drury needed. 8. Light rail tram routes needed to St Heliers Bay, Lynfield & Western Springs. 9. East Auckland 'Eastern Link' frequent service bus loop route needed. 10. South Auckland 'Southern Link' frequent service bus loop route needed. 11. Direct bus route between Manukau and Beachlands/Maraetai needed. 12. Pine Harbour Ferry Service needs to run hourly, later in the evenings, and on Saturdays. 13. Service frequency on all routes and modes needs to be minimum of hourly 7.00am to 7.00pm Monday to Saturday. 14. Incentive needed for public transport operator staff and Auckland Transport staff to use public transport with a staff privilege AT HOP card. <p>In Detail:</p> <ol style="list-style-type: none"> 1. Southern train services between Manukau and Pukekohe needed. A frequent running train service needs to be introduced between Manukau and Pukekohe, operating Monday to Saturday. The new Manukau train station is poorly used at present due to the lack of a direct train service from the south into Manukau. When the new electric train services start operating, the proposed diesel shuttle train services south of Papakura to Pukekohe, should instead run between Manukau and Pukekohe. Manukau is the main shopping, employment and education hub in South Auckland and a train service running direct from Pukekohe into Manukau would be very popular and well used. When the new MIT complex opens above the Manukau station, the majority of students will come from the south and a direct train service will be needed. If Aucklanders are to be enticed out of their cars and onto public transport, the services need to be simple, direct and frequent. The proposal to have diesel shuttle train services between Papakura and Pukekohe makes train services unnecessarily complicated with transfers at Papakura. The public in South Auckland would be much better served with a direct train service between Manukau and Pukekohe. A Manukau-Pukekohe service using diesel trains would not impede with electric train services in the short distance that they would operate in the electrified area between Papakura and Wiri, and would provide the people of Pukekohe (as well as Drury when a new station is built there), and all areas in between through to Manukau, with an attractive train service. A direct southern train service operating between Manukau and Pukekohe needs to be introduced as part of the RPTP. 2. Saturday train services to Pukekohe needed. Saturday train services need to be started to Pukekohe, operating initially hourly from 7.00am to 7.00pm. Pukekohe is a growing part of Auckland and existing weekday train services from Pukekohe are well supported. There are many people in Pukekohe who work on Saturdays and should have access to train services. There are a great many people, particularly teenagers who cannot drive or do not have cars, who like to go into the shopping malls and entertainment centres on Saturdays, such as Manukau, Sylvia Park, Newmarket and the central city, but there is no train service from Pukekohe on Saturdays. There are also many people who like to travel out to Pukekohe for shopping and a day out when they are free on Saturdays, but presently cannot do so on a train. It is unacceptable and poor that in 2012 there are still no train services to Pukekohe on Saturdays. This needs to change. Saturday train services to Pukekohe need be introduced as part of the RPTP. 3. Train services to Waiuku needed. A train service needs to be introduced between Papakura and Waiuku, during peak periods on weekdays. The Glenbrook Vintage Railway has recently been extended into the Waiuku township and this railway could be used as part of a new train service to entice commuters out of their cars and onto trains. Trains have far greater appeal than buses and this has been proven with the continuous record patronage levels seen on Auckland's train system in the past 10 years. If traffic congestion on Auckland's roads is to be seriously addressed, it needs to come in the form of providing train services across the region on all rail routes. A peak period train service to Waiuku operating between 6.00am and 9.00am and 3.00pm to 7.00pm on weekdays would be attractive to commuters and students from Waiuku, and would help reduce number of cars travelling on the busy and dangerous State Highway 22 during peak periods. A train service would be a much safer option for people travelling to and from Waiuku rather than driving on the dangerous State Highway 22 and Glenbrook Road. Such a service would not require many trains, maybe just one or two diesel units. The hours in which such a commuter service would operate would not interfere with the Glenbrook Vintage Railway's operation which normally only operates on weekends or occasionally during the middle of the day on weekdays. A Papakura-Waiuku train service would be popular and attractive, and would be making use of the under-utilised rail route between Papakura and Waiuku.

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	<p>John Milligan (#517)</p>	<p>A train service between Papakura and Waiuku needs to be added to the RPTP.</p> <p>4. Train services to Huapai needed. Frequent running train services to Huapai are needed with an extension of the Western Line train route to Huapai. A regular half hourly shuttle operating 7.00am to 7.00pm Monday to Saturday needs to be introduced between Swanson and Huapai, together with a new station and park and ride at Huapai, to serve this large area and entice commuters on State Highway 16 out of their cars and onto trains. A station and park and ride in a good visible and accessible location alongside the Carriages Cafe on SH16 midway between Huapai and Kumeu would be ideal. Bus services could easily connect with a train services with a station located here, together with a 'Kiss and Ride' drop off facility. Commuters from Huapai, Kumeu, Riverhead, Waimauku, Helensville and surrounding districts could make good use of a train service and park and ride strategically located at Huapai, rather than crawling in traffic on the congested SH16 North Western motorway.</p> <p>The fact the a train service between Swanson and Huapai is missing on the maps in the Draft RPTP is shocking, as this rail route has so much potential for commuter passenger train services, and is not being used. This needs to change. A frequent running train service needs to be introduced to Huapai as part of the RPTP.</p> <p>5. Inter-regional train services needed between Auckland-Hamilton-Tauranga. A passenger train service needs to be introduced running between Hamilton and Auckland during the morning and evening peak periods, and between Auckland and Tauranga during the middle of the day.</p> <p>While the Waikato and the Bay of Plenty are not Auckland Transport's responsibility, a large proportion of traffic on the congested roads leading in and out of Auckland, originate from Hamilton and Tauranga. Tauranga and Mount Maunganui are both popular holiday and weekend away destinations for Aucklanders. Tauranga is rapidly growing and is now New Zealand's fifth largest city, while Auckland is by far New Zealand's largest city and is rapidly growing. With the high price of housing in Auckland, many people are now having to live further afield in the Waikato and commute into Auckland by driving.</p> <p>In order to reduce the number of cars on Auckland's congested roads, particularly during peak periods, a passenger train service needs to be introduced between Auckland-Hamilton-Tauranga to provide an attractive alternative to driving and to make use of the under-utilised rail routes between Auckland, Hamilton and Tauranga.</p> <p>A passenger service between these centres could be established initially using two of KiwiRail's recently refurbished Silver Fern railcars which are not presently being used. A morning commuter service could run from Hamilton, departing around 6.30am, arriving in Newmarket and the Strand stations around 8.30am. The train could then run from the Strand station through to Tauranga and Mount Maunganui, departing around 9.15am, arriving at Mount Maunganui around 12.45pm. The return service could depart Mount Maunganui at 1.30pm and arrive at the Strand around 5.00pm. It could then depart the Strand and Newmarket stations for Hamilton around 5.45pm, arriving in Hamilton at around 7.45pm. Intermediate stops for all services in both directions could be made at The Base at Te Rapa, Ngaruawahia, Huntly, Te Kauwhata, Tuakau, Pukekohe (for transfers onto Auckland's suburban train services) and Newmarket.</p> <p>As the service picks up in popularity, which it quickly will, additional train services could be put on between Hamilton and Auckland, as well as a service originating in the morning from Tauranga through to Auckland, before returning to Tauranga in the evening. These train services could perhaps utilise some of Auckland's current SA class diesel trains, which could be upgraded for long distance services, or else the six former Silver Star carriages from A & G Price at Thames. Either of these carriages would make attractive and comfortable services, which would be popular, and would entice people out of their cars and onto trains. The service could be jointly funded and promoted by Auckland Transport, Waikato Regional Council, Environment Bay of Plenty and NZ Transport Agency.</p> <p>6. New train station at Walters Road (Takanini) needed. The surrounding area around Walters Road at Takanini is in the process of being developed with many large scale developments in recent years such as the Addison housing estate, the Southgate shopping centre, the Longford Park subdivision and retirement complex. Most recently, Housing New Zealand have announced a large scale affordable housing project to be built on the former Papakura Army Camp land on Walters Road. This project, together with a proposed new high school on the same land, will result in a significant increase in the number of people living in this area and needing to travel in and out of the area. The roads in this area such as Great South Road and Porchester Road are already heavily congested during peak periods.</p> <p>The new residents and students in this area need access to the frequent train services running along the Southern Line through this area, with a new train station within walking distance at Walters Road. A station here would be in a strategic location, providing a practical and attractive alternative to driving, and would provide fast, direct transport options to the central city, Manukau (if a direct southern train service is provided), Papakura and Pukekohe.</p> <p>A new train station needs to be built at Walters Road now as part of the RPTP, to enable new residents moving into this area to get into the habit of commuting from day one, rather than having to rely on driving. Bus services in this area have little appeal as they are slow and get stuck on the same congested roads as cars. A new train station within easy walking distance with frequent running train services to all over Auckland, would be much more appealing and would result in good use.</p> <p>7. New train station at Drury needed. A new train station and park and ride is needed at Drury. Drury is well placed strategically for a large park and ride, serving a large surrounding district, as well as being close to the SH1 Southern motorway, and SH22 which would enable commuters from outlying areas, to park at Drury and commute into the central city and Manukau (if a direct Manukau-Pukekohe train service is provided). A train station at Drury would also provide locals in Drury access to frequent running train services, which would be within an easy walk. Trains have greater appeal than buses, and access to train services would act as a real enticement for Drury locals to get out of their cars and onto public transport.</p> <p>A new train station and large park and ride needs to be made part of the RPTP.</p> <p>8. Light rail tram routes needed to St Heliers Bay, Lynfield & Western Springs. In order for Auckland to realise its aim of becoming one of the world's most liveable cities and to reduce the city's chronic traffic congestion, it needs to change the way it views transport options for central city streets. Cars should not be the priority. The city needs to have an appealing alternative which compliments the 'shared street' concept, and is environmentally friendly and sustainable.</p>

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	<p>John Milligan (#517)</p>	<p>New light rail routes with modern trams need to be introduced on three strategic routes across central Auckland as part of the RPTP. These include: Quay Street and Tamaki Drive to St Heliers Bay Queen Street, Ian McKinnon Drive, Dominion Road, Dominion Road Extension, Hillsborough Road and The Avenue to Lynfield Beaumont Street, College Hill, Ponsonby Road, Williamson Avenue and Great North Road to MOTAT at Western Springs.</p> <p>The Wynyard Quarter tramway needs to be extended into a modern tram network running in all three directions across central Auckland. Modern trams need to be introduced as they are cleaner, quieter, and have greater capacity than diesel buses. Trams will entice people out of their cars and will be more popular than buses. Dominion Road is already reaching saturation point with the number of noisy, smelly diesel buses running along it. The time has come for new modern electric trams to be introduced. Trams will make the street environment much more appealing and will make suburbs around their routes popular and sought after. With being powered by electricity, trams are not reliant on expensive and diminishing oil resources, and Auckland will have a future-proofed transport system built around electric trains and trams.</p> <p>Trams will also have a tourist appeal, particularly with operating along Auckland's beautiful waterfront from the Wynyard Quarter to Mission Bay and St Heliers Bay, as well as to Ponsonby, MOTAT and the Zoo at Western Springs. Heritage trams could operate along with modern trams during the middle of the day and on weekends for the benefit of tourists, as well as being public transport in themselves.</p> <p>All three routes will run through some of the most dense population centres through the heart of central Auckland, serving large areas of the city's population along simple and straight forward strategic routes. All three routes will provide a very attractive form of public transport which people will use.</p> <p>If Auckland Transport wishes to get people out of cars and onto public transport, trains and trams is the way to quickly make that happen. Trains and trams have much greater appeal than buses, and will act as a real enticement to get Aucklanders out of their cars.</p> <p>New modern light rail tram routes need to be introduced between Britomart and St Heliers, Lynfield and Western Springs as part of the RPTP. The St Heliers Bay route could be built as part of the redevelopment of Quay Street.</p> <p>9. East Auckland 'Eastern Link' frequent service bus loop route needed. With the new busways being developed in East Auckland and the new bus/train interchange being developed at Panmure train station, a bus route linking all the main hubs along all the main travel routes in East Auckland needs to be created. In order to make bus services a practical and attractive transport option, a new simple loop service needs to be created running frequently in both directions linking Panmure train station, Panmure town centre, Pakuranga Plaza, Half Moon Bay ferry terminal, Highland Park shopping centre, Howick town centre, Meadowlands shopping centre, and Botany town centre together with a loop service running in both directions.</p> <p>The Eastern link bus route needs to run east from Panmure train station along Queens Road, Church Crescent, Pakuranga Bridge, Pakuranga Road, Fortunes Road, Prince Regent Drive, Ara-Tai Road, Sunderlands Road, Bucklands Beach Road, Pakuranga Road, Ridge Road, Cook Street, Whitford Road, Millhouse Drive, Botany Road, Ti Rakau Drive, Pakuranga Road, Pakuranga Bridge, Church Crescent, Queens Road to Panmure train station.</p> <p>10. South Auckland 'Southern Link' frequent service bus loop route needed. A bus route linking all the main hubs along the main travel routes in South Auckland needs to be created. In order to make bus services a practical and attractive transport option, a new simple loop service needs to be created running frequently in both directions linking Onehunga train station/Onehunga town centre, Mangere Bridge town centre, Mangere town centre, Auckland Airport, Papatoetoe train station/Old Papatoetoe town centre, Manukau train station/Manukau shopping centre, Otara town centre, Otahuhu town centre, Otahuhu train station, Mangere East, Favona and Onehunga train station/Onehunga town centre.</p> <p>The Southern Link bus route needs to run south from Onehunga train station on Onehunga Mall, Neilson Street, State Highway 20, Coronation Road, McKenzie Road, Bader Drive, Mascot Avenue, Massey Road, Richard Pearce Drive, Airpark Drive, George Bolt Memorial Drive, Tom Pearce Drive, George Bolt Memorial Drive, Andrew Mckee Avenue, Lawrence Stevens Drive, Puhinui Road, Wyllie Road, Saint George Street, Carruth Road, Lambie Drive, Ronwood Avenue, Davies Avenue, Manukau Station Road, Great South Road, Reagan Road, Preston Road, Bairds Road, Great South Road, Station Road, Walmsley Road, Mangere Road, Massey Road, Buckland Road, Robertson Road, Walmsley Road, Mahunga Drive, State Highway 20, Onehunga Harbour Road, to Onehunga train station on Onehunga Mall.</p> <p>11. Direct bus route needed between Manukau and Beachlands/Maraetai. A new direct bus route running hourly between Manukau train station and Beachlands/Maraetai via Flat Bush and Whitford needs to be introduced as part of the RPTP. The proposed new bus route as shown in the Draft RPTP running only between Flat Bush and Beachlands / Maraetai, will not be popular or attractive to people living in the Whitford/Beachlands/Maraetai areas, with requiring the need to change buses at Flat Bush to head into other parts of Auckland. If public transport is to be made truly practical and attractive to use, it needs to be simple and direct, and in this case run direct to the main shopping, employment, education and transport hub in Manukau central. A bus route running direct to Manukau will provide students with direct access to the new MIT complex, as well as to the large shopping and entertainment facilities at Manukau.</p> <p>A direct bus service between Manukau train station and Beachlands/Maraetai will provide easy connections between train services across Auckland (particularly if a direct Manukau-Pukekohe southern train service is introduced) and bus services across South Auckland.</p> <p>A direct bus service between Manukau and Beachlands/Maraetai will also provide people living in Manukau with a good public transport service to the popular Maraetai beach, which is very popular with Manukau and South Auckland residents during the summer months. There is no direct bus service to Maraetai from Manukau at present. Such a service would provide this.</p> <p>A direct bus service running hourly between Manukau train station and Beachlands/Maraetai needs to be provided as part of the RPTP, to provide the best and most attractive public transport option for residents in Maraetai, Beachlands, Whitford and Manukau.</p> <p>12. Pine Harbour Ferry Service needs to run hourly, later in the evenings, and on Saturdays. The Pine Harbour ferry service between Beachlands and the city is popular and well used, and has become so popular that during periods of high fuel prices, not all commuters waiting at the ferry terminals, can board services during peak periods. The service is being limited by the number of services provided and by the hours and days of operation.</p>

Sub #	Name	<p>Q1: To what extent do you support or oppose the direction of the proposed Public Transport Network outlined in the Summary Document and draft Plan (chapter 5)? This proposes a shift towards a simpler, more connected network, with expanded frequent services, but is dependent on some passengers making connections to access more destinations.</p> <p>Q2: To what extent do you support or oppose the proposed Fares and Ticketing Policy outlined in the Summary Document and draft Plan (chapter 6.4)? This would enable the use of a single ticket across different operators and public transport services and a shift towards a zone-based fare system.</p>
	John Milligan (#517)	<p>For public transport to be a truly practical and attractive option for people in Beachlands and Maraetai, there needs to be at least an hourly service operating throughout the day until 8.00pm in the evenings, and needs to operate on Saturdays as well. Bus services from Maraetai and Beachlands need to connect with the ferry services at Pine Harbour Marina.</p> <p>Increased service frequency on the Pine Harbour Ferry Service needs to be made part of the RPTP.</p> <p>13. Service frequency on all routes and modes needs to be minimum of hourly 7.00am to 7.00pm Monday to Saturday. If a greater uptake of public transport is to be achieved, there needs to be a uniform consistency of service provision on all routes and modes (bus, train and ferry) across the region. The very minimum service level needs to be hourly services operating from 7.00am to 7.00pm Monday to Saturday on all routes and modes. Aucklanders need to be provided with at least this service frequency, including Saturdays, in order to make public transport an option for travelling around the region.</p> <p>14. Incentive needed for public transport operator staff and Auckland Transport staff to use public transport with a staff privilege AT HOP card. There are many people involved in the running of Auckland's public transport, but the great irony is most use a private car to get to work or for travelling around Auckland. If Auckland Transport and Auckland Council wish to get more Aucklanders out of their cars and onto public transport, providing incentives for public transport operator staff and Auckland Transport staff to use public transport, would be a great start. The introduction of an integrated ticketing system across all modes of transport in Auckland provides an ideal opportunity for such an incentive to be introduced. With Auckland's transport system being integrated with one ticketing system, it would make perfect sense for a staff privilege AT HOP card to be made available so that all public transport operator staff and Auckland Transport staff can make use of all modes of public transport provided by Auckland Transport, eg train staff being able to use buses, ferry staff being able to use trains and so on. Providing this privilege would be easy enough to load onto a AT HOP card and would encourage transport operator staff and Auckland Transport staff to use public transport.</p> <p>A staff privilege AT HOP needs to be created by Auckland Transport and made available for all public transport staff in Auckland who operate public transport services for Auckland Transport, as well as for Auckland Transport staff, which can be used on all modes of transport - bus, train and ferry in Auckland. The staff privilege HOP card could be jointly funded and subsidised by Auckland Transport and all operating companies who provide services for Auckland Transport.</p> <p>Such an initiative would be very popular and would be well received and used, encouraging more people to use public transport in Auckland, which in turn will help to reduce the number of cars on Auckland's roads.</p> <p>There would also be an advantage with the people who operate Auckland's transport system using public transport and seeing things from the point of view of a passenger, which could help with making improvements to public transport services.</p> <p>If Auckland Transport wishes to create a public transport system which is practical and Aucklanders will seriously start to use, then the above changes need to be introduced to the RPTP.</p>
29	John Smith	<p>Q1 - Opposed Comments: Hi, I oppose the proposal as West Auckland has again been neglected and is significantly short-changed by the proposal There should be numerous more frequent service routes to West Auckland, e.g. from Hobson St straight onto the motorway and then straight to Henderson. It could be achieved in 15-20minutes compared to the 40+ minutes on the train. No point delaying all services to go through New Lynn. Also, areas South of the Western train route are missing out big time. / Regards</p> <p>Q2 - Support Comments: Would be nice but to encourage higher uptake of public transport, it should be cheaper. Why go through the whole part-subsidy process with all monitoring/compliance and not make it completely free (maybe during peak hour only or on "flyer" services to reduce congestion)?</p>
430	John Smith	<p>Q1 - Support Comments: with a few exceptions, the proposed network changes seem positive as they simplify the network and thus make it more legible - an exception is the abandoning of Aberdeen Rd Castor Bay, a street which contains a primary school and is currently served by a peak hour bus (863) and a scheduled service (839) but which does not appear to warrant a bus service in the future.</p> <p>It is difficult to gauge the potential impact of the proposed changes at a local level as some crucial information (such as capacity on any given route compared to current and future journey times) is not available so assessing the likely impact for specific journeys is not possible. / / For example the current 863 peak service runs at a 20 minute frequency but the proposed similar peak hour service (presumably using Beach Road) has a 30 minute frequency - a decrease of 50 passengers per hour. But it is difficult to gauge if this capacity is taken up by East Coast Road peak / express services.</p> <p>In addition the journey time for Beach Road buses via Takapuna in off peak is considerably longer than for peak hour services via Smales Farm. There is no indication that this will change with the new Beach Road services and the proposal to terminate these services at Akoranga Station will add further journey time due to the need to interchange and further reduce the attractiveness of this service.</p> <p>Q2 - Support Comments: the sooner NZ Bus & other operators are integrated with HOP the better.</p>

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564	John Wood	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>I make these submissions as a resident of Takapuna. I am supportive of the intensification of Takapuna. But that will create significant congestion problems if nothing is done to provide better transport options to the area. I understand that peak traffic from Takapuna is already the worst affected suburb regarding waiting times when compared to nonpeak times. This is evident on Esmonde Road and the feeders onto this road. I believe that a major shift is necessary in public transport and that this is the answer rather than increasing roadways into the area.</p> <p>Akoranga is a magnificent asset, but it is severely underused predominantly because of its location. It has very little walk up usage because it is so far removed from residences. It is difficult for vehicular access at peak times due to Fred Thomas Drive being clogged due to vehicles accessing Esmonde Road. For reasons of congestion I feel car parks are not the answer. Bicycle storage is appropriate for current usage.</p> <p>Akoranga is connected to the busway which gives wonderful frequency which is one of the necessities of good public transport. It is for this reason that I believe that all bus trips emanating from Takapuna Central (TC) should terminate at Akoranga and/or Smales Farm and the busway. This would allow the frequency from TC to be able to be increased significantly for the same cost. (A very short route could be travelled over and over with a constant turnaround). Another advantage of terminating at the busway is that half empty buses do not have to make the long trek over the bridge and therefore bridge traffic is also reduced.</p> <p>(And to dream I believe that public transport is also the key to unlocking Lake Road, but that something quite different might be contemplated. I do not pretend to be experienced in traffic solutions but I wonder whether the 100 million talked about for redeveloping the Strand might be better invested in a monorail that would run from Akoranga to TC and eventually on to Devonport that may spawn a Gold Coast type development along the route.)</p>										
591	Jonathan Godfrey	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>Introduction</p> <p>3. Whilst there is considerable merit contained in the proposition that Auckland's public transport network be increased in both scope and capacity, it is considered that the draft plan as presented will not produce the intended results in the manner expected.</p> <p>4. Observations over considerably more than 20 years of using public transport have taught me that planning of public transport is largely done by people without practical experience in the usage of that transport. The board would appear to need reminding that throughout the 1990's the prevailing wisdom was for public transport to be complementary, not integrated, and all planning at that time was directed towards services that complemented each other. The current moves towards integrated public transport would have been rejected out of hand. One must therefore ask what the next obsession will be for public transport patrons to endure.</p> <p>5. While the restructuring of the 1990's resulted in an apparent arresting of the decline in public transport patronage – there is one point that has always been obscured by the statistics that measure patronage in terms of the numbers of trips taken per year. To what extent was the apparent increase in patronage in the mid to late 1990s due to passengers needing to increase the number of buses they used due to the restructuring fragmenting the routes used? If sufficient passengers are forced to use more buses, as a result of the routes becoming more fragmented, this will cause an apparent increase in patronage – but without an increase in the absolute numbers of passengers. Indeed, it is possible for restructuring to result in an apparent increase in the patronage in terms of numbers of trips taken, but the absolute numbers of patrons will decrease as some patrons will cease their public transport usage due to the inconvenience caused by having to wait at transfer points – typically wet, windy and cold, with bus 'shelters' that leak like sieves.</p> <p>6. As a demonstration of the effect fragmentation has on the number of boardings, the following table displays the numbers resulting from a shift from the current structure to the structure apparent in the draft plan, based upon my own usage of buses to commute to and from work, expanded for a hypothetical 1,000 patrons.</p> <p>Table 1: Example of effect of increasing numbers of buses required per day on total bus patronage</p> <table border="1" data-bbox="439 1367 1736 1667"> <thead> <tr> <th>Current number of buses used per day</th> <th>Current Usage per person, per annum – based upon 46 weeks usage per year</th> <th>Total Current Usage per annum</th> <th>Projected number of buses used per day based on draft plan</th> <th>Total Projected usage per annum</th> </tr> </thead> <tbody> <tr> <td>4</td> <td>920</td> <td>920,000</td> <td>6</td> <td>1,380,000</td> </tr> </tbody> </table> <p>7. On the basis of the above table, the question needs to be asked, and more importantly given an adequate answer – what is the extent to which increases in patronage (passenger boardings per annum) the product of fragmentation of routes causing passengers to need to board more buses to reach their destinations.</p> <p>8. As a result of some changes to public transport a short time ago, it ceased to be an adequate means of commuting to work – the two services I require to get home in the evening being so badly out of synch I can never make the connection and end up waiting for not less than 30 minutes, irrespective of weather in the atrociously designed Onehunga transport centre. The accumulative effect is that I am considerably better off using a car. It is this knowledge of the effect of out of synch services that informs my examination of the draft plan. This is said as an attempt at enabling understanding of why some people cease to use public transport – when modifications get made to the services that are inimical to that person's circumstances. The service may pick up extra patronage, but the increase is not as much as it could have been due to the changes being made in total isolation from the needs of those who used the services at the time the decisions were being made.</p>	Current number of buses used per day	Current Usage per person, per annum – based upon 46 weeks usage per year	Total Current Usage per annum	Projected number of buses used per day based on draft plan	Total Projected usage per annum	4	920	920,000	6	1,380,000
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	Jonathan Godfrey (#591)	<p>9. The concept of a core network of high frequency services (15 minute frequency) between major centres with local connector routes at lower frequency sounds nice on paper. However, there is considerable scope for problems. The HOP card used on NZ Buses has a capacity for transfers between buses – but the window of opportunity is 20 minutes. Assuming no changes to this structure, it will work for passengers transferring from the connectors to the high frequency services as even if one misses the intended high frequency bus, another will be along within the 20 minute timeframe. However, as I know full well from my experiences of out of synch services, transferring in the other direction will not work – miss the connector route and you will wait for up to 30 minutes for the next bus secure in the knowledge that your bus will arrive after the 20 minute timeframe for transfers has expired.</p> <p>10. Some may argue that all of this material is not within the specifications for submission on the draft plan. The counter to this is simple – it is gross negligence for Auckland Transport to produce documents with maps that are not less than four years out of date (reported in the New Zealand Herald as a remark by Auckland Transport's spokeswoman Sharon Hunter1). It is gross negligence to fail to consider the nuts and bolts of the services that are presently available when designing a new network and end up making false statements about the current services (refer to the data tables at end of document). (1 Mathew Dearnaley, "MP cries foul over 'unfair' travel zones", New Zealand Herald, 15th October 2012, http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=10840532 , accessed 31/10/2012)</p> <p>11. According to an item in the Manukau Courier2, Dr Lester Levy believes that "Services have to be reliable, accurate, and frequent. If services are frequent enough, people will want to use them". I would respectfully suggest that services should also be where people live, and should reflect the needs of their lifestyles. The proposals as they stand will fail a wide swath of the Auckland Region, not only impeding the movements between suburbs, but also between suburbs and major concentrations of sources of employment and tertiary education. The demand that areas lose service as part of the restructuring of services is not acceptable. In response to the question "Do you wish to be involved in the local bus service consultation that will be conducted as part of the service implementation programme?" on the submission form – my answer is yes – for I doubt the public in my area will be adequately consulted on the loss of service envisaged by this plan. (2 Scott Morgan, "Levy is on the Move", Manukau Courier, 30th October 2012, http://www.stuff.co.nz/auckland/local-news/manukau-courier/7877062/Levy-is-on-the-move , accessed 31/10/2012)</p> <p>Analysis of Draft Plan</p> <p>12. Policy Area and Objective – Network Structure This would appear to focus on Auckland's future growth whilst impeding the existing citizens in their usage of public transport by failing to meet their existing needs. The high frequency network is concentrated upon central Auckland, and the major centres have been redefined in a manner that fragments services. Current Manger services all pass through the Onehunga transport centre – but not all pass through Mangere Town Centre. At Onehunga, one may transfer to cross town services. The proposed system focuses connectors on Mangere Town Centre which means that users of cross town services must transfer twice. This is incompetence, pure and simple.</p> <p>13. Policy Area and Objective – Integrated Service Network Focusing again on Mangere – the current system, by funnelling all passengers to Onehunga integrates with the railway network – all buses from Mangere pass the Onehunga Train Station. The proposed network structure forces excessive usage of transfers. The existing service routes enable passengers from any area of Mangere to go to either Onehunga or Otahuhu, using a single bus to do so. The proposals force most to use two buses to do the same causing the proposed network to fail to meet the requirement of Policy 2.5 – that services respond to identified need. The need is identified by the usage of current services by residents using the services not merely to go to and from Mangere Town Centre, but also to and from Onehunga and Otahuhu, all using a single bus ride to do so.</p> <p>14. Policy Area and Objective – Fares and Ticketing Currently, the fares are a distance based stage system, whereby one stage is approximately 4.2 kilometres. Irrespective of where one is on the network, the stages are the same distance, and one will pay the same fare – the tariff is distance based and entirely equal across the network. The proposal for the new zone structure is noted by Mr Twyford and reported in Mathew Dearnaley's Herald article as resulting in a differential whereby passengers will be able to travel to central Auckland from as far north as Long Bay for a two zone fare, yet passengers from anywhere west of New Lynn or south of Onehunga or Otahuhu will have to pay for three zones, in spite of having travelled a shorter distance. Fares like this are iniquitous and I would suggest violate the law that demands that passengers using a distance based tariff pay the same fare for a given distance, irrespective of the direction of travel. Someone travelling 10km should not be paying more than one who travels 20km – this is another display of incompetence.</p> <p>15. Policy Area and Objective – Infrastructure Well-designed transport interchanges on any network do not involve making all buses enter one end and exit the other irrespective of their intended destinations. Both inward and outward bound buses have been entering the Mangere Town Centre bus stop like this for in excess of 10 years, with outward bound buses needing to loop across a major arterial road to enter the stop. Using this as the focus for a high frequency network will produce chaos. The bus priority measures have to be designed properly before they are implemented, taking into account the immediate environment of the bus lanes. The bus lanes that exist on the westbound approach to Mangere Town Centre are an exercise in stupidity. They are not used by bus drivers as the lane puts them in the wrong position to use the roundabout. I have never seen a single bus driver use this bus lane – ever.</p> <p>16. Strategic Context On page 6 of the plan, there is expressed a laudable set of ideals about usage of public transport and how it should be increased. However, this should not be done by fragmentation of existing systems, nor should it be done by the dubious usage of statistical measures. Increasing the proportion of the population living within walking distance of frequent public transport stops is a silly measure as it is one that is easily manipulated.</p> <p>17. Current Public Transport System Section 3.1 presents a picture of the current system that reads more like a paraphrase of the proposed system than an expression of what services are currently provided. "Many current services operate on a radial pattern between the suburbs and the city centre." This fails to mention that in the outlying suburbs, the services also operate like the inner suburb cross town services. Ultimately, they may link an outer suburb with the city centre, but before they do that, they have travelled across several outer suburbs in the manner of the inner suburb cross town services.</p> <p>18. Referring to the current system as complex, merely because it has 'around 400 different route variations' is a specious argument. The system is large, servicing a population spread over a large geographic area. The logistics of running such a system are not that complex provided that one does not make the mistake of expecting bus services to meet a timetable measured out by someone driving a car – which historically has been a method used in Auckland.</p> <p>19. Many of the runs are criticised as being infrequent, long and indirect – this depends upon the perspective taken. If there is insufficient strategic 'big picture' perspective the fact that the long runs connect widely separated</p>

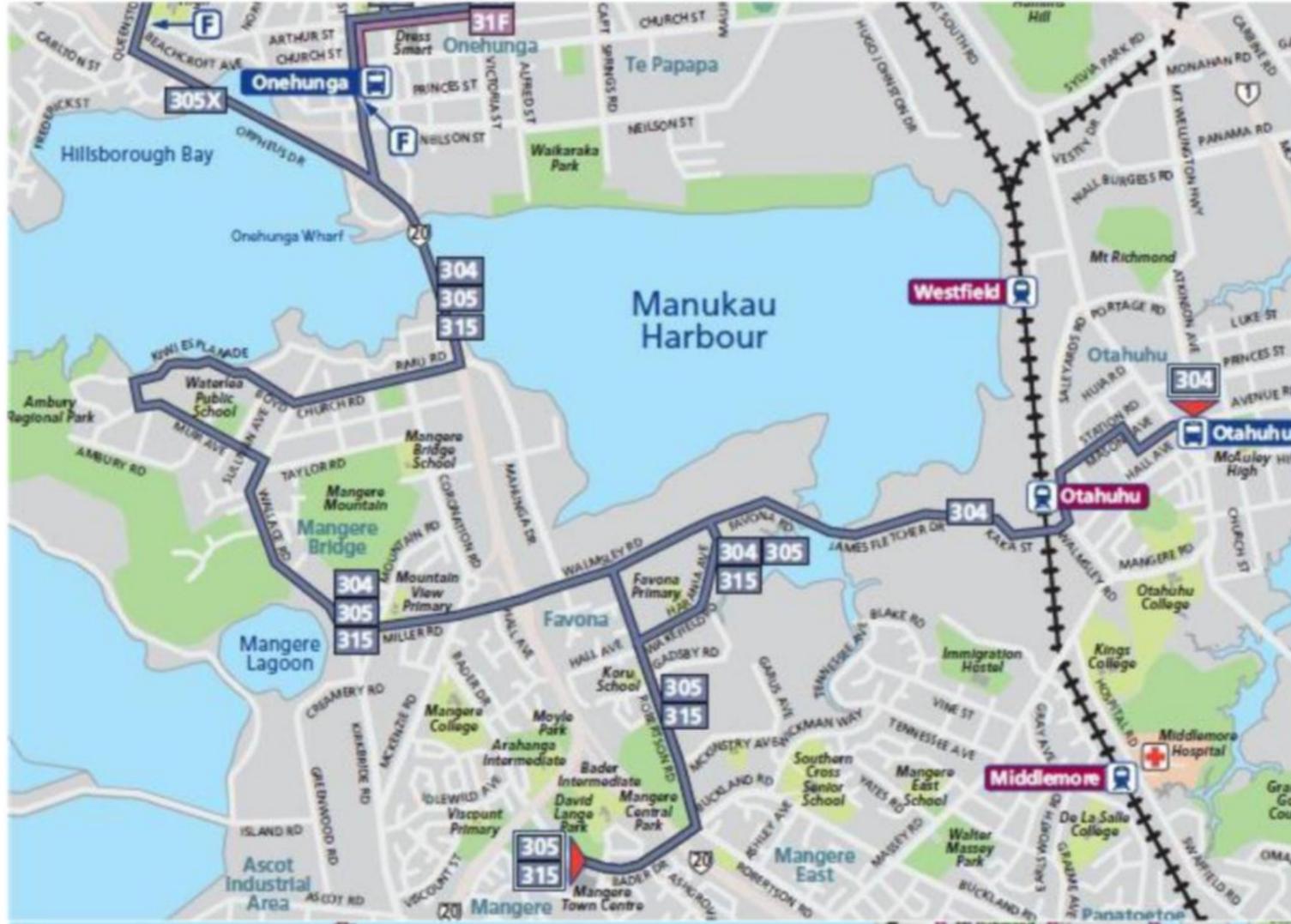
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	Jonathan Godfrey (#591)	<p>suburbs is lost. Pahurehure and Britomart is a good example – the service is low frequency because when it started, Pahurehure had only recently been developed – no changes have been made to the service level. The service is long – because the distance, south to north is great. But the criticisms are overlooking some other points – for example, the fact that between Otahuhu and Britomart lies a high frequency route – nearly all buses entering Otahuhu from Otara, Papatoetoe, Manurewa and even the Pahurehure route, all combine to make up the source of buses that do the high frequency service along the Great South Road.</p> <p>20. Another example of multiple routes forming a high frequency service are the bus services that converge on Onehunga from all areas on Mangere – the combined effect is a high frequency service between Onehunga and Britomart. Because Onehunga is the transfer point for all services to and from Mangere, transfers easily occur to cross town routes and enable patrons to travel longer distances using fewer connections than would be the case in this draft system proposed.</p> <p>21. The services in areas of South Auckland (the old Manukau City) were originally introduced when the areas in question still had heavy rural components to them. The service frequencies have not been increased to keep pace with the population growth, and since the services are inadequate in terms of providing for the needs of workers, it is no wonder that demand is low for there is nothing to encourage usage. In the thirty or so years buses have gone past my home, service provision has not substantially changed beyond the addition of 9 runs (351 and 359) that provide a bare bones access to two industrial areas (Penrose and Mahunga Drive) – something that is totally inadequate as most of these runs do not coincide with the factory shifts. It is worth noting that according to the figures in the draft plan – these routes will cease to exist.</p> <p>22. Measures and Targets The measures described in Table 4-1 of the draft document (copied below for convenience) may appear rather good – but there are difficulties with them.</p> <p>Table 2: The data in this table is copied from Table 4-1 on page 15 of the draft document.</p> <table border="1" data-bbox="439 699 1567 1472"> <thead> <tr> <th>Outcome</th> <th>Measure</th> <th>Current (2012) performance</th> <th>Auckland Plan Target</th> <th>Funded Target 2022</th> </tr> </thead> <tbody> <tr> <td>Services that align with Auckland's future land use pattern</td> <td>Percentage of households within 500 metres of the frequent service network</td> <td>14%</td> <td>32% (2040)</td> <td>40%</td> </tr> <tr> <td>Services that meet customer needs</td> <td>Percentage of customers satisfied with their public transport service</td> <td>86% (2011)</td> <td>n.a.</td> <td>>90%</td> </tr> <tr> <td rowspan="2">Increased passenger numbers</td> <td>Total passenger boardings per annum</td> <td>71.1 million</td> <td>140 million (2022)</td> <td>103 million</td> </tr> <tr> <td>Annual passenger boardings per capita</td> <td>47</td> <td>100 (2040)</td> <td>57</td> </tr> <tr> <td>Increased public transport mode share</td> <td>Percentage of peak period trips to central city made by public transport</td> <td>47%</td> <td>70% (2040)</td> <td>55%</td> </tr> <tr> <td rowspan="2">Improved value for money</td> <td>Farebox Recovery Ratio</td> <td>44.3%</td> <td>n.a.</td> <td>> 50%</td> </tr> <tr> <td>Operating subsidy per passenger kilometre</td> <td>\$0.27</td> <td>n.a.</td> <td>\$0.25</td> </tr> </tbody> </table> <p>23. As noted earlier, the statistic of total passenger boardings per annum is a flawed measure. Auckland has a history of fragmenting passenger transport routes and then claiming increased patronage. The total annual boardings per capita are low, due to the on-going failure to increase the frequency of routes as the population density increases in an area. This failure discourages usage from even starting, and is then used as an argument as to why the current system fails to serve and at various points in time results in the service being cut or even cancelled. Submission to Auckland Transport on the Draft Auckland Regional Public Transport Plan 8</p> <p>24. Table 5-1 indicates the degree of a hatchet job being undertaken. A change from the current 400 routes to 130, no matter how prettily it is dressed, is a service cut. Examination of Figures 5-1 through to 5-6 of the draft reveal the depths of the cuts, with areas of Auckland with current services being effectively cut off from the network with a promise that maybe they will get a service in 10 years. Even then, there are areas that lose connectivity with neighbouring suburbs or industrial areas and thus sources of employment. For some areas, the nearest bus routes are several kilometres distant – part of the industrial area of East Tamaki, off Highbrook Drive, appears a case in point, with the nearest bus route identified in Figures 5-5 and 5-6 as being one of the connector routes, not a high frequency route. So much for encouraging commuters to use public transport – who in their right mind wants to walk a couple of kilometres in the worst of Auckland's weather? I don't, and I've had the experience of doing so.</p> <p>25. It is worth noting that of the figures shown in the plan, none show the extent of coverage of the current system for comparison. This deliberate act serves to obscure the adverse impact of the proposed changes to a disgraceful degree.</p> <p>26. Figures 1 and 2 in this document display the differences in service provision, it should be noted that there is no provision made for the new industrial area in Savill Drive, Mangere East, and the removal of the route that</p>	Outcome	Measure	Current (2012) performance	Auckland Plan Target	Funded Target 2022	Services that align with Auckland's future land use pattern	Percentage of households within 500 metres of the frequent service network	14%	32% (2040)	40%	Services that meet customer needs	Percentage of customers satisfied with their public transport service	86% (2011)	n.a.	>90%	Increased passenger numbers	Total passenger boardings per annum	71.1 million	140 million (2022)	103 million	Annual passenger boardings per capita	47	100 (2040)	57	Increased public transport mode share	Percentage of peak period trips to central city made by public transport	47%	70% (2040)	55%	Improved value for money	Farebox Recovery Ratio	44.3%	n.a.	> 50%	Operating subsidy per passenger kilometre	\$0.27	n.a.	\$0.25
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passes through the Mahunga Drive industrial park. Further, other areas lose services and connectivity to a degree that will actively discourage usage of what service remains.

27. Whilst there is scope for simplification of routes, this should not be at the expense of service provision. The aim at all times should be to increase patronage by increasing the viability of usage, whereby people actively choose to use public transport because it has become more viable to use than other modes such as the private car. By not routing any transport though small industrial area such as Mahunga Drive, the employees who work there will not choose to use public transport for commuting to and from work.

Figure 1: Current service provision by all bus routes in Mangere, copied from the relevant timetables

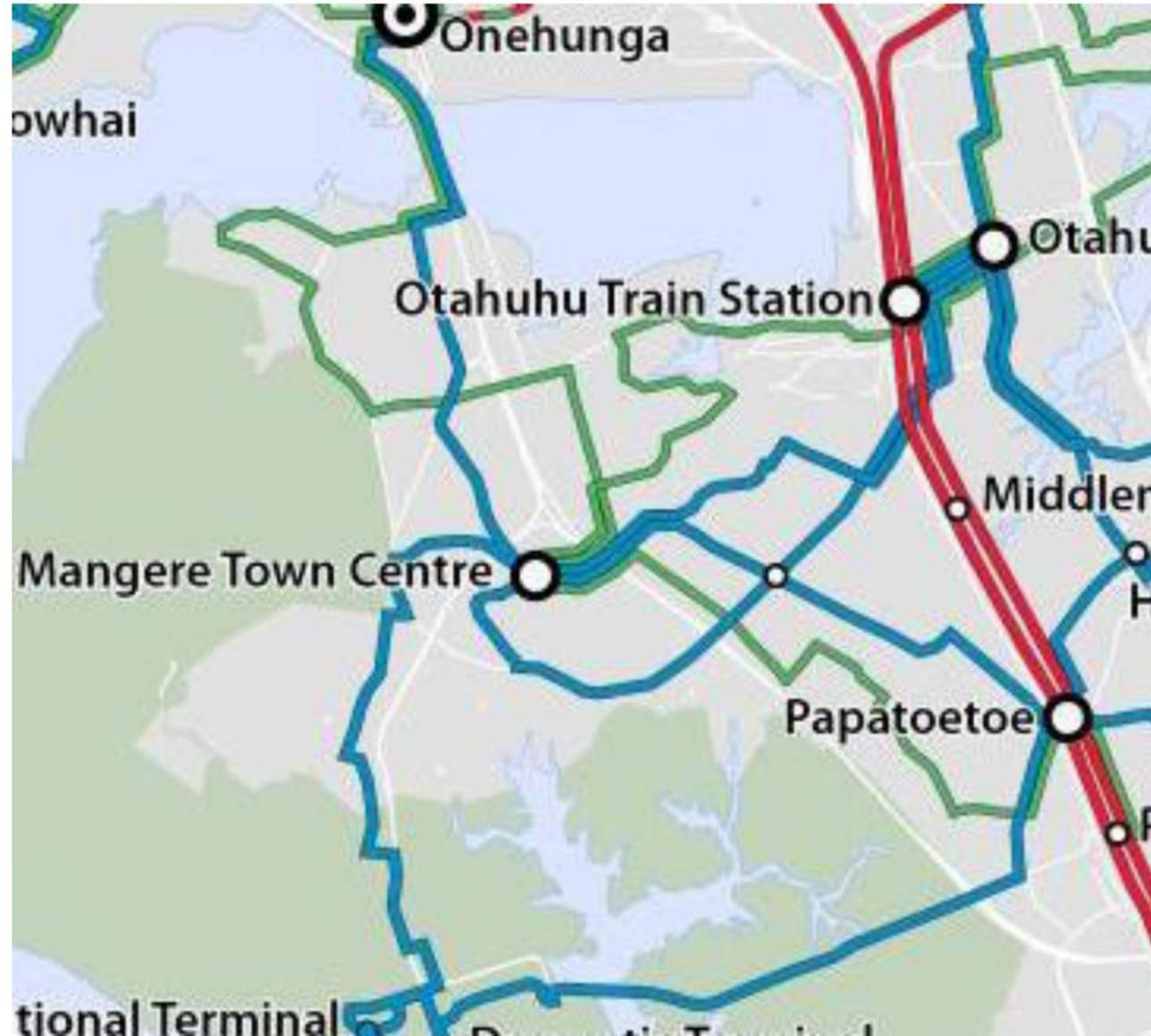


Jonathan Godfrey (#591)

Note: the second half of this figure is on the next page

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Figure 2: Proposed coverage, copied from Fig 5-6 of the Draft follows



Jonathan Godfrey
(#591)

28. Network Structure

The lack of comparison with existing systems renders the proposals useless. As noted already in this submission, there are already corridors that possess high frequency services – between Britomart and the suburban centres of Otahuhu, Onehunga and New Lynn. These are the logical places to use as the focal points for connectors – especially since two of these centres happen to have links to the railway services: across a road in the case of New Lynn and within 100 metres for Onehunga. Focussing local connector routes on locations like Mangere Town Centre and expecting people to transfer at such a location is an inferior system with respect to the system that is currently operating. Considerable work with full consultation with the intended users of the network is required as there is considerable risk that the plan will not operate as intended. It is an invalid assumption that demand will grow over time. Development of demand is a function of the usefulness to the intended users. Where there is no demonstrable benefit to the residents of any given area, no demand will develop.

29. Integrated Service Network

“In future, passengers may need to transfer between services to complete their journey even though a lower frequency, point-to-point service may have operated previously. The success of the new network therefore depends upon enabling customers to move easily between the different services, particularly at key interchanges, and good quality customer information.”³ (3 Direct quote from page 27 of the Draft Document).

Targeting the connector routes onto minor locations and expecting transfers at those locations is fundamentally flawed – especially since it is being assumed that persons do not need to transfer again to reach their destination. cursory comparisons between the current services and the Draft indicate numerous areas where the requirement to transfer to replicate current services will render the proposed services unusable in the extreme. Forcing people to transfer between routes to complete journeys complicates the system from the perspective of the passenger. It is the complications experienced by the patron that are of concern – not those supposedly experienced by planners. Moving between services with different frequencies of operation (15 minute versus 30 minute) means transfers are perceived as inconvenient and the service will cease to be attractive

Sub #	Name	<p>Q1: To what extent do you support or oppose the direction of the proposed Public Transport Network outlined in the Summary Document and draft Plan (chapter 5)? This proposes a shift towards a simpler, more connected network, with expanded frequent services, but is dependent on some passengers making connections to access more destinations.</p> <p>Q2: To what extent do you support or oppose the proposed Fares and Ticketing Policy outlined in the Summary Document and draft Plan (chapter 6.4)? This would enable the use of a single ticket across different operators and public transport services and a shift towards a zone-based fare system.</p>
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to the end user. It should be noted that the quoted text suggests passengers "...may need to transfer between services..." there is no may about this – passengers will be required to transfer. A basic comparison between current and proposed services at the level of the individual suburbs would reveal this – but there is no evidence that this has been done.

30. Service Quality

"A high quality public transport system gets passengers quickly to where they want to go, and provides reliable whole-of-journey travel times."⁴ (4 Direct quote from page 30 of the Draft Document.) Where passengers are required to transfer, the whole-of-journey travel time is not practicable to deliver due to the variability of waiting times for the next service required. The nature of Auckland's traffic renders transferring a very risky business, and when one knows full well that there is a long wait if the connection is missed, it becomes highly stressful. Personal experience has shown that reliance on transfers connecting is not practicable. Where scheduled transfers do not connect, there must be a means by which passengers can complain, and there be punitive consequences for the transport providers. Further, passengers should be recompensed for the wastage of their time.

31. Fares and Ticketing

Until recently, transfers did not incur a penalty. A person travelling 5 stages with a transfer in the middle paid a fare no higher than another person making a 5 stage journey without a transfer. The proposed 50 cent discount on onward trips should be higher to represent compensation for the wastage of the passengers' time, as well as be applied to each transfer that is required. The current 20 minute timeframe within which a transfer must be made for a transfer to apply should be expanded to account for the fact that wait times for transfers are actually capable of being higher than this. The proposed zone structure is disgustingly biased against anyone living further west than New Lynn or further south than Onehunga or Otahuhu compared to residents of North Shore with respect to travel to Central Auckland. Transport for which fares are charged should be on a purely distance based tariff – the current stage structure is grounded on a stage being approximately 4.2 kilometres in length, irrespective of where one is. This is an entirely equitable system and does not result in different fares for travelling in different directions – ones fare is based upon the distance travelled.

32. Infrastructure

Get rid of the glassed bus shelters – they leak from the joins between the ceiling panels. Shelters with wall panels with a decorative pattern of holes also leak like the proverbial sieve and are subject to extreme drafts. Auckland has been subject to a wide variety of bus shelters over the decades – and the modern ones are the worst. The designers have obviously never used them in wet weather and this shows in their response to any criticism. The board should ask Brian Rudman for details of this as he has commented on the subject extensively over the years. Transport interchanges between different systems such as bus and rail should be in close proximity – New Lynn appears a good example. However, Onehunga is terrible, and Manukau Central and Otahuhu are disgusting. Someone proposing such an inferior work in my workplace would be told rather bluntly to go away and redesign it.

Jonathan Godfrey (#591)

33. Scheduled Services – Current Network

"Service descriptions are provided for 68 geographically defined route groups are listed in Table 7-1. These generally include all of the services in a specific area and / or corridor, with at least part of their route in common."⁵ (5 Direct quote from page 54 of the Draft Document.) What is not mentioned in the document is that the part of the route that the current services in a specific area have in common is the high frequency portion shared with all routes between Britomart and suburban interchanges like Onehunga and Otahuhu.

34. Appendix 1.C. – Current Scheduled Service Network

There is a statement in section 1.4 (page 3) of the draft document that feedback is sought on the proposed network system as a whole, rather than on specific services. However, the presence of the entire of Appendix 1.C – Current Scheduled Service Network (pages 78 to 95 inclusive) should not be allowed to go unchallenged due to the presence of grave errors in the data presented. This data is presumably present to enable a favourable comparison to be made between the state of present systems and the proposed systems of the draft plan. However, the presence of errors in the data presented is a cause for concern if this data is to be used as support for any proposals. Further, given that the correct information is so easily publically available, it gives reason for doubting the integrity of any data sourced from the originators of the draft plan. Simple errors conventionally suggest the existence of more complex errors. In planning of this nature, the information used must be correct in every detail otherwise the decisions made will be flawed. Submission to Auckland Transport on the Draft Auckland Regional Public Transport Plan 15

Table 3: Table 1 – Description of Routes 351, 354 and 359 in Draft Plan page 86 – incorrect data is in red text (assumptions – Morning peak time is between 6am and 9 am and evening peak time is between 3pm and 6pm, with evening meaning after 6pm – based upon official data and bus lane operation times)

Route Number	Route Description	Route Group	Mon-Fri Peak Frequency	Mon-Fri Off-Peak Frequency	Mon-Fri Evening Frequency	Sat Frequency	Sun Frequency
354	Otahuhu to Britomart via Mangere Town Centre ⁶	Mangere	3 trips ⁷	60 ⁸	90 ⁹	60 ¹⁰	120 ¹¹
351	Otahuhu to Onehunga via Mangere Town Centre	Mangere	2 trips ¹²	1 trip ¹³	–	–	–
359 ¹⁴	Panmure to Onehunga via Otahuhu and Mangere	Mangere	2 AM / 4 PM	–	–	–	–

Sub #	Name	<p>Q1: To what extent do you support or oppose the direction of the proposed Public Transport Network outlined in the Summary Document and draft Plan (chapter 5)? This proposes a shift towards a simpler, more connected network, with expanded frequent services, but is dependent on some passengers making connections to access more destinations.</p> <p>Q2: To what extent do you support or oppose the proposed Fares and Ticketing Policy outlined in the Summary Document and draft Plan (chapter 6.4)? This would enable the use of a single ticket across different operators and public transport services and a shift towards a zone-based fare system.</p>
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	Jonathan Godfrey (#591)	<p>6 This descriptor is incorrect as this particular route has been predominantly a bus run solely between Otahuhu and Onehunga and not extending beyond these points since 1995, with only a distinct minority of runs going beyond these points.</p> <p>7 There are no morning peak services that go to Britomart on this run, the runs in question are all in the afternoon – and are not usable for full time workers or tertiary students.</p> <p>8 Data incorrect due to false impression created by route description noted above. Most runs involve transfers either to or from other routes. Frequency relates to buses running between Otahuhu and Onehunga.</p> <p>9 Ibid</p> <p>10 Data incorrect due to false impression created by route description noted above. All runs on Saturdays are transfers at Onehunga.</p> <p>11 Break in Sunday service – nearly four hours in late afternoon to early evening.</p> <p>12 Actual service differs to numbers shown</p> <p>13 Based upon standard definition of peak and off-peak services, no off peak service is provided for this route.</p> <p>14 Implies that the service is two-way – this is not so. The AM services only go to Panmure, and the PM services only go from Panmure. Submission to Auckland Transport on the Draft Auckland Regional Public Transport Plan 16</p> <p>Table 4: Description of actual service provided by the routes specified in Table 1. Runs going the full distance between Otahuhu and Britomart are marked in the route description column.</p> <table border="1"> <thead> <tr> <th>Route Number</th> <th>Route Description</th> <th>Route Group</th> <th>Mon-Fri Peak Frequency</th> <th>Mon-Fri Off-Peak Frequency</th> <th>Mon-Fri Evening Frequency</th> <th>Sat Frequency</th> <th>Sun Frequency</th> </tr> </thead> <tbody> <tr> <td>354</td> <td>Inward – Otahuhu to Britomart</td> <td>Mangere</td> <td>AM - 0 trips PM – 1 Trip</td> <td>AM – 0 trips PM – 2 trips</td> <td>PM – 0 trips</td> <td>AM – 0 trips PM – 0 trips</td> <td>AM – 2 trips PM – 4 trips</td> </tr> <tr> <td>354</td> <td>Inward – Otahuhu to Onehunga</td> <td>Mangere</td> <td>AM – 0 trips PM – 1 trips</td> <td>AM – 0 trips PM – 2 trips</td> <td>PM – 3 trips</td> <td>AM – 4 trips PM – 8 trips</td> <td>AM – 0 trips PM – 1 trips</td> </tr> <tr> <td>354</td> <td>Outward – Britomart to Otahuhu</td> <td>Mangere</td> <td>AM – 0 trips PM – 2 trips</td> <td>AM – 0 trips PM – 1 trips</td> <td>PM – 0 trips</td> <td>AM – 0 trips PM – 0 trips</td> <td>AM – 1 trips PM – 3 trips</td> </tr> <tr> <td>354</td> <td>Outward – Onehunga to Otahuhu</td> <td>Mangere</td> <td>AM – 1 trips PM – 2 trips</td> <td>AM – 3 trips PM – 3 trips</td> <td>PM – 4 trips</td> <td>AM – 5 trips PM – 9 trips</td> <td>AM – 0 trips PM – 2 trips</td> </tr> <tr> <td>351</td> <td>Inward – Otahuhu to Onehunga via Mangere Town Centre</td> <td>Mangere</td> <td>AM – 2 trips PM – 1 trips</td> <td>AM – 0 trips PM – 0 trips</td> </tr> <tr> <td>351</td> <td>Outward - Onehunga to Otahuhu</td> <td>Mangere</td> <td>AM – 3 trips PM – 2 trips</td> <td>AM – 0 trips PM – 0 trips</td> </tr> <tr> <td>359</td> <td>Panmure to Onehunga via Otahuhu and Mangere</td> <td>Mangere</td> <td>AM – 0 trips PM – 4 trips</td> <td>AM – 0 trips PM – 0 trips</td> </tr> <tr> <td>359</td> <td>Onehunga to Panmure via Otahuhu and Mangere</td> <td>Mangere</td> <td>AM – 2 trips PM – 0 trips</td> <td>AM – 0 trips PM – 0 trips</td> </tr> </tbody> </table>	Route Number	Route Description	Route Group	Mon-Fri Peak Frequency	Mon-Fri Off-Peak Frequency	Mon-Fri Evening Frequency	Sat Frequency	Sun Frequency	354	Inward – Otahuhu to Britomart	Mangere	AM - 0 trips PM – 1 Trip	AM – 0 trips PM – 2 trips	PM – 0 trips	AM – 0 trips PM – 0 trips	AM – 2 trips PM – 4 trips	354	Inward – Otahuhu to Onehunga	Mangere	AM – 0 trips PM – 1 trips	AM – 0 trips PM – 2 trips	PM – 3 trips	AM – 4 trips PM – 8 trips	AM – 0 trips PM – 1 trips	354	Outward – Britomart to Otahuhu	Mangere	AM – 0 trips PM – 2 trips	AM – 0 trips PM – 1 trips	PM – 0 trips	AM – 0 trips PM – 0 trips	AM – 1 trips PM – 3 trips	354	Outward – Onehunga to Otahuhu	Mangere	AM – 1 trips PM – 2 trips	AM – 3 trips PM – 3 trips	PM – 4 trips	AM – 5 trips PM – 9 trips	AM – 0 trips PM – 2 trips	351	Inward – Otahuhu to Onehunga via Mangere Town Centre	Mangere	AM – 2 trips PM – 1 trips	AM – 0 trips PM – 0 trips	351	Outward - Onehunga to Otahuhu	Mangere	AM – 3 trips PM – 2 trips	AM – 0 trips PM – 0 trips	359	Panmure to Onehunga via Otahuhu and Mangere	Mangere	AM – 0 trips PM – 4 trips	AM – 0 trips PM – 0 trips	359	Onehunga to Panmure via Otahuhu and Mangere	Mangere	AM – 2 trips PM – 0 trips	AM – 0 trips PM – 0 trips												
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65	Jonathon Webber	<p>Q1 - Opposed Comments: The fare structure for West/South Auckland residents is totally inconsistent with those who reside on the North Shore, and have the added advantage of larger park 'n' ride facilities, plus the Northern busway.</p> <p>Why, when the distance from West or South Auckland locations is less in terms of kilometres travelled is an extra fare stage being proposed when compared to an equal or greater distance from the North Shore?</p> <p>Also, how does AT propose to control fare evaders on the rail network? The fact people can board a train without a ticket promotes fare evasion, unlike in other cities around the world where you don't get onto the platform unless you have a valid ticket.</p> <p>Q2 - Opposed Comments: As per my previous comments, South and West Auckland are paying an extra fare stage for travelling the same, or less distance than North Shore commuters. This is unfair.</p>
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89	Jordan Sim-Smith	<p>Q1 - Don't Know Comments: Make a metro service all over Auckland with trains arriving every 3 minutes. Not only in Auckland city but it surrounding suburbs, ie Howick, Pakuranga, botany, Flatbush etc. this metro should look like the London subway</p> <p>Q2 - Don't Know [no comments provided]</p>
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404	Joseph Erceg	<p>Q1 - Strongly Support Comments: I like a lot of the improvements. What I don't like about current transport system is routes take too long to get anywhere and not convenient enough. The routes are never the most direct routes. Journeys shouldn't be more than 60 minutes. 30 minutes trips should be a goal. This is addressing some of these issues. I like that things will be simpler to understand. The turn up and go system is a great idea.</p> <p>Q2 - Support Comments: Re the zonings I can't understand why Te Atatu South is in Zone 3 (10kms – 10 minutes off peak from the city) while Albany is Zone 2. It doesn't make sense. Yes I think the proposed method is easy to understand but not fair for all.</p> <p>Integrated ticketing will be great but also perhaps off peak pricing could be trialled.</p> <p>Other Comments: Regarding the Te Atatu Rd corridor upgrades. While this is aimed at improving a heavily congested road it is ripping the heart out of the community and walkability of the area. By widening the road the Council is knocking over a row of shops and the ASB Bank is closing down because the area will become so soulless. The local library already has been taken away. The council should be building "thriving" vibrant communities not destroying them. These shops need to be replaced and the area better designed to replace the community lost. The entrance to our suburb is just becoming a highway. We do not want our community just to be a one to drive through or have to drive everywhere.</p> <p>I'm disappointed by the slow pace of public transport options for the new development in Westgate and Flat Bush. Westgate already has heavy traffic on the northwestern with 10,000 more houses being built there it will just get absurd. A bus lane and bus transit centre needs to be integrated in to the Westgate development.</p> <p>Other ways to alleviate this traffic on the northwestern could be a ferry service from Te Atatu South. This would be a great asset to the community. It would be great if there was more integration of bikes and cycleways on to public transport. Secure bike racks at train stations. It would be great if there were more flyer type services so they get to the city faster. Perhaps one an hour in the future during the whole day.</p> <p>The CRL is a crucial bit of infrastructure I fully support.</p>
456	Josephine Fullerton-Coles	<p>Q1 - Strongly Support Comments: Having enjoyed using efficient public transport systems in London, Stockholm and Wellington, I fully support the proposals as detailed in this plan - especially the investment in a rapid and frequent bus service along the North Western Motorway. The infrequent and long, winding route pushed both my husband and me away from the current bus service and back into our cars, especially when the cost to run our car versus bus travel is almost the same.</p> <p>Q2 - Support Comments: The current cost to travel from Te Atatu Peninsula into the city are relatively high compared with driving. I hope that the new fares will be subsidized to encourage more residents to leave their cars at home.</p> <p>Other Comments: There is one gap in this plan - a proposal for extend the current ferry services. I strongly believe AT should continue developing the ferry services around Waitemata Harbour in the short-term. My reasons are as follows:</p> <ul style="list-style-type: none"> - Auckland's access to the water sets us apart from most other cities around the world. Offering residents the opportunity to travel to work via a ferry will help achieve Auckland Council's vision to make Auckland the world's most liveable city because it turns commuting into a pleasurable and relaxing experience. - Compared with bus and train services, set-up and subsidy costs are relatively low (please refer to the study carried off by McCormick Rankin Cagney (MRC) in 2005). - Ferry services provide satellite suburbs the opportunity to attract international and national visitors and therefore increase communities' overall prosperity.
872	Josh Doughty	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
57	Josh Kemp	<p>Q1 - Strongly Support Comments: Greatly impressed at what level of frequent services can be provided for compared to current - for the same money. / Makes travelling by Public Transport a much more viable alternative to the car - no need to plan the trip.</p> <p>Q2 - Support Comments: Strongly support the idea of zonal fares and the 2hr, daily, monthly options. Think the zone presented, whilst simple to understand, seem to favour some parts of the city over others. Would like to be presented with the rational for these zones, or a revisit of the zones (eg a split of south & north into 2 zones) - but still favour keeping it simple as my first choice.</p>

Sub #	Name	<p>Q1: To what extent do you support or oppose the direction of the proposed Public Transport Network outlined in the Summary Document and draft Plan (chapter 5)? This proposes a shift towards a simpler, more connected network, with expanded frequent services, but is dependent on some passengers making connections to access more destinations.</p> <p>Q2: To what extent do you support or oppose the proposed Fares and Ticketing Policy outlined in the Summary Document and draft Plan (chapter 6.4)? This would enable the use of a single ticket across different operators and public transport services and a shift towards a zone-based fare system.</p>
709	Joshua Harlick	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
614	Josphine Jessamy Singh	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
753	Joyce Hopkins	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
764	Judith Anne Doyle	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
676	Judith May Skinner	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
793	Judith Skellams	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
783	Judy McGuire	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
479	Julianna Hooker	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>I really don't understand how making a bus system try and work like an underground system makes sense. We have a bus system which you need to make as accessible as possible so people can use easily. Making it harder to get to is not going to increase the number of people using the bus system. An underground network is very different to a bus system and all underground systems i have used are backed up with a great bus service. If i have to walk an extra 500 metres a day in bad or uncomfortable weather then I won't I will take my car. Like a lot of people who use the bus we do actually have a choice and use the bus as it's reasonably priced and convenient.</p> <p>From what i can tell it will still be reasonable but no convenient hence annoying a great proportion of customers. And I can't imagine how the old or disabled are going to cope</p>
846	Julie Carter	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
23	Julie Irwin	<p>Q1 - Support Comments: I find it frustrating at the moment that if I want to go to a different part of the city centre (ie I get the bus to the city along Dominion Road which terminates at Civic Centre (Aotea Square) yet my work is nearer to the bottom of Anzac Ave. In wet weather it is more convenient to get a bus closer to my work, however if I want to change say to a Mt Eden Rd bus which goes to the bottom of Anzac Ave, I need to pay AGAIN to get to another part of the city, yet I have already paid my fare to take me into the city - it is just my bus doesn't take me to the part of the city I need to go. Why should I pay extra when I have already paid for a ride to "the City". If this can be done away with in the change it would be fantastic.</p> <p>Q2 - Support [no comments provided]</p>
289	Julie Singh	<p>Q1 - Support Comments: THE PEOPLE OF TUAKAU AND SURROUNDING DISTRICTS NEED A TRAIN SERVICE TO ACCESS THE MANY FACILITIES THAT AUCKLAND HAS TO OFFER. PLEASE SUPPORT AN EXTENSION OF THE MAXX TRAINS SERVICE TO TUAKAU.</p> <p>Q2 - Neutral [no comments provided]</p>
279	Julie Thomson	<p>Q1 - Strongly Support Comments: While the general directions are supported there is concern at the apparent absence of "feeder" services east - west in the northern sector of the planning (associated with the northern busway). Policies, particularly 1.2 and 1.3 are strongly supported but they stop short of innovative, future planning as reflected in the 2022 map. If, as is likely, future oil shortage/price provides incentive to use public transport, there needs to be a minibus service or similar to service areas having significant walking distances to current services as well as convenient access to busway stations not provided in the existing and proposed planning.</p> <p>Policy 7.5 is strongly supported but there is some concern that the action states: Identify appropriate public transport services and facilities for RURAL areas by: etc. We would hope that the action would also focus on urban areas to trial innovative services.</p> <p>Q2 - Strongly Support</p>

Sub #	Name	<p>Q1: To what extent do you support or oppose the direction of the proposed Public Transport Network outlined in the Summary Document and draft Plan (chapter 5)? This proposes a shift towards a simpler, more connected network, with expanded frequent services, but is dependent on some passengers making connections to access more destinations.</p> <p>Q2: To what extent do you support or oppose the proposed Fares and Ticketing Policy outlined in the Summary Document and draft Plan (chapter 6.4)? This would enable the use of a single ticket across different operators and public transport services and a shift towards a zone-based fare system.</p>
	Julie Thomson (#279)	<p>Comments: While fully supporting the zone fare concept, it could be very good marketing and service policy to have a zero fare for very short trips on (minibus and other) feeder services. This should be possible at no extra cost as encouragement to use public transport could offset any minimal additional expense. Such a "zero" fare could be on a "standby" type of arrangement where such passengers were only carried if there was surplus capacity, and, because the trip is so short, the passenger would disembark to free up capacity before it was needed. This concept would offset a lot of the potential opposition to paying a full zone fare for a very short local trip.</p> <p>Other Comments: It is really encouraging to see such integrated planning towards making Auckland the world's most liveable city.</p>
847	K A Fausett	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
785	Kaijuani Upoko	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
496	Karen Bacon	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>SUBMISSION RE TRAIN TO/FROM TUAKAU Please give favourable consideration to the following positive points regarding the need for trains from Tuakau to Auckland.</p> <ol style="list-style-type: none"> 1. There are many people, especially those without cars (eg young people), in Tuakau who would use a train for commuting to/from employment in Pukekohe and further. There is minimal public transport, industry or training courses in Tuakau and yet the population is growing. 2. There are people, including myself, who would like to travel by train to Middlemore Hospital, either as a patient or visitor, rather than drive. Older people especially do not drive and to be able to travel by train all the way there and back would be a big benefit, saving on parking fees at Middlemore for a start. 3. Travelling by train into Auckland City or Manukau City has become very attractive, saving time and money on petrol, parking fees and road hold-ups. To be able to 'train-it' all the way from Tuakau to Auckland would be so beneficial. There is no security at Pukekohe train station for travellers leaving their cars there. 4. Many people, myself included, drive to Papakura train station to pick up trains that travel regularly and promptly, especially on weekends when there are no trains to/from Pukekohe. Ridiculous!
441	Karen Brown	<p>Q1 - Strongly Support Comments: If the connections were viable and reliable this would be an excellent plan</p> <p>Q2 - Support Comments: Integrated ticketing in Auckland is well overdue. However, please do not use this as an excuse to dramatically increase prices.</p> <p>Other Comments: Quoting from the first page of the summary of the Draft RPTP: "...Auckland's public transport network has shortcomings. The existing network of bus routes is complex with around 350 different route variations, many of which operate at low frequencies, and involve long indirect trips. This may not be a problem for regular users who tend to use public transport for particular trips but it discourages people from using public transport for more of their travel needs. Put simply, the existing transport network needs to be improved in order to meet the varied daily travel needs of more Aucklanders." I agree with these statements. Having used Auckland's public transport on a daily basis for 30 plus years, I feel I am well qualified to put in this submission.</p> <p><u>Fares and ticketing</u> Please do not make the bus fares under the proposed zonal fare system too expensive. Surely it is better to make them as cheap as possible, in order to encourage people to regularly use the transport system. \$1 per zone, and 50 cents within a zone, would be ideal - easy for those who prefer to use cash to remember; quick and simple for bus drivers to cope with, thus streamlining the service. I'm sure that tourists would find this really convenient.</p> <p><u>Policy Areas</u> These show great vision but unless they are achieved this exercise is pointless. I have put in submissions on transport plans for many years, but have been disappointed when these are ignored; hence making me, and I know of many others, cynical and disillusioned when it comes to the consultation process.</p> <p><u>Simpler Connected Network</u> I am particularly pleased to see "reduced waiting times" in this list. This would be fantastic. On a Sunday, I sometimes have to wait 45 minutes for a bus to arrive at Great North Road, Waterview, to go to town - a trip which takes 15 minutes at the most during non-peak times. So a whole hour just to go to the city. And the same coming home. No wonder people prefer to take a car.</p>

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	Karen Brown (#441)	<p><u>Frequency</u> "The core of the new network will be the frequent service network, which will provide all day frequent services that allow people to simply 'turn up and go'." - This is music to our ears, but please: get it right the first time and keep it in place. I am disappointed, after waiting for it for several years, that the Outer Link bus is not included in the intended 2016 network. I submit that this is an appreciated and well-used service and should not be discontinued.</p> <p><u>City Rail Link</u> I love catching the train, which at present means either busing or walking (either, if you take in bus-waiting time, takes 30 minutes) to my nearest station at Avondale. A waterview feeders bus would be great, and I am sure there would be many other suburbs with a similar situation. How about using current technology and linking feeder bus and train by GSP? The feeder buses would not have to be large ones.</p> <p><u>Infrastructure</u> I would like to see much improved bus shelters, especially at hubs (eg Pt Chevalier - the infrastructure there is disgraceful. A lot of elderly people use it during weekdays. This must be improved - please!)</p> <p>D3 at Britomart is a wind trap. It is freezing in all seasons. It could be improved by adding more shelter. If Wellington can have wind-resisting plastic sheeting in their bus shelters, why can't we here in New Zealand's largest city?</p> <p>The bus waiting seats outside Sky City are concrete! This is an embarrassment and a health hazard. A lot of tourists alight from Intercity buses in Nelson Street and then wheel their suitcases to catch a bus outside Sky City. Surely we can do better?</p> <p>Wish list – - More regular buses - Keep fares low - Comfortable and safe buses - Integrated ticketing - Vastly improved bus shelters and seating</p> <p>A Question, to which I'd love an answer: Do any of you who are (hopefully) reading this actually wait for and catch buses?</p>
622	Karen Lancaster	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
784	Kata Katipo	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
558	Katherine Briant	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>"response to regional transport plan - I hope this is the correct online form as it is not clear that it is so fingers crossed. I am unhappy with the zoning of the plan where we in West Auckland are clearly disadvantaged - why? Why are we Zone 3 - an extra zone to Long Bay in North Auckland. I thought the whole point of a central Auckland Council was to create fairness throughout the district. I certainly back improved public transport but it must be fair and even handed across the whole of Auckland - based on distance from Central Auckland."</p>
30	Katherine Hanna	<p>Q1 - Neutral Comments: I note that you describe your 'frequent services' as 'at least every 15 minutes'.</p> <p>This is NOT frequent. Presently your services into the CBD during peak hours are packed, and need to be at least doubled in frequency. Every 5 minutes minimum is frequent. Please carefully examine typical routes taken before saying some routes can be cut or made subject to making connections. Connections typically lengthen the trip to an unacceptable degree.</p> <p>Q2 - Strongly Support Comments: About time. Stop mucking around and do it.</p> <p>Other Comments: You don't know how many people could be using public transport because you've never made it cheap enough or good enough to really attract people. It is the final choice for most at present - if you can't possibly afford a car, you take public transport. You need to 'overstock' the system, and make it cheaper. At present, for commuter journeys, it is questionable whether public transport is cheaper than cars. It needs to be clearly cheaper.</p> <p>The proposals put forward don't go nearly far enough. You need to examine much more closely where people live and work. Connections from the CBD to some areas are good, but some suburbs are woefully under-served.</p>

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472	Kathryn Arnold	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>I wish to put forward the following feedback on the draft Regional Public Transport Plan:</p> <p>The Regional Public Transport Plan is generally on the right track and is heading Auckland's transport in the right direction.</p> <p>However there are still some areas in the plan, which need further changes and improvements. These include:</p> <p>Summary:</p> <ul style="list-style-type: none"> - Minimum service frequency of 60 mins (hourly) is needed on all public transport routes and modes between 7am and 7pm Monday to Saturday inclusive. - Pine Harbour ferry service needs to operate hourly and services need to be extended to 8pm in the evenings, together with the introduction of Saturday services. - Proposed new Flat Bush - Beachlands bus service via Whitford needs to operate instead between Manukau train station and Beachlands via Flat Bush and Whitford. - Southern train service needed between Manukau and Papakura. - Waiuku train service needed between Papakura and Waiuku. - Huapai train service needed between Swanson and Huapai. - Modern trams needed on three routes in Auckland: Britomart-Lynfield, Britomart-St Heliers Bay, Wynyard Quarter-MOTAT <ol style="list-style-type: none"> 1. Minimum service frequency of 60 mins (hourly) is needed on all public transport routes and modes between 7am and 7pm Monday to Saturday inclusive. <p>In order for the people of Auckland to really take up public transport use and for public transport to be a truly practical and attractive option, there needs to be services provided at least hourly on all routes, on all modes, Monday through to Saturday. Especially on Saturdays where there is still a lack of public transport services in the draft RPTP, eg no train services to Pukekohe on Saturdays, no ferry services between Pine Harbour and the city on Saturdays. This needs to be changed.</p> <ol style="list-style-type: none"> 2. Pine Harbour ferry service needs to operate hourly and services need to be extended to 8pm in the evenings, together with the introduction of Saturday services. <p>The Pine Harbour ferry is a well-used ferry serving the growing Beachlands area. This ferry service's major let down is the limited number of services during the day, the lack of evening services after 6pm and no Saturday services. This needs to change.</p> <ol style="list-style-type: none"> 3. Proposed new Flat Bush - Beachlands bus service via Whitford needs to operate instead between Manukau train station and Beachlands via Flat Bush and Whitford. <p>The proposed new bus service between the future Flat Bush town centre and Beachlands, needs to run further than Flat Bush, through to the Manukau train station. This will provide Beachlands/Maraetai residents with a direct bus service to the large shopping centre and commercial hub in Manukau, together with train services at Manukau. Many people who don't drive and use the current bus service such as school students and elderly people, use it to get to the main shopping centre from Beachlands/Maraetai. In order for this service to be practical and attractive to a greater number of people, particularly for commuting for Beachlands/Maraetai residents, the service needs to run through to the Manukau shopping centre and train station, to enable connections to be made onto train services and bus services across South Auckland, as well as providing a direct service to the new MIT complex and large employment hub in Manukau.</p> <ol style="list-style-type: none"> 4. Southern train service needed between Manukau and Papakura. <p>The new Manukau train station is presently underutilised largely due to the lack of a direct train service from the south. Manukau is the main hub and shopping centre in South Auckland and the absence of a direct rail service from Papakura to Manukau is a huge hole in the draft RPTP. A direct service could initially be operating using only one ADL diesel multiple unit, which could operate initially on an hourly service frequency. Such a service between Manukau and Papakura would be very popular and would be well used. Such a service could also potentially connect with a new Papakura-Waiuku diesel rail service post-electrification (see point 5 below).</p> <p>Arrangements need to be made a priority for a direct southbound connection to be built between the Manukau Branch line and the North Island Main Trunk line at Wiri Junction, to enable a direct Manukau-Papakura southbound service to be introduced. The SH20 motorway bridge has been designed to enable such a connection, and it would be timely and appropriate for this link to be built while the new Wiri EMU stabling depot and new associated track connections are built. The issues relating to the siting of the north end of the Ports of Auckland inland port rail siding loading pad in relation to the Manukau Branch line southern link connection at Wiri, can easily be addressed by simply reducing the sidings and loading pad at the north end and extending them at the south end of the Wiri rail yard.</p> <ol style="list-style-type: none"> 5. Waiuku train service needed between Papakura and Waiuku. <p>In conjunction with the electrification of the Auckland rail network, a new diesel train service needs to be introduced between Papakura and Waiuku. Such a service would make use of the KiwiRail rail network, and the Glenbrook Vintage Railway between Glenbrook and its newly extended line into the Waiuku township. With growing traffic volumes on Auckland's roads, and the desire for greater uptake of public transport, a train service between Papakura and Waiuku would be attractive and popular for commuters and school students from Waiuku commuting into Auckland - much more so than buses. Trains have much greater public appeal than buses and a train service is such more likely to entice people out of their cars and onto public transport. Such a service would make use of currently underutilised rail lines in this region. The service could operate using ADL diesel multiple units, once they become surplus following the introduction of new electric trains. The service would initially only need to operate during the weekday morning and evening peak periods 6.00am to 9.00am and 3pm to 7pm, and would therefore not interfere with the operations of the Glenbrook Vintage Railway which generally only operates on weekends or occasionally during the day on weekdays. These services would connect with electric train services to Britomart and Manukau at Papakura. The only infrastructure changes that would need to be made to enable suburban trains to operate on the GVR line would be the installation of remotely operated motorised points on the connection between the GVR and Mission Bush Branch line at Glenbrook.</p> <ol style="list-style-type: none"> 6. Huapai train service needed between Swanson and Huapai.

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	Kathryn Arnold (#472)	<p>In conjunction with the electrification of the Auckland rail network, a new diesel train service needs to be introduced between Swanson and Huapai to serve this growing part of Auckland. A new station and park and ride needs to be built in a new more visible and accessible location alongside SH16 at 249 Main Road Huapai, adjacent to the 'Carriages Cafe'. A station at this location with a regular diesel train service operating between Huapai and Swanson, would make commuting by train a practical and attractive option for the many people living in Kumeu, Huapai, Riverhead, Waimauku and Helensville areas. Bus services operating along SH16 could connect with train services at Huapai, together with a 'Kiss and Ride' and 'Park and Ride facility at this station.</p> <p>Auckland Transport or Auckland Council need to acquire the vacant property at 249 Main Road Huapai, and establish a train station and park and ride on this site, together with introducing a regular diesel shuttle service using ADL diesel multiple units between Swanson and Huapai, operating regularly through the day Monday to Saturday.</p> <p>7. Modern trams needed on three routes in Auckland - Britomart-Lynfield, Britomart-St Heliers Bay, Wynyard Quarter-MOTAT</p> <p>New light rail lines with modern trams need to be built on three strategic routes in central Auckland: Britomart-Lynfield via Queen Street and Dominion Road; Britomart-St Heliers Bay via Quay Street and Tamaki Drive; Wynyard Quarter to MOTAT via Ponsonby Road, Williamson Avenue and Great North Road.</p> <p>For Auckland to have a sustainable transport system which will provide for the needs of Aucklanders well into the future, wise investment needs to be made now with the draft RPTP. Auckland's core transport network needs to be electric in the form of electric trains and electric trams, so that it is not dependent and reliant on expensive and diminishing oil resources.</p> <p>These routes to Lynfield, St Heliers Bay and MOTAT, are ideal for tram routes and would serve large areas of Auckland's population with their routes through the heart of central Auckland. The Lynfield route would run up Queen Street, Upper Queen Street, Ian McKinnon Drive, Dominion Road, Dominion Road Extension, Hillsborough Road and terminate in The Avenue in Lynfield. The St Heliers Bay route would run along Quay Street and Tamaki Drive and terminate at St Heliers Bay. The MOTAT route would run along Beaumont Street, College Hill, Ponsonby Road, Williamson Avenue, Great North Road and connect with the MOTAT line at Western Springs. New modern light rail trams could operate on all three routes, together with heritage trams during the day on the MOTAT and St Heliers Bay routes.</p> <p>Trams would be very popular with the public, as well as with tourists, with the popular attractions of St Heliers Bay, Mission Bay, the Auckland waterfront, Queen Street, the Wynyard Quarter, Ponsonby and MOTAT all being served by these routes.</p> <p>Trams would aid Auckland's desire to become the world's most liveable city with being cleaner, quieter and more attractive than buses, and would act as a real enticement to get Aucklanders out of their cars and onto public transport. [end]</p>
219	Katie Murray	<p>Q1 - Strongly Support Comments: Please provide a railway station at Tuakau</p> <p>Q2 - Support [no comments provided]</p> <p>Other Comments: Tuakau needs a railway station to support ths Franklin district</p>
78	Katie Petrea Richards	<p>Q1 - Neutral [no comments provided]</p> <p>Q2 - NA [no comments provided]</p>
659	Katrina Lapwood	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
873	Katrina Tumata	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
871	Kaz Orr	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
650	Kelly Herekiuha	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
735	Ken Duncan	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>

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494	Kevin McCready	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>If Auckland does not mandate Give-Way signs on the back of buses it will not have a decent transport plan.</p>
620	Kimberley Waldek	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
702	Kiri Preston	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
693	Kirsteen Gray	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
804	Kopu Rangi (Uri-Ke) Weke	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
835	Kreedo Pompey	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
409	Kris Bainbridge	<p>Q1 - Strongly Support Comments: Network Looks like a vast improvement, but I feel North West Auckland gets a bit of a short straw, with the lack of foresight around a dedicated busway along the North Western Motorway. To give an individual example, so many Western buses travel along Great North Road, which provides excellent connections and frequency along Great North Road, but with all the stopping for passengers and traffic delays along Great North Road means that for example, the off-peak journey from Te Atatu Peninsula to the CBD (and vice versa) takes THREE TIMES LONGER than the same journey by car. Just this past weekend I experienced this where a 22:47 048 from Taikata Road to Britomart was running so late, as I was the only passenger he diverted down the motorway instead of Great North Road - this slashed over 12 minutes off the trip.</p> <p>Since the new network is designed around easy transfers, I suggest a full busway model - this might not need to take the form of a full grade separated busway, but it should provide for transfer interchange stations at appropriate points like Westgate, Royal Road, Lincoln Road, Te Atatu, Rosebank/Patiki (obviously limited walk-up patronage), Pt Chev, Western Springs. Passengers who wanted to stop at points along Great North Road could get off at a Pt Chev interchange to swap for a local route, while Western passengers wanting to travel all the way into the CBD would enjoy huge travel time reductions, making PT FAR more attractive to off-peak and non-essential travel. A travel time saving of 12 minutes is HUGELY beneficial, as we are so often reminded by BCR calculations for multi-billion dollar roading projects.</p> <p>Q2 - Support Comments: Fare Zones / I support the introduction of a zone based system, but the indicated zones so far are vastly unfair. North Shore residents are only two zones away from the CBD, yet Western and Southern residents (who on the whole have lower incomes) are three or more away, even when similar travel distances are involved. Transfer penalties should be non-existent. Weekly passes need to make a comeback, many low income earners can't afford to stump up for an entire months travel in advance. (Obviously this would be in the form of weekly max fare caps)</p> <p>Other Comments: Procurement and Commercial Services Auckland Transport needs to have far more control over petulant and incompetent commercial service providers like NZBus and Veolia. Contracts need to involve hefty penalty clauses for non-performance. On-time performance needs to be monitored by AT, not self-reported as it's clear that companies blatantly lie through their teeth. Payment should be linked to on-time performance, and the on-time performance measurements/definition of what constitutes "late" need to be far more realistic, unlike the current levels, and they need to be consistent across modes.</p>
652	Krystel Mana	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
738	Kushla M Weke	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
495	L van Meygaarden	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>Please include the extension of the MAXX train to Tuakau in the Auckland Transport plan. We need the train to Tuakau. Please support the MAXX trains service to Tuakau. We also need the bus service between Tuakau and Pukekohe. Please support both services. Thank you for your time</p>
618	Lauren Mills	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
660	Lawrence Shane	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>

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457	Leana Tara	<p>Q1 - Support Comments: Seems fine, but hopefully there will be strict protocols in place to make sure the services run on time. I've had to catch a taxi to work and pay \$25 for the fare at least once a week to my part time job because invariably a bus wouldn't turn up, and it's usually the same one that doesn't turn up. This is a very early bus, and the only one I can catch that gets me to work in time. I can't go earlier because nobody will be at my work to let me in. It's not safe for me to wait in that area. I've found this in various places that I've lived in where a bus scheduled for a certain time would be either very late or not. Then I ring Maxx to find out where the bus is from my mobile (if it is during their open times) who then tell me to ring another number, and nobody ever picks up at that number. I'm a uni student. I can't afford a \$25 taxi every week. That eats up a fair amount of my pay. I can't afford to lose my part time job. It took me ages to find that one. When after the 4th time I felt like I was just being fobbed off by the Maxx call centre, who would tell me "oh, don't worry the bus will be there in 12 minutes" - ummm, yes - but that's the next bus. My bus was meant to leave 10 minutes ago. I gave up ringing and didn't bother to write in because I figured that if the call centre didn't care then those who read the letters probably wouldn't either.</p> <p>One time I was on the bus, it was very late leaving the first stop - and we get to the top of Symond Street, and then he stops at the public toilets on the corner of Symond Street and Mt Eden Road - next thing we know, he's popping off to the toilet for a full 7 minutes. I was counting because I was late thanks to the bus being so late already.</p> <p>Sorry, I know this isn't the right forum to be talking about a bus that doesn't turn up or drivers who go to the toilet and make their passengers wait on an already late bus, but I wanted to show you how the lack of strict protocols mean things like this happen.</p> <p>By the way, I've had some amazing bus drivers who go above and beyond in the customer service. Very friendly and just so good with the elderly people.</p> <p>So - yes, your proposed network is great - just please, make sure your drivers are on time and give good happy service. Although, I appreciate that they must get sick of passengers.</p> <p>Q2 - Support Comments: Please don't raise the fares. If you're aiming to keep people off the roads then keep the fares competitive with the cost of petrol and parking. I like the single ticket proposal. Works in other countries. Or maybe the one ticket that lasts for up to 3 hours like in Melbourne (or it used to).</p> <p>Please don't take away the Gold Card hours. They've paid their taxes and rates. They've fought in wars and put up with so much rubbish going on in this country. Let them have this special thing that makes being old a treasure for them. If the point of reducing the hours is to reduce the demand on peak hour commuting - are you crazy? The elderly aren't going to want to catch the bus or train during peak hours. Firstly, the bus drivers tend to be more grumpier at this time, and secondly there often isn't a seat available for them to sit down, and unfortunately there seem to be too many people unwilling to give up their seats. It's a very brave few who would catch the bus during these times.</p> <p>Go on, let them have this one thing that they don't have to pay for. They deserve it. Don't forget, if you take this away - imagine what the next generation are going to take away from you when you get old?</p> <p>Other Comments: Yes I do. Each station needs more than one ticket machine. In the US, I see lots of ticket machines at every single stop. Who's idea was it just to put the one machine at the stations? Try standing in line, stressing out that the train is going to turn up any minute.</p> <p>Make the processes SIMPLE. Think about the elderly having to use these systems. Think about the mums struggling with their children. Think about those in a hurry (a lot of people leave work a couple of minutes early just so they can catch the earlier train - now some of them have to leave much earlier to contend with the machines). And please can you make it so people can purchase their return tickets well ahead of time, like at the same time they purchase their other tickets. And please can you make the paper more cardboard like we do in the States or perhaps a token, like in Bangkok, or a plastic card (for one way or return) like in Singapore.</p>
79	Lennart Nout	<p>Q1 - Strongly Support Comments: Excellent to cut back the number of bus lines and focus on frequency of some major lines.</p> <p>Only concern is with regards to reliability, will you be able to ensure reliable (timely) services?</p> <p>Q2 - Opposed Comments: With the HOP Card, fare zones seem unfair, unclear and difficult. Why not change to a fare per km with a flagfall fare of say \$1.50. This ensures clarity (no crossing zone borders etc) and fairness (you pay per km).</p> <p>Other Comments: Please ensure that all intersections on major bus routes get bus priority to ensure reliability, which is paramount to running a successful bus service.</p>
678	Leon Rakete	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
720	Leonie Turner	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
719	Lesley Simmonds	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>

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170	Lesley White	<p>Q1 - Strongly Opposed Comments: Do not spend ratepayers money on public transport. Very few public transport users are ratepayers. Why should we pay for non-ratepayers?</p> <p>Q2 - Opposed Comments: You should include dogs and domestic animals in ticketing as do London Transport vis. "You can also travel with any other dog or domestic animal, unless there is a good reason for us to refuse it (such as if the animal seems dangerous or is likely to upset other customers). You must keep it under control on a lead or in a suitable container, and must not allow it on a seat. You must carry animals on moving escalators or through automatic ticket gates."</p> <p>Other Comments: You should consult "Dog Friends-Auckland Region" http://www.dogfriends.co.nz/home.html</p>
240	Liam Winter	<p>Q1 - Strongly Support [no comments provided]</p> <p>Q2 - Strongly Support [no comments provided]</p> <p>Other Comments: This is great. The frequent transit network as proposed, along with fully integrated ticketing and fares will finally get our PT functioning, and along with the City Rail Link a few years down the track will make this city much easier to get around than currently. It's essentially the same service model successfully used in lots of similarly dispersed cities all over the world such as Toronto, Vancouver, Zurich etc.</p>
686	Libbie Hoete	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view**</p>
375	Lisa Elizabeth Middleton	<p>Q1 - Strongly Support Comments: I strongly support the network system proposal as a whole. I agree that a more connected network with expanded frequency is extremely important.</p> <p>It is critical to get this working effectively and efficiently before projects such as the rail loop get progressed.</p> <p>One of the major hurdles to efficient Auckland public transport users is the inability to switch between public transport options and brands. Ensuring rapid transport between services with Hop card is important for timely travel/service- London Oyster Card is a perfect example of which I had 4 years of use.</p> <p>I don't agree with figure 5-1 Proposed service categories. In particular the rapid frequencies time of only running being 7-7pm. The major problem I see with the current network is the frequency of buses when they are most needed - which is outside of working hours. Providing a more frequent service, that runs later e.g. up to 11pm would open bus services to people that work later or socialize later. The number of times I have worked late till 7pm (which for some is not late) or even later 9pm and have struggled to get home by bus is ridiculous. I now drive to the city on days I think I will be working late. This is at least twice a fortnight.</p> <p>I also am concerned with no interchange being proposed in West Harbour or Hobsonville. Why has this been left off when a major residential development is currently under construction in this area? Public Transport infrastructure should be considered paramount before it becomes a problem when 3000+ residents inhabit the area.</p> <p>Q2 - Strongly Opposed Comments: Figure 6.1 and policy 4.3 states the need to implement a zone based integrated fare structure. I strongly oppose figure 6.1 and the indicative fare zone boundaries. A 3 stage fare to the CBD from West and South Auckland when the North Shore, all the way to Long Bay, is indicated as a 2 fare system is wrong. This unfairly benefits public transport users on the North Shore just because there is the Northern Busway. This should not be a consideration in setting geographic zone fares.</p> <p>As a Te Atatu South resident, we are 5-10km closer to the CBD than those residents north of Glenfield. Concentric circles are used to indicate distance from the CBD on figure 6.1 yet the fare zones do not reflect this. However, Ticketing on Auckland's public transport is a mess. Integrated ticketing is an absolute must.</p> <p>Points that I support: - Integrated ticketing across bus, rail and ferry - capped fare is very important for multi-use trips on a single day.</p> <p>Other Comments Chapter 6.6 Customer Interface</p>

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	<p>Lisa Elizabeth Middleton (#375)</p>	<p>Policy 6.1 We agree with points a) and B)</p> <p>Currently MAXX acts as AT customer interface. Yet they cannot inform public transport users of where a bus is as they can only read the timetables. There is no accountability of why a bus is late, why a bus has not arrived. Personal experience has shown that there is no clear method of AT taking customer feedback or 'complaints'. Public Transport users when they call to make 'complaints' are not trying to be difficult, they are trying to make the service better for users just like them.</p> <p>Policy 6.2 The branding of MAXX is confusing and misleading and in fact all they (phone number) do is read/provide a timetable. The branding of AT should cover everything from ticketing to route information and complaints.</p> <p>Policy 6.5 - Agree, however, the Maxx website as a customer interface is totally useless and extremely difficult to navigate (both webpage and app). Unless you have a smart phone, you have no idea when or where a bus is or where can go. If real time information is to be provided to users, it should also be available to MAXX call centre staff for those small stops that don't have signs. / / All major bus stops should have a sign indicating the route numbers and the stop/shelter should have a corresponding map showing where the buses go and basic timetable information</p> <p>Policy 6.8. There should be one phone number/email that manages and takes ownership of customer feedback.</p>
<p>507</p>	<p>Lisa Elizabeth Anne Er</p>	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>Note has been combined with 359, submission 359 added to bottom of this submission (same submitter different points) I approve of the increased public transport system and the idea for integrated ticketing. I am most concerned that the Transport Plan mentions possible reduction in Super Gold Card subsidy and student subsidy (pg 35). Specifically- 4.2 Provide integrated fares and ticketing across all bus, rail, and ferry services</p> <p>Also what does section 9.2 mean - 'Increase the level of farebox recovery'. I am concerned about the way you intend to increase fare recovery.</p> <p>Already it is not much cheaper for my son to catch the train into university than to drive his car and pay parking (so when it rains he takes his car). Do you intend to make public transport more expensive than using a car for students?</p> <p>Greypower has also drawn my attention to issues and, as a member, I quote from some of the excellent submission: "We stand vehemently opposed to any reduction in the Gold Card subsidies. Because any change will reduce patronage and have critical flow on effects socially, and in the health and community sectors, and even economically. Why [?] - those seniors (15%) on low, fixed incomes are facing hardship living below the poverty line, so any change affects their ability to socialise and reach key health care services -Those seniors volunteering in the community do vital jobs for no pay and need to be able to afford to get to their workplaces – many community and health back-up services rely solely on volunteers. -Seniors getting out socially, going to walking and support groups, are reducing health costs for us all. They often need to use public transport to reach their groups</p> <p>We request the Mayor's office develop a policy on 1) the Super Gold Card subsidy and 2) student concessions providing clear support in line with the Transformational shifts in the Auckland Plan which need to be better integrated within the Transport Plan" "Transport must be affordable, frequent, on routes to key health services."</p> <p>The main users of public transport are those on low incomes. In order to increase patronage of the public transport system, I would suggest, rather than cut the availability of services to the poor, increase the usage. (The higher the usage, the smaller the profits need to be.) Supplementing subsidies can be done by lobbying the government for those subsidies, and worst case scenario with no government help, increase rates slightly on industrial buildings to fund student and Gold Card subsidies.</p> <p>If there is to be a good transport service, I might even get out of my hybrid car and use the system. It is vital that we have a good service for a future where we could face petrol shortages, and reducing patronage by making services too expensive for the poor, will not grow the network and shows no compassion for the more disadvantaged in our community.</p> <p><u>Note: this was sent in addition to the above by the submitter under separate cover:</u> I approve of the increased public transport system and the idea for integrated ticketing.</p> <p>I am most concerned that the Transport Plan mentions possible reduction in Super Gold Card subsidy and student subsidy (pg 35). Specifically- 4.2 Provide integrated fares and ticketing across all bus, rail, and ferry services</p> <p>Also what does section 9.2 mean - 'Increase the level of farebox recovery'. I am concerned about the way you intend to increase fare recovery. Already it is not much cheaper for my son to catch the train into university than to drive his car and pay parking (so when it rains he takes his car). Do you intend to make public transport more expensive than using a car for students?</p> <p>GreyPower has also drawn my attention to issues and, as a member, I quote from some of the submission: "We stand vehemently opposed to any reduction in the Gold Card subsidies. Because any change will reduce patronage and have critical flow on effects socially, and in the health and community sectors, and even economically. Why?</p>

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	<p>Lisa Elizabeth Anne Er (#507)</p>	<p>- those seniors (15%) on low, fixed incomes are facing hardship / living below the poverty line, so any change affects their ability to socialise and reach key health care services -Those seniors volunteering in the community do vital jobs for no pay / and need to be able to afford to get to their workplaces – many / community and health back-up services rely solely on volunteers. -Seniors getting out socially, with walking and biking and support / groups, are reducing health costs for us all. They often need to use public transport to reach their groups</p> <p>We request the Mayor's office develop a policy on 1) the Super Gold Card subsidy; and 2) student concessions / providing clear support in line with the transformational shifts in the Auckland Plan which need to be better integrated within the Transport Plan</p> <p>Transport must be affordable, frequent, on routes to key health services." The main users of public transport are those on low incomes. In order to increase patronage of the public transport system, I would suggest, rather than cut the availability of services to the poor, increase the usage. This can be done by lobbying the government for subsidies, and worst case scenario with no government help, increase rates slightly on industrial buildings to fund student and Gold Card subsidies. If there is to be a good transport service, I might even get out of my Prius and use the system. It is vital that we have a good service for a future, where we could face petrol shortages, and reducing patronage by making services too expensive for the poor, will not grow the network.</p>
<p>379</p>	<p>Lloyd Kimble</p>	<p>Q1 - Strongly Support Comments: Main line services should not be allowed to leave any station early (currently, buses sometimes leave stations early- in the case of hourly buses this is extremely inconvenient.).</p> <p>Q2 - Strongly Support Comments: The new ticketing system sounds great- as long as it is entirely universal and that no bus companies operate separate systems.</p>
<p>608</p>	<p>Lorrain Kraushaar</p>	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
<p>180</p>	<p>Lorraine Grant</p>	<p>Q1 - Support Comments: Would like to see the proposed network system extended through to Tuakau as lack of Public Transport from Port Waikato and Tuakau through to Pukekohe and Auckland is not helpful for people seeking to get to work or entertainment. Thank you</p> <p>Q2 - Strongly Support [no comments provided]</p>
<p>14</p>	<p>Lorraine Maguire</p>	<p>Q1 - Strongly Support Comments: I fully support the move to a more connected network and especially increased frequency. I lived in London for 7 1/2 years and never once had to consult a timetable for my journey. I could just turn up and know there would be a bus/tube within a short time. If people are required to make connections then they need to be made in safe areas - especially out west where I live. They need to be well lit, with security of some sort - this would apply for the new interchanges proposed at Te Atatu and Lincoln Road. As a young woman I wouldn't like to have to get off my bus in an unsafe area to wait for a connection to get home after dark. If I didn't feel safe I would keep using my car as I do now for after work journeys. But I am not opposed to connections as I did it a lot in London but the tube stations etc. were well lit, safe, with toilets and a human presence.</p> <p>Q2 - Opposed Comments: I support the move to zonal fares based again on my London experience but I oppose the zoning in the draft map. It is totally unfair to those living South and West (3 zones to city) compared to the North (only 2 zones to city) but for the same distance. I would suggest new zone boundaries (based on attached map) which has: Zone 1 as the city Zone 2 includes the central isthmus out to New Lynn on the west and Otahuhu on the south and includes some but not all of the north. Zone 3 would include most of west, east and rest of north as well as south to Manukau. Zone 4 outer north up to Orewa, outer west, South from Manukau to Drury. Zone 5 even further out south including Pukekohe, Waiuku etc. and North to Warkworth etc</p> <p>Please refer to Attachment 1, Page 1 of the Attachments to Submissions Document http://www.aucklandtransport.govt.nz/submissions</p>
<p>396</p>	<p>Louis Liu</p>	<p>Q1 - Strongly Support Comments: The lowest frequency should be around 10 minutes during the day, and around 15 minutes during the nights. At peak hours, bus company must provide more frequent than that above in order to ensure basic needs on</p>

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	Louis Liu (#396)	<p>travel, transit etc.</p> <p>Q2 - Strongly Support Comments: Please provide more details on trans-zoning bus fares, for instance, what if passengers took bus from Otahuhu to Papatoetoe?</p> <p>Those transit from boundary at one zone to the boundary of the other zone closer. Is it fair to pay cross zone fare?</p> <p>Other Comments: Please consider more to provide bus services for Auckland new metropolitan areas, such as Sylvia Park, Manukau, New Lynn etc, which are required more potencial and enornas transportation and daily commutes. In order to better comply with AKL City long-plan draft, AT should have more considerations on trans-metropolitan centre services.</p>
331	Louis Mayo	<p>Q1 - Strongly Support Comments: I think it is an excellent system. It will provide much greater connectivity for everyone. The frequencies are fantastic. Auckland needs to roll out this network as soon as possible.</p> <p>Q2 - Support Comments: SUPPORTS the idea of integrated fares. I agree this is essential for improving public transport. Fares have been one of the worst parts of Auckland's public transport network. I have some concerns with the zone boundaries. I think it is unfair that North Shore is only two zones to the CBD but West and South is three zones. Especially because North Shore is a high income area.</p> <p>I think the isthmus zone should simply be renamed "orange zone" or "inner zone". It should be extended to cover the bottom half of the North Shore. It should extend right out to the 10km radius covering the entire area. This would mean that the lower North Shore would remain as two zones to the CBD. However upper North Shore would be increased to three zones for further travel. Outer North Shore would be four zones.</p> <p>All the zones should be fairer and at equal radius circles. The inner zone (except for city zone) should extend to 10km for all areas. The North Shore, West and South zones should be at a uniform 20km line, with the outer zones covering the rest of the area. Also I would merge zones to make it simpler like this: Zone A: Covering isthmus and lower half of North Shore zone Zone B: Covering south zone as far as just south of Manukau, West zone and upper half of North Shore zone. Zone C: Covering Outer north, outer west and outer south. Zone D: All other areas.</p> <p>This would things simpler and fairer. There could be an argument for cheaper travel in South Auckland (hence why the South zone may be larger?) because it is a low income area.</p> <p>Also there needs to be zones to cover the ferry network. It MUST be included in the zone network. Devonport, Bayswater, Birkenhead, Northcote, Stanely Bay should be part of zone A. Beach Haven & Hobsonville zone B. Waiheke & Gulf Harbour zone C or D.</p> <p>Other Comments: Have some concerns about farebox recovery. This should not be a primary focus of the RTPTP. AT should not accept the Government's stance. AT and Council must lobby the Government to cancel motorway projects and put funding in to public transport.</p>
633	Louise Douglas	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
81	Louise Morgan	<p>Q1 - Strongly Opposed Comments: I feel a shakeup of services is needed but i feel concerned that promoted plan for 2016 could make things worse. I would personally not be happy having to change buses in order to get to my destination. I already have to travel a long journey if i use the bus. I try to avoid buses as the train is slightly faster for me. If buses were to be a more reliable and efficient mode of transport for me there would have to be a better service than currently.</p> <p>This would mean a speedier service and a more direct service and that would mean access to a bus lane on the motorway which there is a need for yet no space for on our current motorways! I feel the main issue on the Southern highway from central city to Papakura is the lack of space for buses due to high congestion by cars at peak travel times. There should be more access to a motorway direct service between the city and the south and Auckland City Council should be sorting this out carefully. We already get a poorer service by trains and the bus service is already dreadfully long winded and expensive to use. I am a health care worker and rely on public transport and the running times of most services for me are completely useless on the basis of 7 am to 7pm. No flexibility or support of me as a shift worker in healthcare. This also shows no actual thought to the future of Auckland city as the population expands as more people will be needed to work in the CBD and our buses and their time tables are not equipped to deal with this in the future. Better come up with some good ideas folks. Time is running out.</p> <p>Q2 - Support Comments: I support the proposed fares and ticketing policy outlined in the summary so long as it promotes easier access to alighting the buses and trains. I also would expect easier access to loading up the card rather than just at a few major train stations in Auckland. I feel the service could be better set up if accessible at shops etc like the current Hop card. I hope that fares would be kept economically viable to ensure that the public are not left out of</p>

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	Louise Morgan (#81)	<p>pocket from paying for them.</p> <p>Other Comments: It appears to my perhaps untrained eye that the map outline of the bus service for 2016 hasn't really altered much from what we already have in 2012. How do you propose to implement a faster and more direct service from the cbd to Papakura in the future whilst travelling down the Great South Road? I notice that the Southern route is the first route to be dealt with in 2013. Please think very carefully about what you change and alter on this bus route as it is an important access to my work and therefore my income and i need both! It is important that big bus planners at Auckland City council consider the rate paying public like me in all of this as what you do in the future could severely affect my life!</p>
772	Louise Sharp	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
684	Loutoa Allrecht	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
602	Lucy Kakano	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
153	Lucy Stallworthy	<p>Q1 - Support Comments: I support more frequent services on main routes and connector services so you can get from A to B with a change of bus/train. This is normal in overseas cities I have lived in. People will complain but they will get used to it.</p> <p>It also allows people to go across city rather than just into and out of central city. Frequency is important in Auckland's rainy weather. All trains should be no longer than 10 minutes apart at peak times. Also I would prefer to have less carriages on each train with more frequent services.</p> <p>Q2 - Support Comments: Ticketing must be integrated for people to fully engage with public transport. The ferries need to be included too. Zone system is sensible. We need to be able to buy daily, monthly and annual passes for each zone. Annual passes that offer a significant discount would be appreciated and would encourage more use as you have paid for it already.</p> <p>Other Comments: Re Annual ticketing, AT needs to work with big employers to make this affordable. In London the company I worked for paid for the annual train tickets and employees paid it back out of each pay (which was monthly). This enabled people to afford the ticket cost up front. Big companies with city offices and the likes of council should offer this. Also perhaps the university, airport etc.</p> <p>Services to Pukekohe need to be extended onto Tuakau. The whole of Franklin is a grown area with lots of families moving to the area. Many families move here as the house prices in Auckland are unaffordable if you want to have one parent at home with the children. However, one parent is usually still working in central Auckland and commuting. Currently the train services is inadequate, especially at night. We need an express train so the commute takes less time. I feel it is one of those 'do it and they will come' things. if you offer a service that is high frequency and faster than driving people will use it.</p> <p>There also needs to be park and ride facilities built at Pukekohe and/or buses services that link with the arriving trains and go to the outer areas of Pukekohe. Another alternative could be to run a shuttle train that just goes back and forth between Tuakau-Pukekohe-Papakura.</p>
867	Luke Fowler	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
394	Luke Scott	<p>Q1 - Don't Know Comments: I do not believe this plan (draft version) has been well publicised so haven't had a chance to digest the entire plan, hence the 'Don't Know' option has been selected above. However, I am in favour of more regular services as there is many occasions where I wait for a long time and then 2-3 buses arrive at the same time on the route I use daily. I would also say that the bus lane on Esmonde Road, Takapuna should be extended.</p> <p>Q2 - Don't Know [no comments provided]</p>
476	Lynda Dean	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>Could we please have a connecting bus on the last ferries on Friday and Saturday nights.</p> <p>Often we get off these ferries and have no form of transport to get home, no buses, taxis, etc. Not a good place to be in the dark at 1.15 in the morning. Does not encourage people, esp [sic] the young to stop drinking and driving! Esp [sic] if they have made an effort to catch the ferry. Even if the bus was a mini bus that did everywhere and then on to Takapuna.</p>
741	Lynda Hawtin	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>

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40	Lynette Brokenshire	<p>Q1 - Support [no comments provided]</p> <p>Q2 - Opposed Comments: the lack of ferry services to be integrated into the ticketing system would not encourage me to consider changing from driving my car from Narrowneck to the city each day. it is too unwieldy 2 have to purchase 2 separate ticketing systems - integration means all services combined - not a selective few. The argument about the cost of ferries does not stack up when you consider the maintenance needed for road repairs over the harbour bridge - not to mention - the need for another bridge.</p> <p>if you want to lower traffic volume on the bridge you need to make the harbour transport more attractive.</p> <p>My son catches the ferry to Auckland uni each day and he finds the cost prohibitive for a full time student also.</p>
739	Lynette Welsby	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
758	Lynne Graham	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
509	M Carol Scott	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>1.I totally support the further development of public transport for Auckland but I find this Plan lacking in adequate focus on future development of ferry services. I believe inner-harbour ferries (except for Devonport) are under-developed by timetables that fail to offer sufficiently frequent and well timed services. I have personally been instrumental, through Birkenhead Residents Association, in persuading Fullers and Auckland Transport to initiate a trial since December 2011, of improved weekend ferry services for Birkenhead, Northcote and Bayswater. This trial has been extremely successful, despite taking 3 years to achieve, and has resulted in markedly increased patronage.</p> <p>But the model that Auckland Transport operates to justify not extending services is wrong. I have found that AT operates a model where they will only extend passenger ferry facilities, especially within the inner harbour where and when the demand will justify the provision of services. The reality is that the service must be provided first in order for the demand to develop, not the other way round. The success of the weekend trial has proved this to be correct.</p> <p>2.I totally oppose the Plan's " Farebox Recovery Ratio" policy, to raise passenger fares to increase the level of farebox recovery. I believe it is a particularly flawed policy in a city like Auckland whose residents are renowned for their high dependence on private vehicle use. Aucklanders are very conscious of the delicate balance that exists between the cost and convenience of using their cars, versus the cost and inconvenience of using public transport. Raising fares immediately tips this balance, resulting in the loss of as many public transport passengers as the financial gains made from higher fares. A lose-lose situation.</p>
503	M J Sherard	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>ITEM OF BUSINESS: Auckland Transport Draft RPTP DATE: Friday, 02 November 2012</p> <p>I wish to speak to my submission. INTRODUCTION:</p> <p>1. As an avid public transport user [bus and ferry], I am supportive of the proposed Public Transport Network plans. The increased connectivity and flexibility in the provision of services are strongly supported as is the passenger connections / transfers area considerations. With the expansion of the tools and priority measures, these should be managed with the least disruption in terms of waiting time, ticketing and consistent information distribution.</p> <p>2. A move toward uniform ticketing should indeed be across the multiple transport providers in Auckland, as this will aid the consistency of the beforementioned. The introduction of a zone based fare system would aid this but only if there was an element of flexibility within the zone boundaries e.g. a passenger catches a bus at the last stop of a zone and exiting at the beginning of a neighbouring zone.</p> <p>3. I have however some concern that the new service network structure only looks to increase the existing rapid transit services on the Northern Busway. The Western routes eg, Hobsonville-Brigham's Motorway toward Huapai, Kumeu, Helensville seem to be overlooked. The Southern routes also seem to have suffered the same fate but not to the same level. It would be good to consider these areas as well given they are already being targeted for population growth and increased land use as the amenities infrastructure upgrades are completed. It should also be noted that this would meet the needs of rural and isolated communities specifically answering to the socio-economic characteristics of rural Maori communities and/or rural recreational tourism initiatives.</p> <p>4. The provisions given to allot priority to public transport should remain, not only as a marketing base but also for socio-human mobility and environmental factors. These should have more weight given in the plans. The provision of the Real Time Passenger Information System is a good initiative however more resources need to be given to this system to ensure accuracy and consistent online presence.</p>
657	M Morrison	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>

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859	Madison Cross	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
701	Madisyn Cadwallader	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
795	Mahira H	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
756	Malcolm Dyer	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
723	Malcolm Mana	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
621	Maraekaiti Teao-Taupo	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
798	Marcia Rangī	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
486	Maree Wells	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>(Submission sent to RPTP - 24.10.12) Submission re Train and Bus Services to Tuakau I support the MAXX trains service to Tuakau. I also support a bus service between Pukekohe, Tuakau and Port Waikato.</p> <p>(Submission sent to Mayor's Office - 24.10.12) [This part of the email removed, pertains to a different part of Auckland Council and irrelevant to the RPTP] Yesterday our local paper, Franklin County News, had an article on the front page regarding the lack of provision by Auckland Transport for Tuakau to have a train service. There is also no mention of a bus service between Tuakau and Pukekohe, and Port Waikato in the Auckland Regional Plan. It seems that the present minimal bus service could be discontinued.</p> <p>I understood you were very supportive of public transport being improved. There are many people living here who don't drive and are dependent on a public transport system. It appears that you are only interested in the Auckland area having the benefit of buses, and trains, or railcar services.</p> <p>[This part of the email removed, pertains to a different part of Auckland Council and irrelevant to the RPTP]</p> <p>Recently it was announced that it is no longer possible to buy tickets/passes for travel on the train. At present, these tickets are available at the I-site office. If the Pukekohe office is closed, I will have to get to Papakura, or possibly, to Auckland, to buy the passes in order to travel. This alone will stop many people from being able to use the train on a casual basis.</p> <p>[This part of the email removed, pertains to a different part of Auckland Council and irrelevant to the RPTP] -- content carries over onto Page 34 I do believe that it is important] to have a train service reinstated to Tuakau. I understand that you are trying to keep rates increases down to 4% Len, but I am disappointed that this area is to have such negative actions taken. [This part of the email removed, pertains to a different part of Auckland Council and irrelevant to the RPTP]</p> <p>Please take the time to consider this email, and I would appreciate your replying, hopefully in an affirmative way.</p> <p>(Resident of Pukekohe)</p>
562	Margaret & Garth Harris	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>SUBMISSIONS TO THE DRAFT AUCKLAND REGIONAL PUBLIC TRANSPORT SYSTEM</p> <p>I was horrified to arrive home yesterday to emails from my local GreyPower informing me of some content of the Draft Auckland Regional Transport Plan with potentially Huge implications for a large sector of Auckland. On Page 35 of the Plan news of a possible removal of the evening senior concession (past 3 pm). "on the grounds that it is nationally inconsistent and unaffordable".</p> <p>We live on WAIHEKE. The decision to come to live at WAIHEKE was made four years ago and was based on financial considerations. The Big news is that people who are not yet 'retired' have no idea what a difference not having regular income (and no prospect of it) makes to life. Like all grandparents we help with our grown children and grandchildren where we can, including financial help.</p> <p>NONE OF THE FAMILY HAS BEEN ON A BENEFIT APART FROM NATIONAL SUPERANNUATION.</p>

Sub #	Name	<p>Q1: To what extent do you support or oppose the direction of the proposed Public Transport Network outlined in the Summary Document and draft Plan (chapter 5)? This proposes a shift towards a simpler, more connected network, with expanded frequent services, but is dependent on some passengers making connections to access more destinations.</p> <p>Q2: To what extent do you support or oppose the proposed Fares and Ticketing Policy outlined in the Summary Document and draft Plan (chapter 6.4)? This would enable the use of a single ticket across different operators and public transport services and a shift towards a zone-based fare system.</p>
	Margaret & Garth Harris (#562)	<p>NONE OF THE FAMILY HAS BEEN IN PRISON. WE ALL TRY TO BE GOOD CITIZENS. MY HUSBAND AND I WORKED FOR MANY YEARS PAYING TAXES AND RATES. RATES ON WAIHEKE ARE NOT CHEAP. IN LOTS OF WAYS WAIHEKE DOES NOT GET ITS FAIR SHARE FROM THE CITY SPENDING OF OUR RATES. ONE COMPENSATION AND CERTAINLY A LARGE FACTOR IN OUR DECISION TO LIVE HERE WAS THE SUPER GOLD CARD CONCESSION.</p> <p>DISADVANTAGES OF NOT BEING ABLE TO TRAVEL POST 3PM ON THE FERRY TO OR FROM WAIHEKE. (AND TRUST ME WE WON'T BE ABLE TO PAY!) INCLUDE:</p> <ul style="list-style-type: none"> * THERE IS NO BRIDGE BETWEEN WAIHEKE AND THE REST OF THE CITY. WE ARE TOTALLY RELIANT ON THE FERRY UNLESS WE ARE MILLIONAIRES WHO TAKE THEIR CAR ACROSS EACH TIME. * THERE IS NO OPPORTUNITY TO LISTEN TO AND PARTICIPATE IN CULTURAL EVENTS HELD ON THE MAINLAND WITHOUT TRAVEL THERE. * THERE IS NO OPPORTUNITY TO TAKE ADVANTAGE OF THE WIDE RANGE OF TOPICS TO LEARN AT TERTIARY INSTITUTIONS CONTINUING EDUCATION CLASSES. * THERE ARE NO MEDICAL SPECIALISTS PRACTISING ON WAIHEKE, NOR DENTAL. * THERE IS NO HOSPITAL ON WAIHEKE. MY HUSBAND HAD A BAD ACCIDENT EARLIER THIS YEAR AND HAD TO SPEND SOME TIME AT AUCKLAND HOSPITAL. I WOULD NOT HAVE BEEN ABLE TO VISIT HIM WITHOUT STAYING IN THE CITY. * IT TAKES 4 HOURS FROM DOOR TO DOOR FOR A ONE HOUR APPOINTMENT. * SPECIALISTS IN TOWN ARE NOT ALWAYS GOING TO BE ABLE TO GIVE US AN APPOINTMENT AT A TIME WHICH MEANS WE CAN GET THERE AND BACK BEFORE 3 PM. <p>For Waiheke residents the Transport Plan which purports to improve the life of the residents of Auckland City will in effect achieve quite the opposite for seniors if the post 3 pm concession is removed for ferry travel on the Waiheke route. How could you not know this!</p> <p>WE HAVE A BETTER IDEA:</p> <p>NEGOTIATE A RATE WITH FULLERS WHICH MEANS AUCKLAND TRANSPORT AND THE GOVERNMENT DO NOT HAVE TO PAY SO MUCH. THE TRAFFIC ON THE FERRIES HAS GROWN ENORMOUSLY IN THE LAST FEW YEARS. ON SOME FERRIES THERE IS A SEA OF GREY HAIRS - PEOPLE COMING OVER TO ENJOY OUR SCENERY AND CLIMATE. TO PUT IT BLUNTLY FULLERS ARE 'CREAMING IT'.</p>
548	Margaret Bijl	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>I applaud your efforts in trying to improve public transport in our city. My recommendations are Retain Super Gold card privilege of free travel after 3 pm Continue to provide student concessions. Retain cross suburban transport The Link buses must be timetabled and run to that time.</p> <p>I support these views</p> <ol style="list-style-type: none"> 1. The Super Gold Card subsidy which allows Seniors to travel without cost is a resounding success. We Seniors are all grateful for this benefit. But it seems there are those who want to penalize seniors considering they are privileged over other needy people. This is a false economy. The benefits of older folk going out and being part of the community are immeasurable. This is similar to increasing the dog fees for seniors who have a responsible dog owners' certificate. We as a group are paying proportionately more in rates yet our few benefits are under attack. If a single elderly person remains in a family home they still pay rates just as if there were 4, 6 or even 8 people in that house. But the one occupant makes a much smaller demand on council services. If you travel on the bus or train it is not possible to go far in Auckland without failing to return before 3 PM 2. The Council in its wisdom is subsidising events which come to Auckland considering that any event will bring in millions in revenue. Has anyone thought that when Seniors have a day outing using the Gold Card that they too purchase goods and food on such trips providing business with income. So Auckland Transport is better utilised and subsidised by Central Government, and businesses receive revenue. If it is good enough for car racing and sports events why does the council take such a miserly attitude to the elderly who may need to travel after 3pm. 3. If you go to most overseas cities which have good public transport I think the evidence shows that a subsidy on transport is well repaid by benefits of reduced cars on roads and better use of all amenities. 4. Auckland is spread out if you want to make a journey to a difficult to reach place e.g. a bus trip to South Auckland from a suburb like Mt Eden, then the time taken to make the journey is long. To ensure being on the Mt Eden bus before 3 your visit will need to be curtailed. Similarly if you have an appointment with the hospital you have little control over the timing. 5. I understand that you intend to terminate those buses which travel across suburbs like Onehunga to New Lyn or along Greenlane. The more you allow ribbon developments and only have public transport that travels into the centre, the more people will need to have their own form of transport. 6. Many years ago I lived in a far flung suburb so experienced all those types of problems. I am impressed with the inner, outer link buses. But as far as I can see they do not run to a timetable. The other day there was one yellow bus immediately behind the other. Public transport needs to be reliable i.e. it must run to a designated timetable that allows the travelling public to catch an appropriate bus or train which allows them to be punctual for work or an appointment. Thank you for your time
717	Margaret Lawer	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>

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663	Margaret Riwai	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
782	Marguerite Potter	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
767	Maria Jackson	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
276	Maria W M de Beer	<p>Q1 - Support [no comments provided]</p> <p>Q2 - Support Comments: I support a single ticket system for All public Auckland Transport services.</p>
52	Marie Arnold	<p>Q1 - Opposed Comments: I feel the proposed network is too simple with loss of connections that allow people to use public transport rather than cars. If the connections between suburbs are not there more cars will be on the road. Everyone does not work in the central city.</p> <p>Q2 - Neutral [no comments provided]</p>
164	Marie Cameron	<p>Q1 - Neutral [no comments provided]</p> <p>Q2 - Support [no comments provided]</p> <p>Other Comments: Yes - why has the issue of dogs on public transport not yet been addressed? NZ lags behind the rest of the World in this regard which, given our "clean green" reputation, is somewhat embarrassing. NZ gives the appearance of being vehemently anti-dog, and the existing transport policies do nothing to improve public transport accessibility for dog owners. Look at the UK or Germany, or any number of other countries - if they manage to safely and happily allow dogs on public transport, why can't we? Really, what is the issue here, and where is the evidence to suggest that allowing this would pose any significant risk at all? If you really do care about being environmentally friendly, and improving access to, and use of, public transport, stop excluding a large proportion of the population from using it! Be sensible and have rules - by all means only allow registered dogs to travel, as this implies a level of dog owner responsibility, and is easy to enforce as all registered dogs wear their registration tags. Having said that, dog registration does not exist in many other countries, and still there are no issues with dogs on public transport.</p> <p>It is time to admit that existing policy is antiquated and discriminatory, and make the bold move to go for a change</p>
474	Marie Muggeridge	<p>Individual posted their submission, entire submission contained below SUBMISSION: If you do not have a car in Auckland, often two or more buses or trains can be involved to get to a destination. North Shore Hospital visiting time is <u>2pm</u> so on the homeward journey <u>peak hour</u> travelling is involved. The time factor is again involved for hospital appointments, other appointments, voluntary work, visiting friends or families; minding children etc <u>peak hour</u> travelling on the homeward journey can be involved. A day out to Orewa or Waiheke Island in the summer involves <u>peak hour</u> travelling.</p> <p>The government has abolished gift duties because only a few millions of dollars were collected. Now through its Transport Agency it wants to restrict Superannuitants in their use of the Gold Card having <u>no appreciation that it takes time to travel by public transport in Auckland and peak hour travelling is often involved</u>. I hope cognizance is taken of the <u>time factor</u> involved in travelling on public transport <u>in Auckland</u> and that Superannuitants will not be restricted in <u>peak hours</u> from travelling using the Gold Card. 15.10.12</p>
140	Marlene Philpott	<p>Q1 - Strongly Opposed Comments: We need a train and please support the maxx train service to Tuakau.</p> <p>Q2 - Don't Know [no comments provided]</p> <p>Other Comments We need a train service to Tuakau</p>

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595	Mary Keogan	<p>RAIL PASSENGER SERVICE TO TUAKAU (Contains EXTRA note from Submitter) Can Auckland Transport please support the MAXX trains service being extended to Tuakau. We <u>need</u> a commuter train service to Tuakau. * We are a growing township and we need a train service to Auckland. * We sent a petition of 3500 signatures to Parliament last year in support of a commuter rail service. * We have university students who would like to live at home and commute to uni by train. * We have upwards of 200 commuters who have to travel to Pukekohe to catch the commuter train service and would appreciate being able to catch the train in Tuakau. * We have the resources to upgrade our rail platform ourselves if need be.</p> <p>BUS SERVICE - TUAKAU to PUKEKOHE Can Auckland Transport please support the continuation of our bus service from Tuakau to Pukekohe. * The major supermarkets are in Pukekohe along with other large retailers. * We also need to catch the bus for education, work and leisure purposes in Pukekohe. Thank you for considering my submission.</p> <p>** We need to have a train and a Bus</p>
721	Mary L. Cullen	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
828	Mary Larsen	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
355	Mary Smith	<p>Q1 - Neutral [no comments provided]</p> <p>Q2 - Neutral [no comments provided]</p>
875	Massey Ferguson	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
865	Mat Konamalai	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
821	Mate Unkovich	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
280	Mathew Stewart	<p>Q1 - Strongly Support Comments: The increase in coverage is great and the simplicity of the network is a must if we are to create a successful public transport network. Please keep working towards the ideal of a truly turn up and go network, it is only when this network is developed that we can start to move towards a truly successful and competitive public transport network.</p> <p>I did notice some of the routes look a bit indirect and ramble around many streets, this seems to fly in the face of a direct efficient network. Can this be changed to provide more direct routes? I also noticed in areas such as Wattle Downs there are one-way circular routes, before they head towards the city. I think a way one system could be deemed inefficient as if I am near the start of the system I have to ride for 5-10 minutes before I actually start heading back towards my destination and not away from it. I would much prefer a 2 way route at lower frequencies each way, and then i can choose to cross the road and catch the one going the wrong way if real-time information tells me my bus is not due for some time. However, overall a very positive direction for Auckland.</p> <p>Q2 - Support Comments: I strongly support the aim of one integrated ticket for the whole public transport network, where customers are NOT charged for transfers.</p> <p>The zone boundaries need work as seem to favour some areas than others. Perhaps they could be more generous (i.e. cheaper) for areas with low public transport uptake to encourage increased use, when use increases change the boundaries. The document is not clear as to how we will be charged. If I travel from zone 2, through zone 1, and get out at zone 2 will I be charged for 1, 2, or 3 zones? Would it be cheaper to get a bus that travels to the same destination but stays in zone 2 the whole time?</p> <p>I strongly oppose plans to remove the Super Gold Card benefits. In London all people over 60 (or 65 not sure) have free travel at all times. We live in a wealthy country and should be taking care of our elderly not casting them aside. Let's show some kindness and let the elderly have free travel, if London can do it so can we....John Key keeps saying how well we are going compared to economies such as UK, so surely we can have free travel for the elderly when they do. Of course it will cost more in Auckland; there are more people and more public transport options!!</p>

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405	Matt Lowrie	<p>Q1 - Strongly Support Comments: I support the proposed changes to network structure as it will enable Auckland Transport to deliver a more legible and useful network that will be key to boosting patronage. Recent service and marketing improvements have shown to be successful so this new proposed network will have a large positive impact on patronage and farebox recovery. As the new network will require more transferring I do feel that it is important that Auckland Transport put a lot more effort into improving transfers by making them easier for people. I also feel that it is important for the plan to emphasise that proposed network is using the same amount of resources as are used now, just more efficiently.</p> <p>Q2 - Strongly Support Comments: I support the idea of moving to a zone based system and think it will be a key component to ensuring the proposed network is able to work effectively. I do however feel that more work needs to be done on the proposed zones, in particular I feel that at least the North Shore and South Auckland should perhaps have some changes made to ensure fairness across the region. I would also like Auckland Transport to consider larger cross over zones.</p> <p>Other Comments: Auckland Transport is to be commended for finally taking the opportunity to not just tweak the existing bus network but to redesign it from the ground up. It will likely be difficult as people often object to change however is very much needed if we are to seek not only value for money but also enhanced usability from our PT network.</p>
833	Maui Tate	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
665	Maureen Wilson	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
708	Maurhys Teau-Harris	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
28	Mauro Murace	<p>Q1 - Support Comments: Looking at the map, it looks like most parts of the city are connected, which is good. However it is very important to know how long is the time required to do the connection and the distance one person has to walk to get that connection. The most conflictive days/dayparts are related to home/job/home commute, and that's when people really need straight and frequent services to reach the office on time. The same to go home when children and family are waiting for him/her.</p> <p>Q2 - Strongly Support Comments: I strongly support this option. I think it should be compensation for people who choose public transport every day.</p> <p>Other Comments: It is almost impossible for every person to have a station VERY NEAR home, so it is always necessary to walk at least a couple of minutes to reach the bus/train/ferry. Most people would consider a scooter or bicycle to do this short distances to make the commute shorter, so it could be a good idea to be able to take a buke on the public transport. It could be also very useful to have free or very cheap car-parks at every big or medium stations because this will allow people to use their car only for short distances until reaching the public transport.</p>
675	Max Field	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
780	May Potter	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
697	Melany Stirling	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
201	Melissa Gunn	<p>Q1 - Strongly Opposed Comments: Whilst Auckland needs more frequent bus services, expecting passengers to make connections to access more destinations (i.e. removing many of the current routes) is a counterproductive move. There need to be at least the current number of routes, but with more buses overall enabling more frequent services. Inevitably making connections slows down the total time taken to get places, and this would make people think twice about catching buses. Additionally the Birkenhead/Glenfield area does not appear to be served on the draft documents.</p> <p>Q2 - Support [no comments provided]</p>

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726	Melissa Lennox	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
704	Merle Murrell	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
671	Metuaariki Paniora	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
193	Michael Power	<p>Q1 - Support Comments:</p> <p>I note that rail capacity and services are slated for increases from 2014. My submission is calling for rail services to Pukekohe to be brought into line with the rest of the City. Pukekohe is now within the Auckland Council jurisdiction, ratepayers pay for Public Transport, yet the services we currently receive are nothing short of pathetic and short sighted. It seems to be the case that everywhere else gets increased services/new stations etc but Pukekohe always misses out or is regarded as unimportant</p> <p><u>Rail</u></p> <ol style="list-style-type: none"> 1) Rail services to start earlier than the 6am current start time & continue later into the evening, especially on a Fri/Sat night. 2) Rail services on a weekend; even if it were an hourly DMU shuttle to Papakura so residents can connect with trains currently starting/terminating at Papakura. This would only take an additional 1 or 2 drivers to effectively run 1 shuttle train between Pukekohe & Papakura all day. 3) Park & Ride facility of acceptable size/quality to other Auckland Stations needs to be provided sooner rather than later. <p><u>Bus</u></p> <ol style="list-style-type: none"> 1) Current Bus services are severely lacking, both in frequency and coverage. Pukekohe is a large town now, yet some residents need to drive or walk a long distance to be able to get on a bus because the bus routes don't go around enough of Pukekohe. <p>Q2 - Strongly Support Comments:</p> <p>This needs to be brought in as soon as possible. Current system is far too complex and confusing for citizens.</p>
589	Mike Nudds	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>Some months ago I had a midday appointment with a dental specialist in Newmarket. I live in Mount Eden so I decided to use the Outer Link bus service. I looked up the route on the Maxx travel planning system and this is what I saw:</p> <div data-bbox="433 1192 1525 1604" data-label="Complex-Block"> <p>Stop: 8514 to Newmarket</p> <p>11:45am Outer Link - Outer Link Anti Clockwise</p> <p>Metrolink Departs from 532 Mt Eden Rd (Stop 8514) Arrives at 277 Broadway (Stop 7203) \$1.90 \$1.10 (child)</p> <p>Walk 80 metres to Newmarket (Stop 7203) (1mins)</p> <p>Show Walk Map</p> <p>More Times</p> <ul style="list-style-type: none"> 11:45am - 11:57am 11:30am - 11:42am 11:15am - 11:27am 11:00am - 11:12am 10:45am - 10:57am 10:33am - 10:45am 10:18am - 10:30am 10:03am - 10:15am 9:48am - 10:00am </div> <p>Stop 8514 is on Mount Eden Road half way between Windmill Road and Disraeli Street. I arrived there just before 11:15 a.m. Fifteen minutes later at 11:30 a.m. the Outer Link had still not arrived. The real time system said "DELAY". I started walking slowly up Mt Eden Road towards the village in the hope that I would see the bus coming. It did not. By the time I had arrived at the corner of Mount Eden Road and Stokes Road it was 11:40 a.m. and there was still no sign of the bus so I decided that I would have to walk to my appointment. I eventually arrived sweaty, out of breath and several minutes late.</p> <p>Once I had apologised and explained the reason for my lateness, the dentist, who had been waiting for me, told me that he often receives calls from patients to say that they will be late because their bus or train had not turned up on time. When I discussed this story with friends and family they all had stories about how they had tried to use public transport to get to work but had, for one reason or another, become frustrated and given up.</p> <p>On 26th March 2012 Brian Rudman published a column in the NZ Herald headed "Our '99 per cent' bus service - ya gotta laugh." He opened the piece by ridiculing the bus statistics: "Auckland Transport's latest "good news" bus-service statistics read like the electoral results of some tin-pot dictator. Indeed, they're so fantastical any self-respecting dictator would have had them scaled down. The transport overlords claim last month, Auckland's public bus fleet scored 99.88 per cent for "reliability" and 99.24 per cent for punctuality."</p>

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He went on to explain why he thought these figures were fabricated and suggested that:
 "It's past time for a more rigorous and independent monitoring of the service. If it proves everything really is 99.99 per cent wonderful, then I'll climb back into my bus shelter and accept it all."

This article attracted nearly 70 comments and most of them agreed with Rudman. On 3rd September 2012 he wrote another column about public transport in Auckland. This one was directed to Dr Levy after his appointment as the new head of Auckland Transport. It was headed "Just get the buses running on time". In it he recommended that Dr Levy and his fellow executives spend a month using public transport to get to and from work. "Stuck in traffic in a badly lit, badly ventilated bus, or waiting wanly at a train station, they might see the industry they run through the eyes of the longsuffering user. Not only might they realise the 99.9 per cent bus regularity figures they tick off at each board meeting are pure fiction, they might appreciate the need for more bus lanes, more bus shelters ... need I go on?"

On 24th August Melissa Low wrote a piece in Te Waha Nui headed "Auckland Transport responds to Facebook pressure over 'nightmare' bus service". She wrote:

"More than 600 people have liked the Facebook page '881 - Why you no come?', a page being used to share negative experiences of the North Star 881 bus service. The page received 400 likes in the first 24 hours, and it took less than a week for Auckland Transport to respond. University of Auckland student Susannah Cowan created the page last week after three 881 buses failed to show up at the Albany station as scheduled on a Monday morning. "With uni, if you have a test and the 881 is late, it screws you over," says Cowan. "If you pay \$33 dollars a week for a service, it should meet your expectations."

The Auckland Transport blog has also run a couple of posts about the punctuality of the bus services in Auckland. Here are a couple of comments:

June 19, 2012 at 3:29 pm • Reply

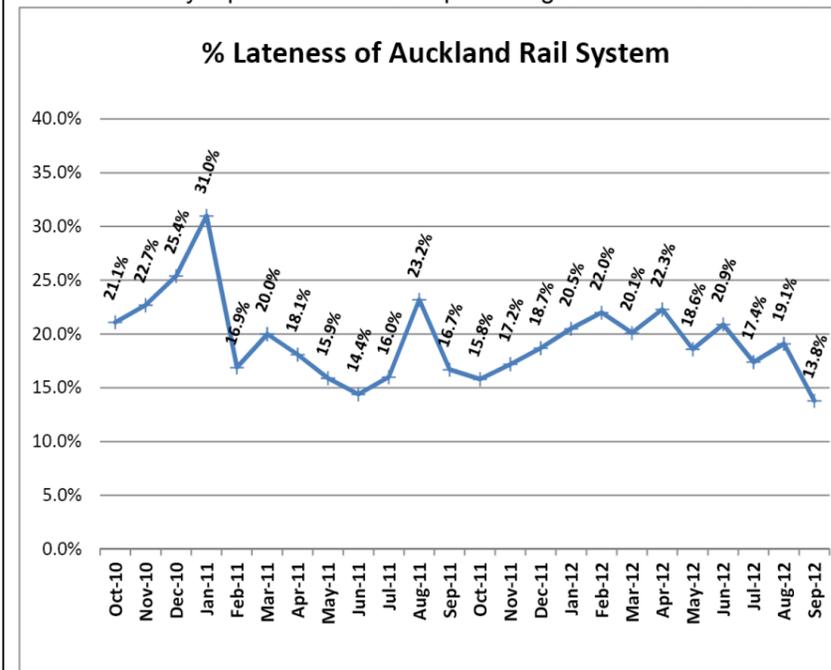
"Couldn't agree more with your thoughts Peter. It's, putting it mildly, an utter disgrace how the bus companies can't seem to honestly report on their performance. A few years back when I lived in Kohimarama, I actually kept a detailed record of the times my buses arrived at my stop for about a month. I worked out that well over 70% of the buses I caught to the city failed to arrive at my stop within 5mins of schedule. Several buses actually arrived more than 20 minutes late — often arriving in unison with the following service. I had been complaining to Stagecoach for several years previously about the poor on-time performance of their buses on that particular route only to get excuses. I decided to send my findings to what was then the ARTA who, I've been told, had a 'chat' with a senior manager at Stagecoach... Lo and behold the following week after their 'chat' every single bus was on time (i.e. arrived no more than 5 minutes late). I thought at the time it was a damn shame that neither Stagecoach or ARTA had the ability to monitor buses and pick up which services were experiencing issues — I had to collect evidence myself and pass my findings on to Stagecoach via ARTA for something to be done about it."

September 17, 2012 at 9:01 am • Reply

"Based on the totally unscientific measure of the number of grumpy texts I get from my other half about late/non-existent buses, I can assure you that you are certainly not the only customer affected. I mentioned the reliability statistics to him the other day (after yet another unfortunate public transport experience). How he laughed."

Taken together these individual anecdotes suggest that Auckland's bus operators are unable to provide a service that runs to schedule and that this is a systemic failure. It also suggests that Auckland Transport is unaware or has decided to ignore customer sentiment about the shortcomings of the bus services in Auckland.

I don't use the trains but I have taken an interest in their ongoing performance because of the large amount of money that Council is proposing to spend on developing the railway network. The following charts are based Veolia's monthly reports and show the percentage of services that miss their arrival time by more than 5 minutes.

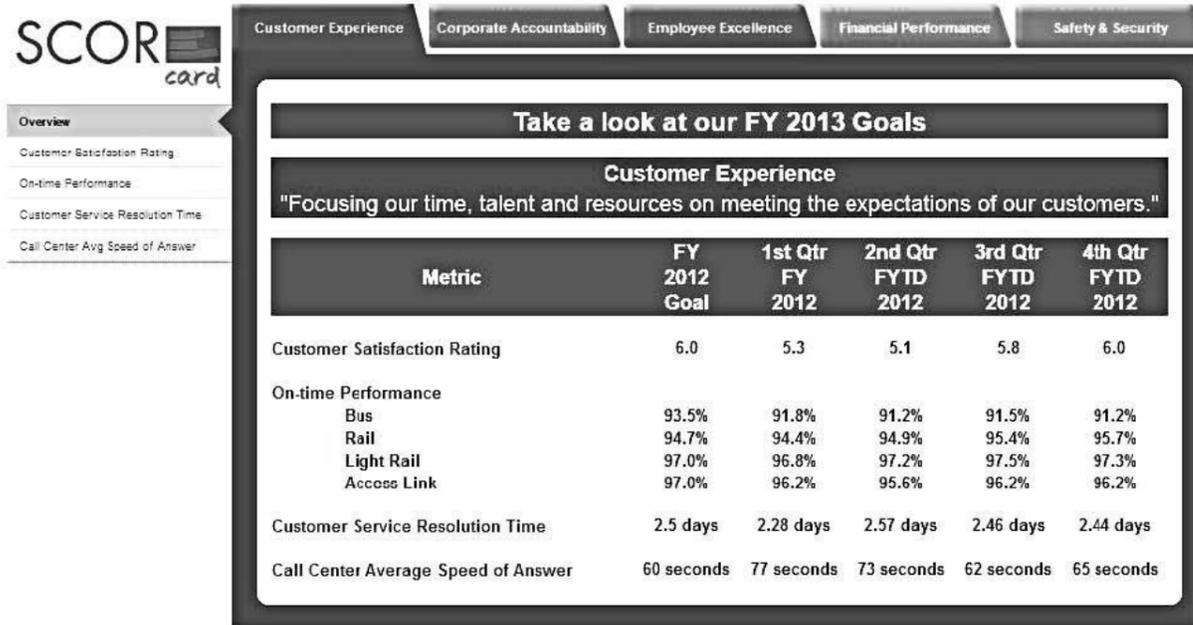


Sub #	Name	<p>Q1: To what extent do you support or oppose the direction of the proposed Public Transport Network outlined in the Summary Document and draft Plan (chapter 5)? This proposes a shift towards a simpler, more connected network, with expanded frequent services, but is dependent on some passengers making connections to access more destinations.</p> <p>Q2: To what extent do you support or oppose the proposed Fares and Ticketing Policy outlined in the Summary Document and draft Plan (chapter 6.4)? This would enable the use of a single ticket across different operators and public transport services and a shift towards a zone-based fare system.</p>
	<p>Mike Nudds (#589)</p>	<p>On March 18th 2011 the AKT blog (www.akt.nz) published Auckland Transport's reply to a customer who had made a complaint about the poor performance of Veolia in regard to the operation of the Auckland rail network. It said (in part):</p> <p>"Auckland Transport is aware of a number of factors that have been influencing the ability of Veolia Transport to deliver the timetabled services in a timely manner. Auckland Transport has a target of 85% punctuality (trains arriving at their destination within five minutes of their scheduled time), a performance level that, while quite low by some international standards, takes account of the condition of the assets (tracks and signalling equipment) and the age of the equipment (trains)."</p> <p>In the 18 months since March 2011 Auckland Transport has only met its own target of 85% punctuality on two occasions. This failure to make any headway was reflected in a post on the Auckland Transport blog dated 17th June 2012 and headed "Why is our rail punctuality so hopeless?":</p> <p>"Compare Auckland's performance with a couple of nearby cities: Sydney and Melbourne – which have far more complicated and busy rail networks than Auckland, and often systems riddled with lots of equipment that is much older than what we have here (aside from our decrepit trains, the Auckland network has been pretty much completely rebuilt over the past decade). Melbourne, in the last couple of months has had punctuality of around 90- 92%, while Sydney – which reports on peak-time punctuality (probably a tougher standard to meet due to higher loads), and has always been above 90% and often about 95%"</p> <p>The figures produced by Veolia show absolutely no evidence of any attempt at continuous improvement and it appears that excuses are preferred to concrete results.</p> <p>Punctuality is only one facet of a customer's perception of the services provided by Auckland Transport but it is a very important facet. In the spring 2012 issue #40 of Access magazine Hiroyuki Iseki et al published "Thinking Outside the Bus". This article suggests that the key factors that influence a customer's satisfaction with transit services can be expressed as a hierarchy of preferences:</p> <p>FIGURE 2 Transit Travelers' Hierarchy of Preferences</p>  <p>The article concludes: "While lower in-vehicle travel times and comfortable, informative, and attractive stops and stations can make travelling by public transit more agreeable, what surveyed passengers report that they really want most is safe, frequent, and reliable service, plain and simple."</p> <p>Jarrett Walker, one of the consultants involved in the development of the Draft Auckland Regional Public Transport Plan, reached this conclusion about the plan on his Human Transit blog: But as Aucklanders begin discussing the plan, I hope they stay focused on the core question: 'Are you willing to get off one vehicle and onto another, with a short wait at a civilised facility, if this is the key to vastly expanding your public transport network without raising its subsidy?' That is the real question before Auckland now. The rest is details.</p> <p>While the use of transfers may significantly improve the public transport network it will also greatly increase the pressure to provide punctual, reliable services.</p> <p>Information about overall customer satisfaction with the existing network is very hard to find. The plan itself suggests that 86% of customers are satisfied but it does not provide any details or reference to the source of this information. In fact Auckland Transport's annual report for 2012 says that only 82% of the bus and rail customers are satisfied with the service they receive. These figures are effectively meaningless because there is no explanation of how they were compiled, when they were compiled, and the questions that were asked to arrive at these conclusions. The results are not broken down into a sufficient level of detail and the surveys are not conducted sufficiently frequently to provide any meaningful trend. There seems to be a complete lack of openness and transparency on the subject of customer service and I can find no mention of it on the Auckland Transport website.</p> <p>This is in direct contrast to the approach taken by NJ Transit which is New Jersey's public transportation corporation. In 2011 NJ TRANSIT introduced Scorecard which their Annual Report says: "combines the results of</p>

Sub # **Name** **Q1: To what extent do you support or oppose the direction of the proposed Public Transport Network outlined in the Summary Document and draft Plan (chapter 5)? This proposes a shift towards a simpler, more connected network, with expanded frequent services, but is dependent on some passengers making connections to access more destinations.**

Q2: To what extent do you support or oppose the proposed Fares and Ticketing Policy outlined in the Summary Document and draft Plan (chapter 6.4)? This would enable the use of a single ticket across different operators and public transport services and a shift towards a zone-based fare system.

online quarterly customer satisfaction surveys with a series of metrics based on corporate wide standards that are built around five pillars. The results are used to measure overall performance and make strategic business decisions that help NJ TRANSIT “move the needle” in a positive direction, bringing accountability to our riders and the taxpayers of New Jersey.”



Mike Nudds (#589)

NJ Transit’s scorecard shows a clear improvement in performance over the first 12 months it has been in effect. Here is an example of the customer satisfaction survey for Light Rail which is one of the five travel modes offered by NJ Transit:

Please refer to Attachment 8, Page 47 of the Attachments to Submissions Document <http://www.aucklandtransport.govt.nz/submissions>

You can see other results at http://www.njtransit.com/var/var_servlet.srv?hdnPageAction=SurveySystem

Scorecard, in conjunction with regular “We’re Listening” forums, where executives get to meet the public and listen to their concerns about public transport, is turning NJ Transit into a truly customer oriented organisation.

The draft ARTP suggests a number of ways these issues will be addressed under the following headings:

- * 3.6 Monitor and continuously improve service delivery
- * 6.1 Use customer feedback to continually enhance the product
- * 6.6 Provide a high-quality travel experience
- * 6.8 Provide a range of customer feedback channels
- * 10.1 Undertake regular monitoring and reporting of service and system performance

“Use customer feedback to continually enhance the product” is an excellent objective. Unfortunately the draft RLTP does not provide any detailed information on how this will be done nor is it included in the implementation timetables. This suggests that it is viewed as a subsidiary objective to getting on with implementing the routes set out in Appendix 1. This conclusion is reinforced by the complete lack of data about customer satisfaction on the AT website, the lack of openness and transparency about the current performance of transport services, the failure to deal with the misleading reporting from the bus companies and the failure to improve on the abject punctuality performance of the rail service.

Recommendations:

- 1). Auckland Transport will expand the draft RLTP to include the development of a system based on NJ Transit’s Scorecard system, customised to meet local requirements and given top priority in the implementation plan.
- 2). AT will conduct quarterly customer satisfaction surveys using similar metrics to those employed by NJ Transit.
- 3). AT will require all contracted service operators to provide the operational data set out in 3.6(b) on page 32 of the ARTP within two days of the end of each calendar month.
- 4). AT will regularly audit the data provided by third parties to ensure that it accurately reflects the conditions customers are experiencing.
- 5). AT will publish the raw data collected in (2) & (3) above on its website as soon as it is available along with graphical summaries so the ratepayers and customers can follow progress against scorecard objectives.
- 6). All future AT development will make a clear contribution towards advancing the metrics included in the AT Scorecard.
- 7). All future contracts with service providers will include financial incentives for exceeding quantified scorecard objectives and a penalty regime that will be imposed where performance falls short of agreed baseline performance metrics or where performance data has been falsified. These penalties and incentives and progress against them will be regularly detailed and updated on AT’s web site for each provider.
- 8). AT will create a public forum on their website where the public can ask questions and provide feedback about public transport issues and proposals

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836	Morgane Biosa	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
5	Mr Burgess	<p>Q1 - Strongly Opposed Comments: Why is there no connection between the largest suburb in Auckland (Glenfield) and Takapuna? Not every trip is into the City. This is obviously designed by someone who has never used public transport.</p> <p>Q2 - Don't Know Comments: Dont care. If the routes are not there ticketing is not an issue.</p> <p>Other Comments: Start again. Should be ADDING routes, not destroying them. Look at connecting main suburbs with other suburbs, rather than superimposing a map of the London underground over the Auckland area. Please get someone who actually USES the existing transport system to design/add to it. Sick of people sitting in (taxpayer funded) cars making these decisions.</p>
313	Mr Ripley	<p>Q1 - Support Comments: The "Outer Link" service needs to be retained. There is still a need for the long cross-town routes serving areas not adjacent to the railway. For example, the plan has a trunk service from Pt. Chevalier to Ellerslie but it goes not further. This should continue up Ladies Mile, turn right into Remuera Road and St.John's Road, down Felton Matthew Avenue & Merton Road to Glen Innes, Elstree Avenue, Crossfield Road, and Riddell Road to St. Heliers. A trunk connection is needed to remove the gap between New Lynn and Onehunga, perhaps by extending the New Lynn - Mt. Roskill service via Woodward Road, Richardson Road, Stoddard Road and Highway 20. The rail link to Manukau needs to be extended to Botany Downs (terrain would probably preclude Howick) and the Manukau station needs to be resited nearer the Manukau centre - like the New Laynn trench. Until integrated ticketing is a reality, transfer tickets need to be provided between Western and Southern trains at Newmarket in the same manner as between trains from Papakura to Manukau trains at Puhinui, as one cannot transfer from a Western train arriving at Platform 3 and the Southern one ready to depart from Platform 4. There are no ticket vending machines on the platforms at Newmarket and there is not time before the Southern train departs to go upstairs. Having only one vending machine for a station with the traffic through Newmarket is ridiculous! Connections at Newmarket need to be improved, although the 10-minute frequency when the electric trains are up and running will attend to that.</p> <p>Q2 - Opposed Comments: If the entire North Shore is to be two zones from the city, so should West Auckland and South Auckland. I note that the New York Subway has a flat fare over the entire system, but the surface commuter trains do not. Another alternative is a fare based on time (i.e a passenger purchases a go-anywhere ticket for 1, 2 or 3 hours validity)</p> <p>Other Comments: Will a 15 minute frequency provide sufficient connectivity where more than one change is required?</p>
829	Mrs Davey	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
850	Mrs Dromgool	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
849	Mrs Peters	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
423	Munroe Lewis Graham	<p>Q1 - Support [no comments provided]</p> <p>Q2 - Support [no comments provided]</p> <p>Other Comments: INTRODUCTION: This is a personal submission, but the submitter has membership of a number of organisations with relevant interests as follows: (i) Past President and current Board member of Civic Trust Auckland (CTA). This is a non-profit public interest group, incorporated in 1968, with activities and interests throughout the greater Auckland region. The aims of the Trust include: * Protection of natural landforms; * Preservation of heritage, in all its aspects; * Encouragement of good planning, for the City and Region. The Trust considers that good planning includes provision for quality public transport. (ii) Member NZ Railway and Locomotive Society. (iii) Member Campaign for Better Transport.</p>

Sub #	Name	<p>Q1: To what extent do you support or oppose the direction of the proposed Public Transport Network outlined in the Summary Document and draft Plan (chapter 5)? This proposes a shift towards a simpler, more connected network, with expanded frequent services, but is dependent on some passengers making connections to access more destinations.</p> <p>Q2: To what extent do you support or oppose the proposed Fares and Ticketing Policy outlined in the Summary Document and draft Plan (chapter 6.4)? This would enable the use of a single ticket across different operators and public transport services and a shift towards a zone-based fare system.</p>
	<p>Munroe Lewis Graham (#423)</p>	<p>PREVIOUS SUBMISSIONS: I submitted recently on the draft plan for Otahuhu/Mangere. That submission proposed a number of transport related initiatives and urged reconsideration of the current vague plan for an airport rail connection, to better serve the local area.</p> <p>CIVIC TRUST AUCKLAND SUBMISSION: I support the Civic Trust Auckland submission on this proposed plan</p> <p>PUBLIC TRANSPORT NETWORK: I support the direction of the proposed Public Transport Network outlined in chapter 5 of the Draft RPTP and commend the advances made in the areas of rail electrification and integrated ticketing. More frequent, reliable and faster services will enhance transport options for those wishing to travel around Auckland and will thus contribute to making the city more liveable.</p> <p>I read on page 58 that route protection is being undertaken for the following projects:</p> <ul style="list-style-type: none"> * Airport rail loop; * Waitemata Harbour Crossing; * Rail to the North Shore; * Avondale-Southdown rail corridor <p>I support these projects, (subject to more careful consideration of options re the Airport loop) and would like to see them implemented sooner than projected, particularly the airport rail loop. All harbour crossings should include provision for trains and bicycles. Avondale Southdown already has a designated rail corridor and that this rail link was proposed more than 60 years ago. It should go ahead sooner rather than later as there are few cross Isthmus rail links. I support deferring / cancelling state highway projects to make funding available for rail.</p> <p>FARES AND TICKETING POLICY: I support the proposed fares and ticketing policy outlined in section 6.4. A single ticket would simplify travel and make it easier and more attractive. A zone-based fare system is logical and actually essential.</p> <p>FUNDING: I note the statement on pages (v), (vii) and 13 that funding for public transport is constrained and that, "In the first decade of the 30 year period, the intention is to build on the investments made over the last decade by completing the strategic road and public transport networks" (page 10). I would like to see more of the budget for new roads allocated to rail and to public transport services.</p> <p>EASTERN CORRIDOR: I consider that the proposed Eastern motorway corridor, apparently still on the books, should be finally abandoned. Apart from the disastrous negative impact it would have on the tranquil Purewa Creek valley, the foolish proposal to redevelop lower Orakei Road (where there should be a major motorway interchange) means that such a motorway would be of no benefit to people living in Remuera, Meadowbank, Orakei, Mission Bay or Kohimarama, thus removing the main reason for its existence</p> <p>RAIL SYSTEMS: There are three rail systems which cities can adopt, either in part or whole:</p> <p>Metro: Expensive, largely underground, fast with few stops. Completely out of the question to operate beyond a dedicated corridor, due to dangers to pedestrians and other traffic. Probably feasible in Auckland only in the distant future, for longer distance destinations such as Orewa (and beyond), Hamilton etc. Probably best for 1435mm gauge. Most likely would require quadruple tracking of the passenger only network. This will however probably be needed anyway in the distant future (perhaps within 50-75 years) and quadruple tracking should be planned for at an early date</p> <p>Light rail: Uses existing largely above ground infrastructure, medium speeds, can have few or many stops. Has the advantage of being inter-usable with either metro or tramways, depending on initial design criterion and planning forethought. The present 1027mm gauge is possibly adequate short term but almost certainly not so long term, as it would always be an advantage to be able to have the same rolling stock available to use and be compatible with all three systems</p> <p>Tram: Becoming increasingly indistinguishable from light rail. Popular and convenient, the latest low floor examples are very user friendly. There are some catenary free systems available. Although usable on city streets, note that trams and road transport should be separated where possible as they are largely incompatible. Slower speeds and shorter stopping distances make a tram/pedestrian interface possible, although planning should avoid unnecessary inter station contact between the two. The latest tramway in Auckland in the Wynyard quarter is 1435mm Gauge and this is dominant World wide. Future tramways should also adopt this gauge for a number of technical and operational reasons. Incidentally the Wynyard tramway appears to have been built in haste with many design mistakes of the past repeated. It is a quaint folly which I love, but how it got funding is a mystery. The apparently irrelevant incantation "Rugby World Cup" must have been whispered in a receptive ear</p> <p>TRAINS FREIGHT AND PASSENGERS TOTALLY INCOMPATIBLE: I support more trains on the tracks that are already in place, but as a matter of absolute priority, plans should be put in place immediately to split the freight operation from all passenger operations. This will eventually require separate freight only tracks (1027mm gauge) and consequently treble tracking (understood to be currently planned or underway in the south) will be necessary over most if not all the current network. The capital cost of this work should be written off, as it is the correction of a planning blunder dating from the 1860s and never corrected.</p> <p>GAUGE AND INFRASTRUCTURE COMPATIBILITY: In order to allow maximum future flexibility for use of the existing light rail type passenger network and future tramways, the two systems should be designed for compatibility of electrical and hardware systems. Accordingly it would be useful (I consider essential) to allow for gradual multi or re gauging of the non freight network to 1435mm.</p> <p>CITY LINKS: I support the implementation of the City Rail Link. I would go further and recommend planning immediately for a future cross CBD connection which can be built linking The Strand via Constitution Hill, University, Albert Park to Victoria St, to a connection to the City loop and provision for future extensions west via Victoria Park to Ponsonby, perhaps Herne bay and even MOTAT.</p> <p>I would like to see a higher priority give to an airport rail loop along the lines suggested in my submission on the Otahuhu/Mangere plan. Lack of a train service from the airport is a major disappointment for people arriving from overseas as well as an inconvenience for locals and entails more road trips as well as requiring land for parking near the airport.</p>

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	<p>Munroe Lewis Graham (#423)</p>	<p>I am aware of the need for more stations as having been identified by the communities of Parnell (Cheshire St) and Purewa Valley. The Cheshire St site has potential for development beyond the provision of a mere transport stop. The proposed Gowing Drive site would serve Selwyn College students, among others and future local land use intensification would justify any expenditure.</p> <p>I object in the strongest possible terms to the theft of the public park and ride facility at Orakei and its sale to private interests for a housing development, with the apparent connivance of Council (as a co-developer). This appears to be an illegal use of public land earmarked for transport.</p> <p>TRAMS: The only mention of trams in the Draft RPTP is in the legend of figure 3-1 "Annual Auckland public transport boardings (millions), 1920-2012" on page 12. The figure shows that at its peak in about 1945, tram patronage was just under 120 million boardings in that year. This was well above the 71.1 million public transport boardings in the year to June 2012.</p> <p>It is obvious that trams were a popular mode of transport and in an increasing number of cities overseas they are either being introduced or extended, even in the most unlikely parts of the car crazy USA. I consider that trams have an important place within a range of quality transport options and would like to see a tram network reintroduced as part of a public transport network, subject to the important proviso that tramways should where possible have their own dedicated carriageways.</p> <p>I would particularly like to see the extension of the tramline from the Wynyard Quarter to St Heliers and the reintroduction of trams following the historic routes, such as the Devonport-Takapuna Local Board's proposed investigation of introducing a modern tram system along historic tram routes connecting Takapuna, Devonport, Bayswater and Milford, subject of course to sole carriageway operation.</p> <p>I would favour planning for two cross isthmus tramway lines. The first to the south as noted – Avondale to Southdown linking through to Sylvia Park and beyond.</p> <p>A major east-west line from MOTAT via St Lukes and Balmoral/Greenlane roads to a Greenlane interchange and perhaps eventually east via Abbotts Way Ngahue, Merton to Glen Innes. This will mean reinstating the road widening plans of the 1970s, so sadly shelved.</p> <p>Some outer suburban lines should be planned for, such as Mairangi/Albany/Greenhithe/Hobsonville/Westfield eventually to Taupaki. Also Airport/Wiri/Manukau then Te Irirangi to Botany/Howick.</p> <p>Note that all future tramways can be developed initially as busways.</p> <p>LONG TERM PLANNING: I commend Auckland Transport's Draft Auckland Regional Public Transport Plan in its intention to provide more routes and higher frequencies for all public transport, but I am saddened that the plan overall covers such a short term timeframe and has no apparent referential linkage to the long term needs of a city expected to double in population in about 30-40 years and double again in the next following 50 or so years. And beyond that?</p> <p>Thank you for allowing this submission to be made.</p>
711	Mura Leaf	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view**</p>
848	N Town	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view**</p>
817	Nadine Harris	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view**</p>
49	Nanne de Haan	<p>Q1 - Support Comments:</p> <p>The concept makes sense. However it will not sell itself. In order to get Aucklanders out of their cars there is an important bit of encouragement and image building to be done. I can think of:</p> <ul style="list-style-type: none"> - Speeding up the services. Right now the rains take an eternity to get to the outskirts. They stop at every minor station where there are barely people getting in or out. More express services would help a great deal. My daily journey from Greenlane to Papakura, both on the same main artery, takes 25 mins by car and over an hour by public transport. That ratio must improve. (Mind that people spend most time travelling to and from stations when they are scarce like in Auckland) - Not adding more lanes on motorways. The infrastructure for cars is outstanding (with the exception of east Auckland). Investment in railways seems more logical. - A bus is not a train. The threshold to use the train is lower than to use the bus because the train has the speedy image. This can only be helped with a lot of dedicated bus lanes alongside prominent routes like on the north shore. They make people see that they are overtaken by public transport, i.e. realise it is a decent alternative. - The blunder with two HOP cards will be held against AT for a long time. This stupidity does not even occur in third world metropolises. It has the scent of conflict of interest at high level in AT. I would be happy reading in the Herald that the top dogs that screwed up (and got rich dosing so) have been sacked. - Growth areas have been excluded from your plan. E.g. Pukekohe is growing as no other area. It's public transport servicing is tearjerking as is its station and its parking facilities. <p>When it comes to tourists: As they arrive to AKL airport they have no train to go to town. European people think: no train, no transport. Not sure how this works for people from other destinations. The public transport that does frequent the airport is a ridiculously expensive bus. This one makes tourists think twice using Auckland public transport again. There Auckland loses a big part of tourism on the mobility perception.</p>

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	Nanne de Haan (#49)	<p>Q2 - Strongly Support Comments: The blunder with two HOP cards will be held against AT for a long time. This stupidity does not even occur in third world metropolis. It has the scent of conflict of interest at high level in AT. I would be happy reading in the Herald that the top dogs that screwed up (and got rich dosing so) have been sacked.</p> <p>Other Comments: When it comes to tourists: As they arrive to AKL airport they have no train to go to town. European people think: no train, no transport. Not sure how this works for people from other destinations. The public transport that does frequent the airport is a ridiculously expensive bus. This one makes tourists think twice using Auckland public transport again. There Auckland loses a big part of tourism on the mobility perception.</p>
214	Nella Toi	<p>Q1 - Strongly Support Comments: I catch the express bus from Papakura 7am in the morning which goes along the motorway, the bus is always full, and the travel while dependant on motorway traffic gets me to the city is reasonably reliable and dependable.</p> <p>Why should I have to connect to another bus in Otahuhu to complete my journey? Why would 70 passengers get off to another? There's no saving in time or cost to do this. I would be disadvantaged instead of connected. I do not want to travel down the whole of Gt South Road to get to the proposed interchange of Otahuhu then on to the motorway that would be daft.</p> <p>Therefore while I support having a frequent connected network I would suggest leaving commuter express/peak hour services alone. These are regular travelling public that should not be disadvantaged by connections. The new contracting services agreements make it a good time to put the aspirations and directions of the plan into action. It is long overdue. It also gives AT some bargaining power to get service companies improving their services and delivery but also to extend their services to less popular routes. For example in the Drury/Papakura/Alfriston area there seems to be a dismal service option and I would suggest because there are not too many passengers outside of peak companies are staying away.</p> <p>Bus service contracts should have reliability and arrival KPIs written into their contracts. If services do not turn up on time then the companies should be fined. AT doesn't own bus companies and it seems that they continue to deliver poor unreliable services without consequence. I support these KPIs be written into their service contracts. I am concerned about the growing population in the Alfriston, Drury and Papakura area. There doesn't seem to be regular bus services or connections in these areas.</p> <p>Q2 - Support Comments: I support the reduction of the hours and days for SuperGold card users. It is not a fair system across New Zealand, in where Aucklanders have the best use because it provides a wider bus network. I support the removal of SuperGold card users travelling in the evening peak. The use of the SuperGold card in Auckland is costing the Auckland ratepayer more than other regions and more than the subsidy received from the government for the scheme. To be clear this is not move them from evening peak to another time zone to better manage peak travel use but rather not subsidise them for this travelling period at all. I support the continuation of concession for school and tertiary students. I support a zonal fare system however and it's a good start but I have concerns with the proposed zones in the plan. It suggests those in the south and west are at a greater disadvantage than those in the north. How many kms from Albany to Britomart vs how many kms from Papakura to Britomart – not much difference but yet the zoning is set this way.</p> <p>I suggest: the city zone yellow would be zone 1 The next circle taking in the orange and bit of the north zone 2 The next circle taking in the red, green, islands, grey and rest of blue zone 3 The next circle would take in the rest of the red/south including Drury, Maraetaum Waimauku and Orewa as zone 4 Outside of that I propose a new zone, zone 5 which Pukekohe would be included</p> <p>Other Comments: These proposals are going in the right direction.</p>
523	Neville Lane	<p>Q1 - Support [no comments provided]</p> <p>Q2 - NA [no comments provided]</p> <p>Supporting Letter (submitted separately) I write to add my strong endorsement to the Greypower Submission with particular regard to the prospect of removal or diminution of the public transport subsidy available to holders of the Super Gold Card and offer the following comments in support.</p> <ul style="list-style-type: none"> • Apparently overlooked in any debate about the “privileges” accorded to Senior citizens is the fact that they too are taxpayers; with taxes levied not only on their Superannuation payments but also on the interest earned on their savings and investments, however modest those may be. They also pay GST on all goods and services purchased and obtained. • In addition, all Senior Citizens pay council rates, directly or indirectly, and therefore contribute to the costs of provision of council services on the same basis as residents generally whether or not they benefit from those services. (An exception applies in the instance of those eligible for the rates subsidy). Rates are also subject to GST.

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	Neville Lane (#523)	<ul style="list-style-type: none"> The point I wish to make here is that Senior Citizens in their working lives have paid taxes and continue to pay taxes and levies in various forms and are therefore entitled in their declining years to enjoy the contributions made to their health, welfare and happiness as recompense for their past and present contributions to the citizens of New Zealand. In particular and in line with the Greypower Submission on the matter of public transport subsidies. That submission lists the contributions to society made by Senior Citizens such as voluntary activities, family support and using their knowledge, wisdom and experience to mentor youth and to motivate and the support the education of succeeding generations. The benefits they gain from those activities include physical and mental health, social interaction among peers and the well-being that stems from making useful and meaningful contributions to society and citizens. Clearly, those activities and the benefits that flow from them will be compromised if the transport subsidy were to be reduced or even abolished as the majority of those Senior Citizens will not be capable of affording the extra costs involved. Therefore the inescapable outcome is their gradual reduction leading to the possibility of eventual extinction – to the severe disbenefit of society at all levels. While national and local governments may feel confident that the vacuum so created can be redressed by an increase in state- or council-funded social services, it is contended that those will be of lesser quantity and quality than those provided currently and the burning question will be how those services will be obtained, resourced and supported into the future. There is also the matter of the funding of such services and that can come only from increased taxes, levies and rates thus adding a further burden on citizens together with the provision of services that will surely be sub-standard in comparison to those provided currently, to a large extent by Senior Citizens voluntarily, cheerfully and at minimal cost. An outcome to be feared is the further intrusion of government and local body politics and policies in our lives to the point where Big Brother rules our society with citizens treated as an underclass with no other function than to produce goods and services, to pay for the privilege and to keep their opinions to themselves. They key to the success of the present system of provision of services by so many including Senior Citizens is the ability of the latter to continue to carry out their good works by virtue of the transport subsidy per the Super Gold Card; with the withdrawal of such a “privilege” raising the strong risk of the outcomes mentioned above actually occurring. Almost as a footnote, it could be asserted that as many Senior Citizens have cars, those could be used to continue their voluntary activities and that of course, is an oxymoron. The costs of ownership, depreciation and replacement would become an intolerable burden, adding that all related costs including Registration, WOF and fuel are subject to GST and in the instance of the former, to the ACC Levy and the latter, to Excise Duty. Further, the use of subsidised public transport in lieu of cars assists toward reducing pollution of the environment and traffic congestion both to be commended together with the social and health benefits arising from exercise and reduction of stress. <p>In summary, any proposal to reduce or abolish the public transport subsidy provided to Senior Citizens must be opposed firmly.</p> <p>I add that any and all measures must be taken to reduce travel by motor vehicles in favour the greater use of public transport that among other things reduces or preferably, eliminates the need for the construction of hugely-expensive and grandiose roading projects together with their ongoing maintenance.</p> <p>Therefore, it follows that expenditure of public funds derived from taxes, rates levies and other imposts must be prioritised in favour of efficient and reliable public transport systems.</p>
332	Nicholas Hooper	<p>Q1 - Support Comments: More frequent later evening bus and train services, for example \$40 to take taxi from city to Mt Wellington or \$4 to train/bus encourages more people to get home safely and an enhanced city night life</p> <p>Q2 - Support Comments: Good idea with the greater differential between hop and cash fares, currently poor idea with paper tickets instead of full hop system.</p>
301	Nick Keating	<p>Q1 - Support Comments: <u>Carpooling</u> This is given insufficient priority in this plan that I can establish from the website. Everyone has a mobile and internet access and this transport mechanism is not funded which has the least cost to ratepayers.</p> <p><u>Ferry services</u> This part of the website has not been updated since October 2010 which is over two years ago and has no details. I guess this has no priority?</p> <p>Q2 - Opposed Comments: It appears North Shore residents get a cheaper fare structure than Western residents</p>
42	Nigel Garland	<p>Q1 - Support [no comments provided]</p>

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	Nigel Garland (#42)	<p>Q2 - Opposed Comments: Zone based system means expensive travel for a short distance for those just crossing a zone. This discourages people using public transport in this situation it would be good to have some flexibility in this. / / Better to have an efficient ticketing system than a single system. Hold off on a single system until an easy and proven system can be installed - Technologies will improve. Auckland should not be the developers or funders of this development.</p> <p>Other Comments: Harbour Bridge walking/cycle link is necessary. Public transport should support the use of scooters and bikes. Public transport has to be punctual and not 'iconic' like trams that serve no purpose and a waste of money around the viaduct area.</p>
797	Niki Cadwallader	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
714	Noel Rose	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
162	Noel William Taylor	<p>Q1 - Strongly Support Comments: Appears OK on paper but living in Murrays Bay the feeder service at present is inadequate outside peak hours say if one only worked half days etc depending on current travel plans you need to return transit either via Takapuna or the Hospital - all take ages! You proposed Rapid and Frequent services should assist. Best for me would be Park & Ride and a Rapid Trip but there are no parks when I need them.</p> <p>Q2 - Support Comments: Should be no penalty to transfer. Super Gold Card should also apply to all peak hour travel, to propose to remove the evening travel will initiate from me an application to the Human Rights Commission of discrimination - yes we old and bold still work and contribute to our communities and the tax take.</p> <p>Sometime ago my existing bus card with a chip was made redundant I had two so lost \$20 due to a no refund policy. Currently I need to use either a Snapper Hop Card that cost \$10 or a Ritchies Card that cost \$7 both that appear soon to be redundant and I assume I will be stung again for your new AT Card does not inspire confidence with all these changes and costs every few years!</p> <p>To be stung .25 cents every time I top-up my card is a rort, you are making interest use of my money whilst I work off the balance on the card. May be something for the Commerce Department to investigate?</p> <p>Other Comments: Fare stages reduced to two for my area of the Shore would suit as currently the extra stage at Mairangi Bay for the little extra distance traveled is unfair.</p> <p>Quality of transport is important, that Infatril owned busses, [sic] the seats are so jammed up with my long legs I cannot sit in any comfort and with aged hips and knees feel sore and still when I alight. I sometimes have trouble stepping down from the rear door of the bus - I cannot get to the front as crow[d]ed with standing passengers. I have been a [sic] delighted of recent times to use Ritchies and Northern Express Busses that have much better seats and spacing!</p> <p>Standing on busses [sic] is a very unsafe practice especially we of old infirm hips. Drivers are poor; too much stamp on accelerator then hard onto the breaks throwing people around like cattle. The other day I witnessed a wom[a]n sitting on a side facing seat (where wheel chairs can be fitted) thrown out of her seat and onto the floor just because a driver sped up for the lights then changes his mind and applied the breaks. I must confess I have had better trips on the back of an army truck across country at night without lights than I have experienced with many of the current drivers.</p> <p>Current Park and Ride is useless, full by 0700, bulldoze the gardens etc. and allocate all space for maximum parking spaces. If I could use the Park and Ride and just bus down the Northern Bus Lane I would save 30 minu[te]s commuting time per day.</p> <p>Current supposed real time bus arrival displays are useless, good example was last night, said the bus was 4 minu[te]s away - it turned up 15 minu[te]s later. Also no early warning a bus has been cancelled just keeps showing a time and then finally just disappears from the display - things like this do not instill confidence in the system.</p> <p>Lack of proper planning and allocation of total dedicated bus routes make some journeys almost as slow as walking, by way of an example, Albert Street to the bridge can some nights from the Courthouse to the bridge take 30-40 minu[te]s. From time of leaving home to office a distance of 21 k takes 1 hour each way, drive time in non peak hours is 15 minu[te]s.</p> <p>Walking to and from the bus in suburbia has problems but thanks for grinding off the joins or replacing concrete it has made the egress better but overhanging foliage especially when wet in some places limits egress and is not umbrella friendly. Another problem is rubbish days with wheelie bins blocking the foot path and based on curr[e]nt plans we are to have more rubbish bins. I refer in particular to the footpaths between the access way via Jellico Rd up to the Roth[e]say Bay shops bus stop.</p> <p>The 86 Express from the Bays is usually full with standing room only, at times leaving regular passengers stranded. You need to improve the seating capacity by either larger busses or more busses [sic]. This 86 has only ever been on time once in the last twelve months - more attention to the Time Table timings are needed. [end]</p>

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761	Norah Kate-Gray	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
808	Odessa Black	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
327	Paddy Elders	<p>Q1 - Neutral Comments: As a resident of Pukekohe I feel there needs to be strong rail links between Pukekohe and Auckland. The fact there are no trains on a weekend running is just dismal. What reason is there to not use my car if I want to go to the Airport, commute to Auckland or visit the biggest city in NZ on a weekend. If I were to commute it would be on infrequent slow trains which need to be replaced by more frequent faster trains to help the fastest growing secondary urban area in NZ to Auckland. As for using public transport to get to the Airport, it is not an option and I only have the option of driving and paying for parking. Not really 1st World. Wanting to be the world's most liveable city won't be achieved if you cannot achieve what so many cities in the world put in place generations ago. / You probably have similar issues all around Auckland due to the dearth of public transport so I don't expect the distant Pukekohe to gain much from Auckland's plans. I hope I am wrong. Putting in place a worthy transport system won't ever get any cheaper so it has to be started. The Tube In London would not be built nowadays due to cost but because those who saw the need started it, it has been achieved and is invaluable. Aim high and think beyond getting those within 20 minutes of the CBD onto a bus.</p> <p>Q2 - Neutral [no comments provided]</p>
860	Paige Donald	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
857	Pardeep Sahota	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
18	Patricia Ann Watt	<p>Q1 - Strongly Support Comments: We are extremely keen to see more frequent buses on the Main roads and less (if any) on the feeder roads. We live at the bottom of Allum street on the corner of Allum / Melanesia Roads and the noise of roaring buses day and night on our corner then roaring up Melanesia Roads is both deafening and polluting. We are unable to discern from the draft plans the new route the buses would take. We would hope the buses would stop going down Melanesia road completely. More often than not, the buses on this route are enormous, noisy and empty so if buses continue on this route, we wonder if they could be smaller and more environmentally friendly. Thank you.</p> <p>Q2 - Strongly Support Comments: I know for sure if ticket costs were kept fairly low, many more people would use the bus. / At present it is cheaper for us to drive into town and park in a car park than to use public transport.</p>
349	Patrick Baron	<p>Q1 - Opposed Comments: Section 7. Appendix 1. 945/945X service replacement by service Constellation Station to Akoranga Station via Link Drive, Diana Drive and Sunnybrae Road. 945: Glenfield to Takapuna ; Mon-Fri; Frequency 30 minutes, Weekends: 60 minutes / 945X: Glenfield to Mid-Town (AM); Mid-Town to Glenfield; Mon-Fri; Frequency 15 minutes: rush-hour The plan calls for the 945/945X routes to be abolished in favour of a single service with a Mon-Fri rush-hour frequency of 15 minutes with an interchange connection at Akoranga for city and Takapuna bound passengers. The 945 (mostly full) and 945X services (often full buses) are well patronised by commuters in the mornings and for 945X (rush-hour). The proposed consolidated service does not enhance the existing services provided to city-bound commuters and instead decreases the level of service provided them. As a 945X commuter I have access to both the 945X service to the city and 945 via Akoranga transfer-ticket which provides a roughly 10 minute service in the morning. This will scale back to one connecting service every 15 minutes at rush-hour.</p> <p>Of equal importance is the quality of experience and increased time for city-bound commuters. Given the level of patronage by commuters on the existing two services carrying capacities on the combined service will be stressed during the rush-hour enroute to Akoranga and possibly on ex-Akoranga to Glenfield. Passengers going to the city are likely to have then get on board crowded Busway service at Akoranga to the city reducing the travelling experience and benefits for commuters compared to the existing 945X when most people can get seat and catch up for instance with some work or reading for university. Conversely waiting for a connecting bus to Glenfield at Akoranga after a day's work after already waiting in town to embark on a busway service likewise reduces the commuter's travelling experience (at the cost of what is an effectively reduced level of service provided to commuters).</p> <p>Additionally the connection to Akoranga to city-bound services via the Busway is likely to add an additional 5 minutes to the journey. While the extra time appears trifling this could be the difference in someone being able to for instance connect to a south-bound rail service or another bus service in time for the start of work. Overall it is an element that will detract rather enhance the provision bus services to commuters in the 945/945X catchment area.</p> <p>Given the congestion levels currently experienced along Sunny brae Road at rush-hour and the need to reduce road traffic down this arterial (and across the Auckland region in general) the proposed consolidated service fails to provide the incentives for commuters living the area service by the 945/945X service to transfer to public transport. The proposed consolidated service appears to have factored purely upon a plan to rationalise driven by a theme that this will improve the service provided to people. While Takapuna commuters will enjoy the benefit of increased services at the cost of connecting to Takapuna via Akoranga, city-bound commuters face a reduced service both in terms of frequency and overall quality.</p>

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	Patrick Baron (#349)	<p>Q2 - Neutral Comments: The proposed integrated hop card is a major step forward for passengers who may need to use different transport suppliers to complete their respective journey's.</p> <p>Other Comments: The RPTP needs to study the impact of consolidating services in favour of a hub-and-spoke connection system upon the frequency and quality of service provided to affected passengers.</p>
143	Paul Anthony O'Reilly	<p>Q1 - Strongly Opposed Comments: I note that there is no mention of a Tuakau link in the draft plan. I strongly oppose any plan that does not include Tuakau in plans for Auckland Rail Services</p> <p>Q2 - Neutral [no comments provided]</p>
597	Paul Braithwaite	<p>RAIL PASSENGER SERVICE TO TUAKAU (Contains EXTRA Letter below in support of Submission) Can Auckland Transport please support the MAXX trains service being extended to Tuakau. We <u>need</u> a commuter train service to Tuakau. * We are a growing township and we need a train service to Auckland. * We sent a petition of 3500 signatures to Parliament last year in support of a commuter rail service. * We have university students who would like to live at home and commute to uni by train. * We have upwards of 200 commuters who have to travel to Pukekohe to catch the commuter train service and would appreciate being able to catch the train in Tuakau. * We have the resources to upgrade our rail platform ourselves if need be.</p> <p>BUS SERVICE - TUAKAU to PUKEKOHE Can Auckland Transport please support the continuation of our bus service from Tuakau to Pukekohe. * The major supermarkets are in Pukekohe along with other large retailers. * We also need to catch the bus for education, work and leisure purposes in Pukekohe. Thank you for considering my submission.</p> <p>LETTER AS FOLLOWS: To whom it may concern I [am] writing this submission in support of bringing [a] rail passenger service to Tuakau[.] I think this is a vital step in the growth of Tuakau as a town and for the population as a whole.</p> <p>A commuter train service would make it a possibility for the already present work force to access the city centre in a more affordable way and would also draw more people to live in the rural lifestyle that Tuakau provides.</p> <p>Tuakau is a town growing beyond its expected growth for 2012 and is continuing [to] expand. Currently there are upward of 200 commuters who have to travel to Pukekohe Station to catch [the] train into central Auckland and its outlying areas for work and schooling purposes, and this number can only be expected to grow as the township and its outlying areas expand.</p> <p>With such a large number of commuters (and even possibly more not using the current service due to not wanting to leave vehicles in Pukekohe as it has security concerns and parking limitations) using the current train service, the cost of running a train service to Tuakau as opposed to the possible gain for both the company (MAXX Train services) and the Tuakau area is a no contest [sic] and will bring nothing but growth and improvements to the whole community.</p> <p>From an ecological point of view it makes sense to lower the carbon foot print of hundreds of possible commuters by helping to extend and improve the already existing transport. The community also can make available the resources to upgrade our current (not used) rail platform ourselves if need be, as we feel this would be such a benefit to the community[.]</p> <p>Thank you for seriously [considering] this submission.</p>
442	Paul Cullen	<p>Q1 - Strongly Support [no comments provided]</p> <p>Q2 - Strongly Support [no comments provided]</p>
397	Paul Davis	<p>Q1 - Support [no comments provided]</p> <p>Q2 - Strongly Support [no comments provided]</p>

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	Paul Davis (#397)	<p>Other Comments: My comments relate to Objective 6, and specifically to the following sections of 6.2: c) Ensure that Auckland Transport's brand is consistently displayed and clearly visible on all vehicles, vessels, and appropriate infrastructure so that customers can easily identify this d) Provide for Auckland Transport and operator brands to be co-branded, as appropriate</p> <p>Auckland is a large sprawling city where long travel distances are the norm. This presents considerable challenges to our planners as they seek to encourage people to have the confidence to move from private to public transport. At present, the visible face of Auckland's public transport is a mish-mash of operator brands with no visible sense of a co-ordinated, interlinked service. Compare the Auckland CBD with Oxford Street in London or Circular Quay in Sydney. Our CBD is a confusion of operating companies and brands - Metrolink, North Star, GO WEST, Waka Pacific, City LINK, Inner LINK, Outer LINK, Birkenhead Transport and so on - each with their own livery. London (and other big cities) also have multiple operators, but all share the same basic livery; in London's case the iconic red bus is London.</p> <p>This of course begs the question, so what? People look for the operator they want and don't care about the others. But I think this is the wrong answer, and allowing such a profusion of different liveries works against the aim of "a simpler, better connected public transport network that is more attractive to people who don't use it at present". The best way to communicate this message is to have the bus you pass in your car in Papakura look the same as the bus you see in Orewa. To have our entire network carrying the same distinctive brand is a powerful way to demonstrate a connected network, a single entity which you can trust to provide you with your transport. Not a head-scratching confusion of localised services.</p> <p>There seems to have been a trend in recent years to give every new service its own livery and brand. I can see the logic to make the City Link service stand out, but I think it's counter-intuitive; while it distinguishes the specific route it further fragments and diminishes the perception of a connected network. Compounding this, we even have the entity one goes to for information - MAXX - having no obvious connection whatsoever to the network.</p> <p>An Auckland livery should comprise one or two bold and distinctive colours. Individual companies would still have their brands, but as a lesser part of this livery. Advertising would still be on buses, but a certain percentage of the exterior would have to be the Auckland livery (which is how I believe it works in London). Passengers would still look to the buses' exterior electronic indicators for the service they need, as they do now. Obviously there is a not insignificant cost to this, but it is something that could be introduced over a decade as new buses are brought into service. This would also have a spin-off benefit for Auckland in a broader sense. There is currently no single, pervasive brand that binds together our super city; consistent bus livery would help do this, just as it does for Londoners and others, constantly reminding us - whether we are in the fringes or the CBD -that we are all part of one great city. I recommend to this Review that Objective 6, 6.2 (c) and (d) be treated as significant aspects of the overall plan and a bold, co-ordinated and city-wide requirement for a standard livery be introduced.</p>
740	Paul Heta	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
653	Paul McAuley	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
868	Paul Walker	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
810	Paula James	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
801	Paula Lennox	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
150	Paula Piper	<p>Q1 - Strongly Opposed [no comments provided]</p> <p>Q2 - Neutral [no comments provided]</p> <p>Other Comments: I would like to express the need for a train service to and from Tuakau. Please support the MAXX trains service to Tuakau.</p>
363	Pavel Ianovski	<p>Q1 - Strongly Support Comments: I support the proposed network, as having a networking which makes sense will be great for this city with the increase of the population. Additionally, it's very beneficial to tourists to be able to understand it.</p> <p>Q2 - Strongly Support Comments: This will bring the system up with standards in large cities over the world.</p>
251	Peng Shaun Tan	<p>Q1 - Strongly Support Comments: I like the fact that there is far more coverage across different parts of Auckland that currently only have very occasional buses (once per hour or less).</p>

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	<p>Peng Shaun Tan (#251)</p>	<p>Two things I haven't seen yet are the peak services as well as the feeders. I do hope that these things are properly done. Currently on the North Shore there is already some form of integrated ticketing but during the morning peak, barely anyone uses the feeders because they are too infrequent. But you transfer onto a frequent system so that is fine. This problem is really bad when going back home though - you start off with a frequent service and end up with a twice-per-hour feeder back home - nearly impossible to coordinate.</p> <p>It's not just going to be a "hello people your route will change" sort of notice - bringing in this new system has to be done in a monumental way so people recognise the change and are more open to it, otherwise you get all sorts of NIMBY-ism and people wanting that once-per-hour bus to come in front of their house.</p> <p>Q2 - Strongly Support Comments: I think the strongest way of encouraging people to using a single ticket is that they don't need to worry about who the operator is anymore, and that transfers are simple - the AT HOP card has a computer and can calculate fares on its own!</p> <p>The idea of transfers will have to be strongly supported by integrated ticketing however so people are not penalised for switching services.</p> <p>I would even treat bringing in this new system as an opportunity to educate people on using the AT HOP card (so people board faster, and save money, maybe more than 10% discounts would help) as well as teaching people that transferring is very easy.</p> <p>The Zones would have to be made so there is minimal disruption to people wanting to travel across zones. I think the entire Shore should be cut into two since Albany is pretty far away from the CBD - and the Southern Zone should be also cut (as shown here: http://transportblog.co.nz/wp-content/uploads/2012/10/new-zone-boundaries-copy.jpg)</p> <p>Other Comments: I do want to be involved in the local bus service consultation programme if possible.</p>
<p>95</p>	<p>Peter Bartholemew Boys (Ph.D) (Dip.Clm.Psych)</p>	<p>Q1 - Strongly Support Comments: The Northern Busway is an outstanding success story. There is absolutely no doubt that to relieve CONGESTION on the HARBOUR BRIDGE bus, car-pooling is the way of the future. Making any new / further or even proposed connections is fraught with some perils / dampers! The LINK BUSES are an outstanding contributing multi-connection success story!</p> <p>Q2 - Strongly Support Comments: Unfortunately AT doesn't own all the Super-cities' transport companies - hence the big, on-going problematic delivery of services.</p> <p>Comments: We need to change all Aucklanders' mindsets to leaving cars at home, or for vital, emergency trips and we need every-body / note use of word ["every-body" has been underlined by Submitter] - to utilise all forms of public transport. / As an inveterate walker - I walk to / from the city ex Mount Albert. One car, one person has to either be taxed or stopped = wasteful!</p> <p>Note: This is a good submission form - everybody wants a service right outside their front (or back) door. You are aiming for the possible, NOT the improbable! Nota bene = Latin for Note well: I am fully in support of the proposals!</p>
<p>635</p>	<p>Peter Heta</p>	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
<p>759</p>	<p>Peter Jackson</p>	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
<p>802</p>	<p>Phil Rodgers</p>	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
<p>341</p>	<p>Philip Jones</p>	<p>Q1 - Support Comments: The rationalisation of the number of bus services seems sensible, providing that, as the plan suggests, the new network does have the necessary frequency of connecting services to ensure that wait times at interchanges are short, no more than 10 minutes, and that there are appropriate integrated ticketing facilities.</p> <p>I would like to better understand the Local provisions (Supporting Network), given the comment that frequency will be "driven by demand". It is important that services are provided, and marketed, which encourage greater use of local services. I hope that the comment is not an indication that service levels will be set with a low expectation and be self-fulfilling.</p> <p>Q2 - Neutral</p>

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	Philip Jones (#341)	<p>Comments: The efficacy of the proposal is dependent on the success of attracting new users, and increasing the loading rates of the services. This outcome will obviously be influenced by the provision of services that people know about and want to use, both of which AT can control or strongly influence. But it will also be influenced by the relative value, and relative experience, compared with car use. The latter, of course, is something over which AT has much less control, although it can influence given its management of the local roads network, and also through appropriate parking charges. Funding for PT relative to roading should reflect the objectives of this draft plan.</p> <p>Other Comments: I have two additional comments. 1. Please encourage combined cycling and bus/train use. For example, extend the availability of bike lockers at additional locations; provide (better) facilities for bikes to be carried on bus and train services; and develop the system in other ways which encourage co-use. 2. In relation to policy 3.4 and vehicle/vessel standards, I suggest that AT should be aiming to provide fleets which are beyond compliance level. For example, all new buses should be at least Euro 4 and there should be a meaningful target to retire vehicles which are below a certain standard (e.g. Euro 3 or 4) within say, 5 years. In addition, and to provide some link with the carbon reduction targets within the Auckland Plan, AT should set relative (e.g. per 1000 kilometers) and absolute reduction targets for carbon emissions from its fleet by a set amount/year.</p>
135	Phillip Clement Hadley	<p>Q1 - Strongly Opposed Comments: All Rail transport on the Southern and Eastern Rail lines should stop at Pukekohe and not Papakura. Station development at Pukekohe and the electrification of the Papakura to Pukekohe line is needed. An agreement is needed between Auckland, Waikato, and Hamilton Councils, to see the establishment of commuter services to Tuakau and Hamilton. Pukekohe would replace Papakura as the hub station on these lines. Pukekohe is NZ's fastest growing suburb and inaction on the above would show a degree of contempt for Pukekohe and the close by town of Tuakau and the need for workers commuting to have services linking Auckland to Hamilton. A Commuter Rail line is also need North of the Harbour Bridge to Whangarei, and a Harbour Tunnel with Rail and vehicle access is overdue.</p> <p>Q2 - Strongly Opposed Comments: Melbourne has a integrated system using a Zone system. Auckland should adopt a Zone system. Also tickets should be checked by Inspectors who hop on and off randomly. Current ticket sellers on trains for tickets and inspection should be made redundant to save money and use the money to improve the overall system.</p>
755	Phillip Tuhimata	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
567	Pramod Regonayak	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>Hi, You do not have an adequate and closed loop complaint process.</p> <p>I have made three complaints in the last 8 months and have received less than satisfactory or no response. (No.: 2012/34480, 2012/36748). In all three cases, I have lost valuable time, missed important doctor's appointments with an end result of money loss. I have asked to be compensated for my loss as well especially as I buy a monthly pass which locks me to an extent to the service I use.</p> <p>The nature of the complaints were bus driver behavior and delayed bus services (with incorrect real time board and call centre information); but more importantly your complaint process itself.</p> <p>Based on my experience, the process starts with logging a complaint online with AT. Based on the type of complaint, it is more often than not passed through to the bus company.</p> <p>The bus company does not always take the complaint seriously and all they do is apologize knowing that the customer cannot do anything else or escalate it further if unsatisfied with the resolution.</p> <p>The issue I have is that no one has taken ownership. The AT contact number does not have any information other than what I can see online anyways. The bus company does not care or suggest an escalation process if I'm not happy. I have not received an email response as requested to my 2nd complaint for over a week and half from the bus company. This service will not be tolerated in a corporate environment. I have been told by AT that the complaint process is the complaint process and this cannot be changed. I challenge that view.</p> <p>If you are serious about providing a reliable and trusted service, you need to ensure that it continuously improves taking into account the views of your end user.</p> <p>I have no idea who to speak to get resolution and if I am not able to get resolution, I will take it further to the media(TVNZ, NZHerald, Stuff.co.nz, Fairgo), go onto twitter, Facebook to gather further support from others with similar experiences. After which will be more than happy to go through to consumer affairs and log a formal complaint with them.</p> <p>I would appreciate if my feedback can be used as part of planning the future of AT; and if this can be further passed through to the right channels. [end]</p>

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312	Pshem Kowalczyk	<p>Q1 - Strongly Support Comments: I strongly support the move to a more integrated network that offers ability to move between various locations and it's not CBD-centric.</p> <p>Q2 - Support Comments: I support the general idea of zones. I believe that the drafted zones are not fair to all the users. North Shore should be split into two zones (similarly to West Auckland), roughly along the 10km radius line from the CBD. Also the "South" zone should be split into one extra zone south of Manukau. To avoid a situation when a person travelling from Papakura just south of the 'City' zone pays as much as someone travelling from Britomart to let say Kingsland.</p> <p>Current proposal disadvantages everyone living the 'City' zone as well, as the area is fairly small. Someone travelling from City to Grey Lynn will have to buy a two zone ticket, whilst even greater distance (for example Manukau to Airport) is still within the same zone. This could be partially alleviated by lowering the 'City' zone fare. I think there also should be a ticket/fare that allows to travel a few stops (2-3) without the need to buy a full zone ticket.</p> <p>I support the idea of having 'overlapping' points between the zones.</p> <p>Other Comments: I think it's a good document that tries to address most of the current issues. In order to achieve a well-functioning network bus priority measures will be required on many arterial roads, especially as it looks like many of the routes will be criss-crossing the CBD which means that any delays in there are likely to propagate across multiple areas. Attempts to introduce the new network without being able to guarantee the reliability is unlikely to generate the required shift in behaviours, as most people will see it as no improvement at all. Other supporting system like real-time timetables and properly working integrated ticketing are also key in my opinion. The system must be of high quality and give the impression of it as well.</p> <p>Analysing the proposed frequencies of services I think that the 'connector' services should aim at higher frequencies during the morning and afternoon peak in order to reduce waiting times during transfers. Hardly anyone is going to use a high frequency rapid or frequent network if they have to wait 30 mins for the last bus.</p>
806	Quencie Talagi	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
724	R Sami Naiken	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
348	R Webber	<p>Q1 - Support Comments: Changing buses is difficult when the buses are never on time (and sometimes don't show up at all). I only travel multi-bus routes when there is no other option and then I try to use Maxx to find a route so that if one (or both!) of the buses I need don't show up on time I can walk to another bus stop to catch a bus on a different route that might take me closer to my destination. I would love to suggest that you use the Japan rail system as an example as they try to arrive in station within 30 seconds of their scheduled time but I realise this will never happen in the Auckland bus system. However, if journeys are going to involve more connections then something must be done to ensure that people on one bus will arrive in time for the next bus (and that the second bus will show up rather than leaving them stranded halfway to their destination) or it will be a complete disaster.</p> <p>I also strongly urge you to extend the times of frequent bus services to 9pm. 7 to 7 may work for people going to and from work but by the time you finish work, have dinner and then want to go see family, attend sports/hobbies, go to night classes or to some other activity the buses have vanished so that it is really hard to get there (and impossible to get back unless you know someone with a car to take you). Auckland City is trying to promote a liveable city at the moment; it would be nice if we had a bus service that would support people's lives.</p> <p>Q2 - Strongly Support Comments: I don't really understand how the zone based fare system works; I just hope it isn't more expensive as I find it difficult to afford bus fares as it is. I like the bit about trying to reduce the costs of multi bus trips as it does get expensive to change buses and it is also expensive if you go just over a stage by one or two bus stops. Maybe with the hop cards the computer system could figure out how many minutes a person has spent on the bus that day and charge then for the total rather than by each bus trip? It might make the system fairer.</p> <p>I think the whole single ticket system is a great idea so please finally implement it (it seems like the council/govt/Auckland transport has been talking about it for years).</p> <p>Other Comments: Please include funding to update the schedules on poles at bus stops. The buses can be 15-20 minutes out of sync with the times posted but regularly so I'm guessing the buses are actually on time (or as close as they will ever be) but the schedules are out of date.</p>
814	Rachel Kaihe	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
725	Rachel Lapwood	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>

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202	Rachel Lees-Green	<p>Q1 - Strongly Support Comments: The ability to easily make cross-town journeys, rather than just travelling into and out of the CBD, will be a great improvement to Auckland's public transport network. Hopefully these changes will bring our public transport system closer to the great metro systems of cities such as London, Paris, Barcelona and Berlin, which are very easy to use for visitors.</p> <p>Having frequent services on many lines makes the whole transport network much easier to use without needing to refer to timetables, and without having to plan ahead to ensure that connections can be made between different services without unreasonably long waiting times.</p> <p>I have been making cross-town journeys, including transferring between multiple buses, for over a decade now, so the need to transfer in general does not put me off catching buses, but having shorter connection times and reducing the increased costs associated with transfers will definitely encourage me to use public transport more for non-commuter journeys.</p> <p>A potential stumbling block for this proposal is ensuring that services run on time so that people do not miss connections, particularly to or from less frequent connecting services. This will require sufficient bus lanes and other bus priority measures to help bus services run to schedule.</p> <p>Q2 - Support Comments: Paying a fixed fare to travel within a zone or zones is a good way to ensure that transferring between services does not incur extra costs over point-to-point travel. The large zones shown in Figure 6-1 will create a simple fare system, but care may be needed to ensure that short journeys do not become too expensive under the new fare system. The new fare system may need to be phased in slowly to avoid a kneejerk reaction to the increased cost of short journeys.</p> <p>I support the removal of 10 trip tickets as the price is the same as the price of travel with stored value on HOP cards.</p> <p>The ability to use a single ticket across different operators will greatly simplify travel across different parts of Auckland. I support increasing the discount of HOP card fares compared to cash fares from 10% to 20%. The current 10% discount does not provide a big enough incentive for some people to purchase the \$10 HOP card. On the London underground, a single cash fare is more than double the single fare paid by Oyster card users, creating a huge incentive for travellers to use a smartcard over cash.</p> <p>I like the idea of 2 hours unlimited travel within a zone or zones, as it supports transfers even on longer journeys. If return journeys are included in this unlimited travel, it also incentivises the use of public transport for short excursions that are less than 2 hours in total. A daily cap on total payable fares is a good idea because significant use of public transport within one day can be expensive so a fare cap will encourage public transport use. I agree with the removal of the evening peak senior concession. It is inconsistent that seniors have to pay during the morning peak but not during the evening peak, and allowing free travel during the evening peak period may interfere with commuter travel. There also needs to be better enforcement of paid travel for seniors during these peak periods, as many seniors currently board buses and ride for free earlier than 9am.</p> <p>I encourage Auckland Transport to retain discounted fares for tertiary students. These tertiary discounts are crucial for encouraging the thousands of students that travel into the CBD each day to use public transport. If students are required to pay full adult fares, many more will be encouraged to drive into the city and park on the streets around the University, thus increasing congestion and reducing public transport usage.</p> <p>Other Comments: I support the integration of public transport priorities in intersection and road design to enable an effective road-based public transport system. Similarly, ensuring land use planning is integrated with the development of the frequent transport network is essential.</p> <p>Extending bus service hours on Friday and Saturday nights will be useful, in recognition of the different needs of public transport users on those nights compared to other nights.</p> <p>The Auckland Plan has a target of increasing the proportion of people living within walking distance (500 metres) of frequent public transport stops from 14 to 32 per cent by 2040. I think a broader target for a walking distance of 1 km to both frequent and connecting bus services should also be considered, as the overall reach of the improved public transport network should be far greater than 32% of Auckland's population. I am disappointed that the central/isthmus bus services will not be redesigned sooner, but recognise that it may be difficult to do so before implementing changes in some of the other areas of Auckland.</p>
594	Rae Waterhouse	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>RAIL PASSENGER SERVICE TO TUAKAU (Contains EXTRA notes from Submitter) Can Auckland Transport please support the MAXX trains service being extended to Tuakau. We <u>need</u> a commuter train service to Tuakau.</p> <ul style="list-style-type: none"> * We are a growing township and we need a train service to Auckland. * We sent a petition of 3500 signatures to Parliament last year in support of a commuter rail service. * We have university students who would like to live at home and commute to uni by train. * We have upwards of 200 commuters who have to travel to Pukekohe to catch the commuter train service and would appreciate being able to catch the train in Tuakau. * We have the resources to upgrade our rail platform ourselves if need be. * Pukekohe residents also work and play in Tuakau and need the train service as well. <p>BUS SERVICE - TUAKAU to PUKEKOHE - NOTE: see below Can Auckland Transport please support the continuation of our bus service from Tuakau to Pukekohe.</p> <ul style="list-style-type: none"> * The major supermarkets are in Pukekohe along with other large retailers. * We also need to catch the bus for education, work and leisure purposes in Pukekohe, as well as Pukekohe folks needing to travel to Tuakau for work and play. <p>Thank you for considering my submission.</p>

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858	Rahul Rattan	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
477	Ralph Wood	<p>Individual rang the Auckland Transport and verbally provided his submission, see below</p> <p>(Customer feedback on Super Gold card taken by Auckland Council CC) Ralph called in response to the proposal for AT to follow other places to restrict the use of the gold card for public transport - to between the hours of 9am to 3pm. He is against this as it would impact on his use of his gold card. He has to travel quite long distances for particular activities in the week and during the weekend and restricting the times would mean that he would have to pay the usual rates unless he was to leave really early in the afternoon. ie it would be hard for him to still have the benefit of the gold card benefits if it was restricted to these hours - and he believes it would impact negatively on a lot of others. He wants it to stay as is.</p>
744	Rangi Mahuta	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
844	Ravikesh Chand	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
500	Ray Turner	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>Good afternoon, The present diagram [of bus services] omits the Te Papapa bus service and the list of proposed routes does not mention Te Papapa. This should concern the people in the Oranga area where there appears to be a large gap in bus services. If that map was used by someone wanting to take a bus to Oranga, they would walk a long way from another bus route or take a taxi. Please have the Te Papapa route added to the plan. (amended as per email dated 02.11.12 - 19:07)</p>
682	Raymond Wicks	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
647	Rebecca Jane Poutai	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
76	Rebecca Louise Phillips	<p>Q1 - Strongly Support Comments: It would be of great use to myself, as well as many young people my age wishing to travel to University daily, without the extra expense of going to Pukekohe or Papakura (depending on times). Therefore the proposal of more frequent services is fantastic. I know it would also improve travel into Tuakau with our Town centre so close to the railway.</p> <p>Q2 - Neutral Comments: I will be travelling fairly far daily, so I'm guessing this would make my expense greater??</p> <p>Other Comments: Please can we try to push the date forward... I'm very limited to University choice due to the train station!</p>
298	Rebecca Markson	<p>Q1 – Support Comments: I support a fully integrated simple and connected network. However, I think these changes should be targeted sooner. I also think that there should be dedicated bus lanes (which can be used for police/ambulance/fire and bicycle) from 7am to 7pm.</p> <p>The bus services I am particularly familiar with run down Remuera Rd, Mt Eden Rd and Dominion Rd. Often there is ONE car which is parked and inconveniences a number of people travelling on the bus. There are plenty of side roads and parking facilities off all of these roads at the retail centres. Although I understand that retail/commercial premises wish to provide convenient parking. There is no reason why the provision of public transport accessibility does not suffice. That is people get off the bus near the shops and are WALKING home past the shops.</p> <p>In a developed world where people are getting more overweight, less healthy and have less interaction with their neighbours. The Auckland Public Transport Draft Plan should be encouraging the quick walk to the bus stop, the personal time on the bus whilst reading the paper (no road rage) and the economics behind catching a bus versus owning a car. NOT to mention that the transport system also needs to be time competitive. That is regular ON TIME service backed up by a GPS real time information system to give passengers real information regarding travel times.</p> <p>The proposal should be \$1 per stage off peak (10am to 2pm and 8pm to 6am) and students (all day) and \$2 per stage for peak times. Dedicated bus lanes on Tamaki Drive, Dominion Road, Mt Eden Road, Great South Road, Remuera Road from 7am to 7pm from 2014 and 24 hours a day from 2015. The fact is that most people don't drive down bus lanes, it is the parkers that are the issue.</p> <p>Should the draft plan go ahead with cross town routes as suggested? Circle Links should also be provided to the perimeter stations. All buses should travel a "city loop" i.e. dominion road buses would go down Symonds St around Parnell, the bottom of the city past Wynyard quarter before crossing town. That way all the CBD business centres are covered Auckland Transport already exceeds a number of international cities with the HOP card, given that there are no fare evaders and the swipe on system is quick and easy. Let's make the bus route system as effective.</p>

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	Rebecca Markson (#298)	Q2 - Support [no comments provided]
855	Rebecca Phillips	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
102	Rebecca Steele	<p>Q1 - Strongly Opposed Comments: Paremoremo needs to be included in the plan. It is a growing area, connected to Albany with a high rate paying out goings. I pay over 3800 dollars in rates and there is no footpaths, or bus service in our area. This area needs a service, it also has sanders reserve, which needs to be accessed by people also low social economic groups need to but to the prison to visit.</p> <p>Q2 - Support [no comments provided]</p>
754	Rebekah-Rose	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
141	Renate Waterreus	<p>Q1 - Opposed Comments: I experience significant delays when i have to transfer as apposed to a direct service</p> <p>Q2 - Opposed Comments: This proposed fare structure isn't fair. Why should i pay the maximum fare for just travelling beyond New Lynn</p> <p>Comments: Connections often don't work now, I have had to catch a taxi from New Lynn because the connecting bus has not turned up or we were late into New Lynn. / When I catch the train into the city it takes me another 15 minutes to get to work as apposed to the direct bus</p>
799	Rereokeroa Shaw	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
691	Rhys Shaw	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
643	Richard Gee	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
648	Riki Marshall	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
481	Rob Askew	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>I wish to put forward the following feedback on the Draft Regional Public Transport Plan:</p> <p>The Draft Regional Public Transport Plan is a big step in the right direction for public transport in Auckland and I particularly support the proposals for bus routes connecting and feeding into train stations and ferry terminals.</p> <p>The rail system needs to become the backbone of Auckland's transport system, with buses being used to provide local service routes, feeding into the nearest train station. There needs to be more train service routes introduced across Auckland using all existing rail lines to support this.</p> <p>Greater investment needs to be made in using electric transport, such as electric trains and trams, with modern light rail trams along key important routes, together with an electrified heavy rail system and central city underground loop, to provide Auckland with a sustainable transport system into the future which is cleaner, quieter, more attractive to use, and not reliant on oil.</p> <p>With reference to the frequent service route map, there are some proposed bus routes which need changing or adding to, together with the need for new train service routes, ferry service improvements, and the need for light rail to be introduced in central Auckland.</p> <p>In Summary:</p> <ol style="list-style-type: none"> 1. Light rail tram routes needed to St Heliers Bay, Lynfield & Western Springs. 2. Train services to Huapai needed. 3. Train services to Waiuku needed. 4. Southern train services between Manukau and Pukekohe needed.

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	<p>Rob Askew (#481)</p>	<p>5. Saturday train services to Pukekohe needed. 6. Inter-regional train services needed between Auckland-Hamilton-Tauranga. 7. New train station at Walters Road (Takanini) needed. 8. New train station at Drury needed. 9. South Auckland 'Southern Link' frequent service bus loop route needed. 10. East Auckland 'Eastern Link' frequent service bus loop route needed. 11. Direct bus route between Manukau and Beachlands/Maraetai needed. 12. Pine Harbour Ferry Service needs to run hourly, later in the evenings, and on Saturdays. 13. Service frequency on all routes and modes needs to be minimum of hourly 7.00am to 7.00pm Monday to Saturday. 14. Incentive needed for public transport operator staff and Auckland Transport staff to use public transport with a staff privilege AT HOP card.</p> <p>In Detail: 1. Light rail tram routes needed to St Heliers Bay, Lynfield & Western Springs. In order for Auckland to realise its aim of becoming one of the world's most liveable cities and to reduce the city's chronic traffic congestion, it needs to change the way it views transport options for central city streets. Cars should not be the priority. The city needs to have an appealing alternative which compliments the 'shared street' concept, and is environmentally friendly and sustainable. New light rail routes with modern trams need to be introduced on three strategic routes across central Auckland as part of the RPTP. These include: Quay Street and Tamaki Drive to St Heliers Bay Queen Street, Ian McKinnon Drive, Dominion Road, Dominion Road Extension, Hillsborough Road and The Avenue to Lynfield Beaumont Street, College Hill, Ponsonby Road, Williamson Avenue and Great North Road to MOTAT at Western Springs.</p> <p>The Wynyard Quarter tramway needs to be extended into a modern tram network running in all three directions across central Auckland. Modern trams need to be introduced as they are cleaner, quieter, and have greater capacity than diesel buses. Trams will entice people out of their cars and will be more popular than buses. Dominion Road is already reaching saturation point with the number of noisy, smelly diesel buses running along it. The time has come for new modern electric trams to be introduced. Trams will make the street environment much more appealing and will make suburbs around their routes popular and sought after. With being powered by electricity, trams are not reliant on expensive and diminishing oil resources, and Auckland will have a future-proofed transport system built around electric trains and trams. Trams will also have a tourist appeal, particularly with operating along Auckland's beautiful waterfront from the Wynyard Quarter to Mission Bay and St Heliers Bay, as well as to Ponsonby, MOTAT and the Zoo at Western Springs. Heritage trams could operate along with modern trams during the middle of the day and on weekends for the benefit of tourists, as well as being public transport in themselves.</p> <p>All three routes will run through some of the most dense population centres through the heart of central Auckland, serving large areas of the city's population along simple and straight forward strategic routes. All three routes will provide a very attractive form of public transport which people will use.</p> <p>If Auckland Transport wishes to get people out of cars and onto public transport, trains and trams is the way to quickly make that happen. Trains and trams have much greater appeal than buses, and will act as a real enticement to get Aucklanders out of their cars.</p> <p>New modern light rail tram routes need to be introduced between Britomart and St Heliers, Lynfield and Western Springs as part of the RPTP. The St Heliers Bay route could be built as part of the redevelopment of Quay Street.</p> <p>2. Train services to Huapai needed. Frequent running train services to Huapai are needed with an extension of the Western Line train route to Huapai. A regular half hourly shuttle operating 7.00am to 7.00pm Monday to Saturday needs to be introduced between Swanson and Huapai, together with a new station and park and ride at Huapai, to serve this large area and entice commuters on State Highway 16 out of their cars and onto trains. A station and park and ride in a good visible and accessible location alongside SH16 midway between Huapai and Kumeu would be ideal. Bus services could easily connect with a train services with a station located here, together with a 'Kiss and Ride' drop off facility. Commuters from Huapai, Kumeu, Riverhead, Waimauku, Helensville and surrounding districts could make good use of a train service and park and ride strategically located at Huapai, rather than crawling in traffic on the congested SH16 north western motorway.</p> <p>The fact the a train service between Swanson and Huapai is missing on the maps in the Draft RPTP is shocking, as this rail route has so much potential for commuter passenger train services, and is not being used. This needs to change. A frequent running train service needs to be introduced to Huapai as part of the RPTP.</p> <p>3. Train services to Waiuku needed. A train service needs to be introduced between Papakura and Waiuku, during peak periods on weekdays. The Glenbrook Vintage Railway has recently been extended into the Waiuku township and this railway could be used as part of a new train service to entice commuters out of their cars and onto trains. Trains have far greater appeal than buses and this has been proven with the continuous record patronage levels seem on Auckland's train system in the past 10 years. If traffic congestion on Auckland's roads is to be seriously addressed, it needs to come in the form of providing train services across the region on all rail routes. A peak period train service to Waiuku operating between 6.00am and 9.00am and 3.00pm to 7.00pm on weekdays would be attractive to commuters and students from Waiuku, and would help reduce number of cars travelling on the busy State Highway 22 during peak periods. Such a service would not require many trains, maybe just one or two diesel units. The hours in which such a commuter service would operate would not interfere with the Glenbrook Vintage Railway's operation which normally only operates on weekends or occasionally during the middle of the day on weekdays. A Papakura-Waiuku train service would be popular and attractive, and would be making use of the under-utilised rail route between Papakura and Waiuku.</p> <p>A train service between Papakura and Waiuku needs to be added to the RPTP.</p> <p>4. Southern train services between Manukau and Pukekohe needed. A frequent running train service needs to be introduced between Manukau and Pukekohe, operating Monday to Saturday. The new Manukau train station is poorly used at present due to the lack of a direct train service from</p>

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	<p>Rob Askew (#481)</p>	<p>the south into Manukau. When the new electric train services start operating, the proposed diesel shuttle train services south of Papakura to Pukekohe, should instead run between Manukau and Pukekohe. Manukau is the main shopping, employment and education hub in South Auckland and a train service running direct from Pukekohe into Manukau would be very popular and well used. When the new MIT complex opens above the Manukau station, the majority of students will come from the south and a direct train service will be needed.</p> <p>If Aucklanders are to be enticed out of their cars and onto public transport, the services need to be simple, direct and frequent. The proposal to have diesel shuttle train services between Papakura and Pukekohe makes train services unnecessarily complicated with transfers at Papakura. The public in South Auckland would be much better served with a direct train service between Manukau and Pukekohe. A Manukau-Pukekohe service using diesel trains would not impede with electric train services in the short distance that they would operate in the electrified area between Papakura and Wiri, and would provide the people of Pukekohe (as well as Drury when a new station is built there), and all areas in between through to Manukau, with an attractive train service.</p> <p>A direct southern train service operating between Manukau and Pukekohe needs to be introduced as part of the RPTP.</p> <p>5. Saturday train services to Pukekohe needed. Saturday train services need to be started to Pukekohe, operating initially hourly from 7.00am to 7.00pm. Pukekohe is a growing part of Auckland and existing weekday train services from Pukekohe are well supported. There are many people in Pukekohe who work on Saturdays and should have access to train services. There are a great many people, particularly teenagers who cannot drive or do not have cars, who like to go into the shopping malls and entertainment centres on Saturdays, such as Manukau, Sylvia Park, Newmarket and the central city, but there is no train service from Pukekohe on Saturdays. There are also many people who like to travel out to Pukekohe for shopping and a day out when they are free on Saturdays, but presently cannot do so on a train. It is unacceptable and poor that in 2012 there are still no train services to Pukekohe on Saturdays. This needs to change.</p> <p>Saturday train services to Pukekohe need be introduced as part of the RPTP.</p> <p>6. Inter-regional train services needed between Auckland-Hamilton-Tauranga. A passenger train service needs to be introduced running between Hamilton and Auckland during the morning and evening peak periods, and between Auckland and Tauranga during the middle of the day.</p> <p>While the Waikato and the Bay of Plenty are not Auckland Transport's responsibility, a large proportion of traffic on the congested roads leading in and out of Auckland, originate from Hamilton and Tauranga. Tauranga and Mount Maunganui are both popular holiday and weekend away destinations for Aucklanders. Tauranga is rapidly growing and is now New Zealand's fifth largest city, while Auckland is by far New Zealand's largest city and is rapidly growing. With the high price of housing in Auckland, many people are now having to live further afield in the Waikato and commute into Auckland by driving.</p> <p>In order to reduce the number of cars on Auckland's congested roads, particularly during peak periods, a passenger train service needs to be introduced between Auckland-Hamilton-Tauranga to provide an attractive alternative to driving and to make use of the under-utilised rail routes between Auckland, Hamilton and Tauranga.</p> <p>A passenger service between these centres could be established initially using two of KiwiRail's recently refurbished Silver Fern railcars which are not presently being regularly used. A morning commuter service could run from Hamilton, departing around 6.30am, arriving in Newmarket and the Strand stations around 8.30am. The train could then run from the Strand station through to Tauranga and Mount Maunganui, departing around 9.15am, arriving at Mount Maunganui around 12.45pm. The return service could depart Mount Maunganui at 1.30pm and arrive at the Strand around 5.00pm. It could then depart the Strand and Newmarket stations for Hamilton around 5.45pm, arriving in Hamilton at around 7.45pm. Intermediate stops for all services in both directions could be made at The Base at Te Rapa, Ngaruawahia, Huntly, Te Kauwhata, Tuakau, Pukekohe (for transfers onto Auckland's suburban train services) and Newmarket.</p> <p>As the service picks up in popularity, which it quickly will, additional train services could be put on between Hamilton and Auckland, as well as a service originating in the morning from Tauranga through to Auckland, before returning to Tauranga in the evening. These train services could perhaps utilise some of Auckland's current SA class diesel trains, which could be upgraded for long distance services, or else the six former Silver Star carriages from A & G Price at Thames. Either of these carriages would make attractive and comfortable services, which would be popular, and would entice people out of their cars and onto trains.</p> <p>7. New train station at Walters Road (Takanini) needed. The surrounding area around Walters Road at Takanini is in the process of being developed with many large scale developments in recent years such as the Addison housing estate, the Southgate shopping centre, the Longford Park subdivision and retirement complex. Most recently, Housing New Zealand have announced a large scale affordable housing project to be built on the former Papakura Army Camp land on Walters Road. This project, together with a proposed new high school on the same land, will result in a significant increase in the number of people living in this area and needing to travel in and out of the area. The roads in this area such as Great South Road and Porchester Road are already heavily congested during peak periods. The new residents and students in this area need access to the frequent train services running along the Southern Line through this area, with a new train station within walking distance at Walters Road. A station here would be in a strategic location, providing a practical and attractive alternative to driving, and would provide fast, direct transport options to the central city, Manukau (if a direct southern train service is provided), Papakura and Pukekohe.</p> <p>A new train station needs to be built at Walters Road now as part of the RPTP, to enable new residents moving into this area to get into the habit of commuting from day one, rather than having to rely on driving. Bus services in this area have little appeal as they are slow and get stuck on the same congested roads as cars. A new train station within easy walking distance with frequent running train services to all over Auckland, would be much more appealing and would result in good use.</p> <p>8. New train station at Drury needed. A new train station and park and ride is needed at Drury. Drury is well placed strategically for a large park and ride, serving a large surrounding district, as well as being close to the SH1 southern motorway, and SH22 which would enable commuters from outlying areas, to park at Drury and commute into the central city and Manukau (if a direct Manukau-Pukekohe train service is provided). A train station at Drury would also provide locals in Drury access to frequent running train services, which would be within an easy walk. Trains have greater appeal than buses, and access to train services would act as a real enticement for Drury locals to get out of their cars and onto public transport.</p>

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	<p>Rob Askew (#481)</p>	<p>A new train station and large park and ride needs to be made part of the RPTP.</p> <p>9. South Auckland 'Southern Link' frequent service bus loop route needed. A bus route linking all the main hubs along the main travel routes in South Auckland needs to be created. In order to make bus services a practical and attractive transport option, a new simple loop service needs to be created running frequently in both directions linking Onehunga train station/Onehunga town centre, Mangere Bridge town centre, Mangere town centre, Auckland Airport, Papatoetoe train station/Old Papatoetoe town centre, Manukau train station/Manukau shopping centre, Otara town centre, Otahuhu town centre, Otahuhu train station, Favona and Onehunga train station/Onehunga town centre.</p> <p>The Southern Link bus route needs to run south from Onehunga train station on Onehunga Mall, Neilson Street, State Highway 20, Coronation Road, McKenzie Road, Bader Drive, Mascot Avenue, Massey Road, Richard Pearce Drive, Airpark Drive, George Bolt Memorial Drive, Tom Pearce Drive, George Bolt Memorial Drive, Andrew Mckee Avenue, Lawrence Stevens Drive, Puhinui Road, Wyllie Road, Saint George Street, Carruth Road, Lambie Drive, Ronwood Avenue, Davies Avenue, Manukau Station Road, Great South Road, Reagan Road, Bairds Road, Great South Road, Station Road, Walmsley Road, Kaka Street, James Fletcher Drive, Favona Road, Mahunga Drive, State Highway 20, Onehunga Harbour Road, to Onehunga train station on Onehunga Mall.</p> <p>10. East Auckland 'Eastern Link' frequent service bus loop route needed. With the new busways being developed in East Auckland and the new bus/train interchange being developed at Panmure railway station, a bus route linking all the main hubs along all the main travel routes in East Auckland needs to be created. In order to make bus services a practical and attractive transport option, a new simple loop service needs to be created running frequently in both directions linking Panmure train station, Panmure town centre, Pakuranga Plaza, Half Moon Bay ferry terminal, Highland Park shopping centre, Howick town centre, Meadowlands shopping centre, and Botany town centre together with a loop service running in both directions.</p> <p>The Eastern link bus route needs to run east from Panmure train station along Queens Road, Church Crescent, Pakuranga Bridge, Pakuranga Road, Fortunes Road, Prince Regent Drive, Ara-Tai Road, Sunderlands Road, Bucklands Beach Road, Pakuranga Road, Ridge Road, Cook Street, Whitford Road, Millhouse Drive, Botany Road, Ti Rakau Drive, Pakuranga Road, Pakuranga Bridge, Church Crescent, Queens Road to Panmure train station.</p> <p>11. Direct bus route needed between Manukau and Beachlands/Maraetai. A new direct bus route running hourly between Manukau train station and Beachlands/Maraetai via Flat Bush and Whitford needs to be introduced as part of the RPTP. The proposed new bus route as shown in the Draft RPTP running only between Flat Bush and Beachlands/Maraetai will not be popular or attractive to people living in the Whitford/Beachlands/Maraetai areas, with requiring the need to change buses at Flat Bush to head into other parts of Auckland. If public transport is to be made truly practical and attractive to use, it needs to be simple and direct, and in this case run direct to the main shopping, employment, education and transport hub in Manukau central. A bus route running direct to Manukau will provide students with direct access to the new MIT complex, as well as to the large shopping and entertainment facilities at Manukau.</p> <p>A direct bus service between Manukau train station and Beachlands/Maraetai will provide easy connections between train services across Auckland (particularly if a direct Manukau-Pukekohe southern train service is introduced) and bus services across South Auckland.</p> <p>A direct bus service between Manukau and Beachlands/Maraetai will also provide people living in Manukau with a good public transport service to the popular Maraetai beach, which is very popular with Manukau and South Auckland residents during the summer months. There is no direct bus service to Maraetai from Manukau at present. Such a service would provide this.</p> <p>A direct bus service running hourly between Manukau train station and Beachlands/Maraetai needs to be provided as part of the RPTP, to provide the best and most attractive public transport option for residents in Maraetai, Beachlands, Whitford and Manukau.</p> <p>12. Pine Harbour Ferry Service needs to run hourly, later in the evenings, and on Saturdays. The Pine Harbour ferry service between Beachlands and the city is popular and well used, and has become so popular that during periods of high fuel prices, not all commuters waiting at the ferry terminals, can board services during peak periods. The service is being limited by the number of services provided and by the hours and days of operation.</p> <p>For public transport to be a truly practical and attractive option for people in Beachlands and Maraetai there needs to be at least an hourly service operating throughout the day until 8.00pm in the evenings, and needs to operate on Saturdays as well. Bus services from Maraetai and Beachlands need to connect with the ferry services at Pine Harbour Marina.</p> <p>Increased service frequency on the Pine Harbour Ferry Service needs to be made part of the RPTP.</p> <p>13. Service frequency on all routes and modes needs to be minimum of hourly 7.00am to 7.00pm Monday to Saturday. If a greater uptake of public transport is to be achieved, there needs to be a uniform consistency of service provision on all routes and modes (bus, train and ferry) across the region. The very minimum service level needs to be hourly services operating from 7.00am to 7.00pm Monday to Saturday on all routes and modes. Aucklanders need to be provided with at least this service frequency, including Saturdays, in order to make public transport an option for travelling around the region.</p> <p>14. Incentive needed for public transport operator staff and Auckland Transport staff to use public transport with a staff privilege AT HOP card. There are many people involved in the running of Auckland's public transport, but the great irony is most use a private car to get to work or for travelling around Auckland. If Auckland Transport and Auckland Council wish to get more Aucklanders out of their cars and onto public transport, providing incentives for public transport operator staff and Auckland Transport staff to use public transport, would be a great start. The introduction of an integrated ticketing system across all modes of transport in Auckland provides an ideal opportunity for such an incentive to be introduced. With Auckland's transport system being integrated with one ticketing system, it would make perfect sense for a staff privilege AT HOP card to be made available so that all public transport operator staff and Auckland Transport staff can make use of all modes of public transport provided by Auckland Transport, eg train staff being able to use buses, ferry staff being able to use trains and so on. Providing this privilege would be easy enough to load onto a AT HOP card and would encourage transport operator staff and Auckland Transport staff to use public transport.</p> <p>A staff privilege AT HOP needs to be created by Auckland Transport and made available for all public transport staff in Auckland who operate public transport services for Auckland Transport, as well as for Auckland</p>

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	Rob Askew (#481)	<p>Transport staff, which can be used on all modes of transport - bus, train and ferry in Auckland. The staff privilege HOP card could be jointly funded and subsidised by Auckland Transport and all operating companies who provide services for Auckland Transport.</p> <p>Such an initiative would be very popular and would be well received and used, encouraging more people to use public transport in Auckland, which in turn will help to reduce the number of cars on Auckland's roads.</p> <p>There would also be an advantage with the people who operate Auckland's transport system using public transport and seeing things from the point of view of a passenger, which could help with making improvements to public transport services.</p> <p>If Auckland Transport wishes to create a public transport system which is practical and Aucklanders will seriously start to use, then the above changes need to be introduced to the RPTP.</p> <p>Thank you.</p>
138	Robert Banks	<p>Q1 - Neutral Comments: A fundamental test is, will the service be better, and in no way worse, than at present. / At present some bus routes enjoy (much) better than 15 minute frequency from 6am to 11pm. / 15 minute frequency between 7am and 7pm is a lesser service. / The plan implies that integration is better, and passengers will accept having to make a connection to reach their destination.</p> <p>I suggest the planners be required to use public transport 7 days a week during the public submissions period, to gain experience and credibility to respond to the submissions.</p> <p>I am concerned with the metro look network diagram. A bus service is fundamentally different to a train service. The bus service uses existing roads that make up the community road network. People expect to walk to a bus stop, not drive, or take an infrequent connector. Bus routes running in bus lanes on main roads through the centre of suburbs eg Dominion Road is the answer, with a network of such routes that provides a bus stop within a 1km walk of most houses.</p> <p>The existing Dominion Road, Mt Eden Road, Western and North Shore bus users who are presently used to better than 15 minute frequency for longer than 7am to 7pm as a single bus service within walking distance of their homes probably make up over 50% of total bus users. If just 10% of those people decided to take their cars instead of accepting a reduced service, the transport plan will have failed.</p> <p>Q2 - Support Comments: There is a lot to read and understand, and maybe it is too complex. The prime advantage of public transport is to reduce road congestion and at a cheaper (\$ and environment) cost than the main alternative, cars. The plan does not set a target number of public transport users (or conversely car users) which is surprising. It covers cost recovery, but cost to achieve what targeted outcome?</p> <p><u>Cost and use factors</u> - convenience (covered in comments about services) - fare cost deterrent (but fares are already much cheaper than car and parking) - Cost of collecting fares. - Operating cost</p> <p>Options: Flat fare structure to encourage long distance passengers, and increase car kilometer reduction. The extreme case, but one that also saves the cost of setting and collecting fares is zero fare, with the cost paid by present level of government subsidy, with all the rest by Auckland ratepayers (business and residential), in effect take or pay. Businesses benefit from commuters coming to work for them, and residents can choose to use public transport they have paid for in their rates rather than the additional cost of travelling by car. This would almost certainly substantially reduce car use, at the cost of increased public transport services. Perhaps do it by steps if the target was say a 30% reduction in car use to avoid say 10bn in road expenditure over the next (and every) 10 years, the balancing fare/demand point could be established and maintained. Your analysts will know the present flat fare equivalent to present fare income and could estimate the required fare decrease to achieve a 30% reduction in car use, and associated increase in rates to offset that. This is outcome based rather than the apparently arbitrary 50% fare box contribution basis.</p> <p>Can maximum efficiency of operation be another outcome to be targeted over time. The recent new buses are more manoeuvrable and seem more manoeuvrable and faster and presumably more fuel efficient than the old ones they replaced. Is this already showing reduction in operating costs? What would incentivise fuel efficient bus driving compared with the full accelerator or full brake behaviour of many? They behave as if fuel use is cost recoverable which is not the only way. / What bus train fleet would be required at new efficient operating levels to have 30% of car users move to public transport. What would that cost and what ratepayer/passenger fare mix would achieve the target reduction in car use?</p> <p>Other Comments: Public transport is no longer a social service, it is a business / I have not read all the Draft RPTP, but I have not seen outcomes based business case. There may not be a business case for rail, at least not yet, but there will be one for modern well managed buses, which should be set out as part of this first step.</p>
713	Robert Bruce Graham	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>

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415	Robert Coup	<p>Q1 - Strongly Support [no comments provided]</p> <p>Q2 - Support Comments: While refreshing to see the end of 10-trip tickets, it is disappointing to see the continued existence of monthly passes in the RPTP. Season passes (whether they are daily, weekly, monthly or anything else) distort behaviour and force consumers to make an upfront decision which may cost them later. If they're paying too much or feel "ripped off", the car vs PT tradeoff is that much further away.</p> <ul style="list-style-type: none"> * A commuter for who it's cheaper to get a monthly pass than stored value, but only if they use PT for virtually every day in a month... meet their partner after work a couple of times, or get sick, and suddenly they're paying more than they need to. * Someone who works casually - they might work three weeks in one month, but only one week in another. * Disrupted travel patterns around December where work and Christmas functions change normal travel schedules. / * Tourists using PT to get around Auckland for several days, whose plans change based on the weather. <p>Fare capping: Rewards the user by ensuring that they pay no more than the fare associated with traditional periodical product concepts via the establishment of daily, weekly or monthly fare caps. A capping system is available in London with Oyster. It guarantees that an Oyster card user will be charged no more than the cheapest combinations of single tickets, travelcards and bus pass that cover all journeys made that day. The cap is based on modal choice, maximum zonal journey made and time of day.</p> <p>Auckland is now moving to a brand new integrated ticketing regime, and we can extend the concepts of fare capping further. Automatically cap fares on a rolling daily, weekly, and monthly basis, based on peak/off-peak and zones travelled. Guarantee that the user gets the "best" deal, just as if they could accurately predict their travel over an entire month. We don't need to make people make a near-impossible decision upfront about what is the best purchase for them.</p> <p>Other Comments: Section 6.6 talks about providing a wide choice of information channels for customers to plan their journeys.</p> <p>AT already provides Google Transit feeds for distributing timetable information to external organisations. These data feeds and interfaces need to be supported and extended:</p> <ul style="list-style-type: none"> * Make sure the data feeds are as reliable, complete, and up to date as the AT website and planner. This allows developers to build services that the public can reliably depend on. The existing feeds have a number of problems, and AT don't seem to make resolving (or learning about) problems a priority. * Provide real-time transport information via the Google real-time transit feed format. * Open licensing of transit information, as per the NZGOAL framework and the NZ Declaration on Open and Transparent Government. Get the information spread as widely as possible to get the widest benefits * Work closely with external developers and encourage and implement their suggestions. Acquiring or licensing successful technology products is an extremely low-cost way of delivering technological innovation into AT, especially in the fast-moving web and mobile spaces. <p>Some examples:</p> <ul style="list-style-type: none"> * researchers and traffic modellers can use transit data in combination with other datasets (weather, population, traffic, planning, geography, etc) to produce analysis that could be immensely useful to AT and Auckland Council, and reveal patterns and trends that aren't obvious. * Developers and researchers can re-apply processes, software, and tools created overseas for compatible data formats onto Auckland data with ease. * Experiments in user interfaces, mobile technologies, and platforms can be easily created by third parties to see if they "have legs". * Third parties can provide accessible information (alternate languages, disabled users) that AT can't justify doing themselves. * Operators can perform more accurate modelling and analysis for bids and operational improvements. <p>Auckland should be a leader in this space, and leverage as much development and technology from overseas as we possibly can. By provided data feeds as a "first class citizen" alongside the website, it will ensure we get to the forefront of innovation. Developers like Google and Transit App (http://thetransitapp.com/) will implement Auckland as a launch city for new tools and technologies rather than following along years later.</p>
490	Robin Ranga	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>Please record my submission to support the requested train service to include a station at Tuakau – as a resident of Port Waikato this is a critical forward thinking proposal. Tuakau is our nearest rail point. Because the train travels through Tuakau to Pukekohe it seems a reasonable request to include this facility to the growing town and surrounding rural district.</p> <p>As the Waikato District Council supported an extension of the MAXX train to Tuakau and allocated \$500,000 in its 2013/14 budget to re-instate a platform in Tuakau, confirms the recognised need for such a facility. The need for a station would not simply disappear just because Tuakau is now within the Auckland District.</p> <p>I strongly protest against any proposal to discontinue the train service that currently runs to Pukekohe and as this latest plan is for the next 10 years it seems ludicrous to cut such services as the town is growing, and the rural area including the Port has the strong potential to attract an increase in residents over this period.</p> <p>Vision, with common sense and realistic future planning of a efficient public transport system to serve the area should embrace the needs of today and consider tomorrow in a growing district – rather than short term decisions based primarily on finance that would in the long term, be detrimental to the area and have costlier consequences.</p>
853	Robyn Stanbury	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>

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92	Ron Bush	<p>Q1 - Strongly Opposed Comments: The proposal for the Baywater area has been poorly communicated to residential residents that will be heavily affected by the increased bus services in residential streets. Apart from hearing about the proposal in a passing conversation there has been NO repeat NO communication to affected parties. We will be inflicted with busses every 7.5min (15 min each way = a bus every 7.5min). There is NO consideration of noise, vibration or impact on families who live in a residential street. / he / I wish to be heard and require 2 full days so that I can bring in Noise exper [sic] complete with measurements showing noise at residential boundary far exceeds the RMA for any activity, experts on the effects of noise etc on people particularly children, the process which lacked advisement to affected parties, health effects etc.</p> <p>Q2 - Support [no comments provided]</p>
623	Ron Hudson	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view**</p>
393	Ronald Wilkins	<p>Q1 - Strongly Support Comments: I strongly support a 15 minute service during peak periods. But it is essential to have feeder buses to link up with the trains plenty of free all day parking at railway stations.</p> <p>Q2 - Strongly Support Comments: As on superanuauion I strongly support free transport from 0900 hours non-Friday. Definately no cut off at 3pm as it would be impossible for us to get to Waiheke and back to your destination by 3pm. Plus weekend and public holidays no time limit of when to travel I have no objections to paying before 9am and have done so on several occasions to meet my commitments</p> <p>Other Comments: The Manukau loop has to provide into and then out to Papakura (not back to Auckland). Improvement to Pukekohe railway station ie closer to the overhead bridge. Also more long term parking and feeder buses to Tuakau, Waiuku etc.</p>
61	Rosemary Arts	<p>Q1 - Neutral [no comments provided]</p> <p>Q2 - Support [no comments provided]</p> <p>Other Comments I do not feel that those with Super Gold cards should get free bus travel at any time after 9 am.</p> <p>In the part of Auckland that I live in (Farm Cove), the majority of the passengers with Super Gold cards do seem to take advantage of the free buses. It is fairly normal to see the same people day in day out, and as a result, many of the services I catch after 9am are late as a result of a huge number of Super Gold card holders. Who qualifies for Super Gold cards is somewhat irrelevant, but it should not give a person a right to free travel when other groups of people only get a small discount.</p> <p>Students only qualify for a 10% discount, and it strikes me as very unfair that students are the only group in this society that are expected to borrow to live, but get no significant help for transport. I have lived in parts of this city in the past where I have been expected to pay \$250+ per month for transport and it is so unfair and frustrating that people who don't even pay for the service hog the buses, make them late and hold up the driver (i.e. in Farm Cove/Pakuranga, many buses are held up as a result of a poor ability to speak English). If free Super Gold card travel remains, then you should add free transport for students as well, or at the very least make card holders pay a small fare (e.g. child fare).</p> <p>It would be interesting to see how much more money would be made if Super Gold card holders had to pay a small fare. Maybe then the buses might be maintained better and in Howick/Pakuranga may actually run on time and be reliable.</p>
307	Ross Ayton	<p>Q1 - Support Comments: A simpler integrated transport system is definitely both wanted and needed in Auckland. However this city is hugely spread out and those in the further districts from the CBD appear to be penalised unnecessarily.</p> <p>I have travelled overseas and experienced enough public transport systems to know that ours is ridiculously expensive. If you want Aucklanders to give up their cars and use public transport ...you MUST make it financially viable...cheap enough to make it the obvious choice as happens in other countries.</p> <p>You may need to reconsider the ferry system and seriously subsidise this for passengers who are held to ransom by a private company, Fullers being the only way Waihekeans can get to work in the city. While the City Council happily rakes in the rates from Waiheke...they give very little in return. Subsidised or other ferry services (Auckland owned) may provide a reasonable alternative. Public Transport...to work efficiently...MUST be cheap and reliable for ALL. / It is NOT POSSIBLE for it to be profit-making...it MUST be subsidised to the extent where EVERYONE chooses to use it.</p>

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	Ross Ayton (#307)	<p>Q2 - Support Comments: I have used the Oyster card in London and it works well for all local transport. One card for all services...a cheap flat fee also seems to help make the transport system in London efficient if one doesn't have a card. Travellers are encouraged to use the card system by it providing a definite saving by using it. / However there must be a reliable efficient service timetabling this to function for all users.</p> <p>Other Comments: I applaud the idea of efficient change...however it must be cheap and reliable for it to work.</p>
360	Ross Roberts	<p>Q1 - Support Comments: The concept is good; I currently use the network but sometimes get frustrated because of infrequent services. This proposal goes some way to addressing that issue by having fewer routes but more frequent services.</p> <p>An important issue has not been addressed. Bringing in fewer, higher frequency routes will mean that more people have to travel a bit further to get to the nearest access point (eg station, bus stop). In order to make this effective consideration should be given to the services available at these stops. Key improvements would include bike storage (so that people can cycle to catch the bus/train to town), more reliable real-time information about bus times, and potentially ticket services. This may be reserved for stops where there are expected to be high volumes of people accessing, and would logically be incorporated into local community centres where there are existing other facilities such as banks and cafes so that these can be used while waiting.</p> <p>Consideration should also be given to stop frequency on the frequent service network. While reliability and frequency are the most important aspects for most people, speed once on public transport can also be an issue. In my opinion there are actually too many stops in some areas - for example Mission Bay and St Heliers, which have three each, some in very close proximity. During commuting hours all three get used, resulting in extra delays which would be avoided if the number was rationalised. This would also allow savings in maintenance.</p> <p>Q2 - Strongly Support Comments: Any change would be an improvement!</p>
742	Rowena Timblich-Poroa	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
730	Roy Alan Foley	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
729	Roy Hanna	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
283	Roz Simpson	<p>Q1 - Support Comments: Whilst I am pleased to see Auckland come more into line with other developed nation cities and improve it's public transport services, I am concerned that there seems to be little mention of provision for cyclists. I live in Mount Eden and would like the opportunity to cycle to the school in Flat Bush where I work. However, our roads are extremely hazardous for cyclists with cycle lanes intermittent (at best), used as parking spaces and rubbish dumps, and are given little to no respect by drivers. I feel I am unable to set a good example to my students by using my car less as the roads are just not safe. I have been nearly knocked off my bike on several occasions, been abused by drivers for being in the cycle lane, and had punctures from broken glass and rubbish that has been swept into the lane reserved for me. If cycling is to be seen to be supported by the council, then this must be improved! Reluctant car commuter.</p> <p>Q2 - Strongly Support [no comments provided]</p>
246	Rue Statham	<p>Q1 - Strongly Opposed Comments: I strongly oppose the Draft RPTP as it specifically omits Hibiscus Coast from the frequent service network. I find this a gross oversight of the Auckland Transport network; especially as Silverdale (and Orewa to a degree) is identified in the Auckland Plan as network growth area.</p> <p>Whilst I support such increases in services such as inner city rail, and increased water related services (especially to the Hibiscus and Bays areas, I find it incredulous that Silverdale (especially) does not get a consideration in frequent network services.</p> <p>I also find it amazing that as part of the 10year plan that AT is not looking ahead in planning for rail network to the north of the region, through Northshore, Albany and Hibiscus Coast. If Auckland Transport is not careful, the Unitary Plan and the anticipated growth in the north will effectively stifle any chances of rail network corridors. I would have thought that Auckland Transport, and Auckland Council, would have learnt from it's past mistakes by not thinking far enough ahead; thus having to retrospectively plan (and purchase at inflated costs) plan such corridors of importance. At least identify that Auckland Council will start to consider such a move, even if the potential to have rail network to the north is 25-30years away</p>

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	Rue Statham (#246)	<p>Q2 - Strongly Opposed Comments: Again - with the anticipated growth in the north (Weiti, Orewa, Silverdale, Longbay etc.) Auckland Transport has made a glaring omission from its ticketing concepts. Having just worked out the potential cost of HOP card travel from Hibiscus Coast to Takapuna vs. monthly passes, I estimate that the increase in cost is 40% over the same period. I would like Auckland Transport to justify how it intends to keep these costs down? If Auckland transport is trying to increase public transport usage, some scheme has to be given for those commuting from this so called Outer North Zone; which incidentally does not include Orewa or Hatfields Beach (Re: fig 6-1). Currently the service is poor and vehicles old (keep breaking down), so please justify this potential 40% increase in ticketing vs. service provided.</p> <p>Other Comments: Currently the Draft RPTP does not clearly reflect the Auckland Council's direction in further growth, both residential and business.</p> <p>More thought needs to be put to the draft Auckland Plan, Unitary Plans and the anticipated growth nodes; especially those that are highlighted in the north (I know I'm bias in that regard).</p> <p>I like to use public transport as much as possible, but the costs are starting to outweigh the quality of service provided and frequency of service vs. basic cost of ticketing. Not everyone has the luxury of working in close proximity to the home, and I for one do use public transport as much as possible for work related travel. But the service to Hibiscus Coast is terrible at times and the new Park N Ride facility at Silverdale serves me no purpose; in fact it will make the journey longer as we detour into the new facility to pick up / drop passengers. Alternative express services need to be considered exiting Orewa to the North at Grand Drive, which could pick up those passengers from the Park N Ride, but the Draft RPTP fall short of identifying Orewa and Silverdale at the Network Hubs that they are</p>
308	Russell Jones	<p>Q1 - Strongly Opposed Comments: Under the proposed Public Transport Network many areas will lose their direct bus service to the CBD and other areas. The proposal to require a change of bus is likely to cause patronage to fall in these areas which is contrary to the aims of the Plan. Are rates going to be reduced in these areas to compensate for the reduction in service? This proposal benefits those people who live near the frequent services at the expense of everyone else.</p> <p>It will be difficult to make services connect without waiting (either of passengers from/to the connector services or of passengers on the frequent services), therefore many people will waste time waiting for a connecting bus. I would like the proposed network changes scrapped. I am not opposed to redesign of the network, but it should not require so many changes of bus.</p> <p>Q2 - Support Comments: The proposed fares and ticketing policy has many good points with it allowing for transfers and having a single card with a daily cap. It would be desirable to make the card more attractive by not charging to top it up. Section 2.3 states that it is desired to have "increased user contributions through higher farebox recovery". However the proposed fare zone system with fewer zones or stages is contrary to this. Generally farebox recovery is reduced under this type of proposal as fares less closely match people's willingness to pay. How is it proposed to raise the farebox recovery on rail? Will the actions specified in the plan will be enough? Is the farebox recovery just of operating costs or of all costs?</p> <p>Other Comments: The Plan assumes that the CBD rail loop will be built. However this project is unfunded at the moment. Objective 6.1 is potentially flawed as the focus should be on where people live and work at the moment. While planning (especially of rail infrastructure) should take into account future changes these will only occur slowly, so services need to be provided for where people live and work at any given time.</p>
353	Ry Tweedie-Cullen	<p>Q1 - Strongly Support Comments: The move towards a network based system of high-frequency interconnected services is a welcome and well overdue move. Having spent many years living in cities like Zurich which operate such a system I see the benefit of high-frequency services that encourage transfers between services. In addition, plans to integrate the rail with feeder buses is a must and also something I utilised frequently when living in Zurich, CH.</p> <p>Q2 - Strongly Support Comments: It is essential that Auckland operates on a zone based system that does not penalise transfers or the use of multiple modes. It should be irrelevant to a PT user who is operating a service, their monthly pass should cover all services. I am well used to and see the great advantage of being able to hop on and off buses/trams/trains using a single pass and how this enabled me to live quite happily without the need for a car. I am concerned however that the pricing in Auckland is very high in comparison to systems that are much more extensive and frequent in other cities I have lived such as Boston, Zurich, Heidelberg and Hamburg. In all these cities, monthly passes were up to 1/4 the price of what an equivalent all mode pass costs in Auckland. Pricing is something that needs a major overhaul and any plans to continue to raise prices needs to be seriously looked at. However, the planned moves towards a zone based system that encourages transfer between services (whatever the mode) is strongly supported.</p>
176	Ryan / Abbey	<p>Q1 - Neutral Comments: The area of interest for myself relates to the Northern bus route and particularly those services towards Long Bay. The plan gives the feeling of trying to be as obscure as possible with name changes and vague explanations of what the services are however what does seem evident is that those services to Long Bay are being reduced from 10-20 minute services to 30+ minute services. Considering the new Long Bay development, this seems an unusual decision and only likely to push commuters to private transport. With buses being the only form of public transport in the area, why is it being reduced? While you state network system as a whole, ignoring now is only going to result in it being ignored later after the frequency reduction has already been considered and approved...</p>

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	Ryan / Abbey (#176)	<p>Q2 - Neutral Comments: Integrated ticketing makes sense but worthless to those on the North Shore as unless working outside the city, it is quicker to keep on a bus through the city than attempt to change service.</p> <p>When last using the bus service, it was noted that the HOP service was more expensive than bus specific options, not really an incentive to move to hop.</p>
58	Ryan Bradley	<p>Q1 - Strongly Support Comments: Network is good although the only thing I would question is the lack of a North to West frequent service?</p> <p>Q2 - Strongly Support Comments: While acknowledging the extra costs of ferries, they should still be incorporated into the zone system in some way (e.g. make the islands a zone 4 and perhaps each wharf on the mainland could be separate from the rest of the zone?). Otherwise it is a key part of the system that will feel like it is not really part of the integrated package.</p>
616	Sage Twiss	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
565	Sally Meiklejohn	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>I wish to respectfully submit the following and I ask that the Committee consider: That a shuttle van service to Titirangi Village be developed for the Laingholm area. That this shuttle van service be timed to connect with regular bus services to and from Titirangi.</p> <p>My reasons for this request are: * There are very few buses running to and from Laingholm on weekdays (11 buses - 6.25am to 6.20pm from Laingholm; 9 buses - 7.25am to 6.20pm to Laingholm) * There are no evening services to or from Laingholm * There are no weekend services to or from Laingholm * Residents must therefore use their cars continually * There is a great number of families in the area. Going to sports, clubs, movies etc requires that teenagers need to be driven everywhere - not always possible, thereby depriving Laingholm children from fully enjoying what Auckland offers. They can't even get to the library!</p> <p>* Laingholm roads are extremely narrow, contain many blind corners and narrow footpaths, making driving extremely dangerous. * A properly run service would get many cars off the roads, reduce pollution, save fuel and road maintenance * Buses present a constant danger as they cannot negotiate the corners unless they cross over into oncoming traffic * Because of their size they can only travel in one direction</p> <p>I would like to speak to this submission. I would like to be involved in local consultation.</p>
658	Sally Taylor	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**</p>
585	Sam A Denby	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>I admire your idea for providing Public Transport to our area - Warkworth. Have you not heard the saying (which is true) that money will not fix problems. Your idea will not work and will just waste more money.</p> <p>What is working now is the issuing of taxi chits through WINZ and this could be expanded at less cost than your current scheme providing that the recipients are over 65 years of age or invalids. If the chits were transferred to Auckland Transport (Rate payer), I do not think the cost would be that great and that it would be miles cheaper than having a regular bus service.</p> <p>Regarding all the other bus and train services, they would cost a lot less if they were free. Every church carpark would become a "park and ride". Regarding buses entering and exiting church car parks, cars would stop, give way, just like the 1950s with the trams. Look at the savings - fewer town planners, transport planners, money to count, bank, bus tickets and systems. Yes, I know in today's world it is user pays, but we could make our Auckland Transport (boat travel excluded) like our health service.</p>
16	Sam Glover	<p>Q1 - Neutral Comments: I think the plan is a step in the right direction. But I see more buses on the road, which just clogs up the roads further. More emphasis needs to be placed on train travel, so that roads are not jammed with more buses.</p>

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	Sam Glover (#16)	<p>Q2 - Support Comments: This is fantastic, long overdue, and should have been implemented years ago.</p> <p>Other Comments: - The cost of public transport should not rise to fund these changes. People will not use the system if the price increases, and will just use their car. - Train services need to be much more frequent throughout the day. - More low floor buses</p>
800	Samuel England	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**
834	Samuel Te Wake	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**
124	Sandra Beaton	<p>Q1 - Neutral Comments: In theory I support this idea however as someone who uses both bus and ferry at present the 'connecting' phase can be the biggest issue/stress about using public transport. If the services run late and if there is not a good line up in timings between services then you can end stressing about making your connection and/or spending a reasonable amount of time waiting for the next ferry/bus etc. The same used to happen when I took 2 different buses to get to work.</p> <p>Q2 - Neutral Comments: I support the idea of a single ticket, especially if monthly and similar options are retained. I would like to see the ferry incorporated earlier into fare plans. I currently catch the bus and ferry to work (as do many others that I catch the ferry with). I currently get a monthly pass that covers the bus and ferry and would like to see that continue, otherwise I will go from one ticket to two.</p> <p>My concern is around the zoning suggested, as those in the south and west seem to be a greater disadvantage than those in the north. Also it does not take into account neighbouring suburbs that have historically been closely linked. For instance (as happened when I was at school) it was a 2 zone fare from Mangere Bridge to Onehunga yet most Mangere Bridge residents go to school in Onehunga and (probably partly related to that) for many Mangere Bridge residents they tend to look to Onehunga as their retail and trade area. I assume there are other neighbouring areas similar to this which would also be affected by a 2 zone fare. Perhaps a border fare could be introduced (e.g. if travelling within so many kms either side of a zone border).</p> <p>Other Comments: I would like to see the 7am-7pm time frame (Fig 5.1 operating hours) extended to 6am-7pm to encompass those who travel further and/or need to commute earlier in the day.</p>
773	Sandy Coffin	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view.**
137	Sandy Lee	<p>Q1 - Support [no comments provided]</p> <p>Q2 - Neutral Comments: I agree with an integrated ticket system but not how the fare structure has been organised It is not fare for West Auckland users as they are charged too much for short distance travel</p> <p>Other Comments: I don't mind transferring as long as the system works correctly. However I wouldn't want to transfer when I only had a short distance to go, or if there was a significant time penalty. How will you make the transfers work when people are often let down but this operationally now.</p> <p>Security would be an issue to me.</p>
273	Sanjay William Bangs	<p>Q1 - Strongly Support Comments: I fully support the simplified bus service network proposed by the RPTP. However, missing from the policy direction is the need to align PT services to encourage transfers, especially where between routes that terminate in the CBD and routes that start in the CBD.</p> <p>Q2 - Strongly Support Comments: I full support the simplification of fares system, maintenance of existing fares (i.e. pricing) and incentives for using integrated tickets</p>

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579	Sara Tompsett	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>I've recently been informed via (Franklin county News Issue Tues October 23, 2012) of the new Public Transport Plan 2012 – 2022 and the fact that there is no, or will be no funding for the Pukekohe-Tuakau-Port Waikato bus service. This is unfortunate because of the fact that there [are] a lot of people in my community who rely on buses to get to work, shop in Pukekohe and elsewhere as well as go to school. I have been travelling by bus for over 30 years to school, and recently to work in Pukekohe, I find it is the most reliable source of public transport for myself, my family and the community at large. I believe the elderly especially will be [a]ffected by the omission from your transport plan, since the advent of the Gold Card. [They] travel regularly from the Port Waikato-Tuakau to Pukekohe. For them there is no other way for them to get to other areas in the community under their own steam and would have to rely on others for help. This would mean more cars on the road. As for myself, I rely on the bus to get [to] and from my work place, if there is to be no funding to the bus service down here, it will mean that I will be unable to come to work in Pukekohe or elsewhere and may force me on to the dole. I don't think you or your transport Plan 2012-2022 has considered the implications that it will impose on myself or for others in this community. I ask that you include funding for this vital service. The Auckland Council keep saying that they want to have a reliable and world class transport service which I find unbelievable when they are trying to take away many of the services that are needed to the very community that they supposedly serve.</p>
402	Sarah Haslam	<p>Q1 - Don't Know Comments:</p> <p>I am interested in the proposed changes for public transport to the new subdivision at Hobsonville Point. I am looking a purchasing a property in this new subdivision and I currently have 3 intermediate/secondary school aged children. I am looking at the transport options for them for both the next 5 years while they are at school, and for further out when they are likely to be attending university in the CBD. The youngest will be eligible to enrol at the new Hobsonville Point Secondary school when it starts in February 2014 so will walk to school. The two older kids are currently at Massey High School (Hobsonville's currently zoned high school) and Waitakere College.</p> <p>I have four questions around public transport to this area:</p> <ul style="list-style-type: none"> - for those kids who will live at Hobsonville Point and who will not be eligible to start at the new Hobsonville Point Secondary school (ie. those in Year 10 or greater in 2014), how are they going to be catered for with regards to school transport? Massey High school currently runs a charter service into Hobsonville and I suspect won't be allowed to extend this into the Point as it will be encroaching on the new high school's zone. - is the current public bus service from Hobsonville Point to Henderson (which is currently either very infrequent and/or needs connecting to another bus at Westgate) going to be increased? This service would cater for Massey High, Waitakere College, Liston, St Dominics, etc if it were to run during the school start/finish periods. - is the number of peak hour buses that run from Hobsonville Point into the CBD going to be increased to cater for those that don't want to or can't catch the proposed ferry to the CBD? - who is the proposed provider of the ferry from Hobsonville Point to the CBD, when is the proposed start date, and what are the approximate monthly pass fares likely to be? <p>Q2 - Don't Know [no comments provided]</p>
465	Sarah Summerscales	<p>Q1 - Support Comments:</p> <p>I think that it is great that action is being taken to improve the public transport system in Auckland, making all areas of transport (buses, trains etc) accessible. I think it's great especially for the youth of Auckland area and university students who live in the outer areas of Auckland.</p> <p>Q2 - Support Comments:</p> <p>Having a ticket system that is recognised on the multiple public trains, port services is very good. The card system is also good for the regular users of the public transport system. However, a system needs to be in place for people who do not frequently use the system (i.e. visitors to New Zealand) and possibly wouldn't be able to get a card.</p> <p>Other Comments:</p> <p>The plans for the service network stops at Papakura disincluding Pukekohe. In my opinion this is a huge flaw in the draft. As it stands Franklin is a huge area with a lot of people who want to use to public transport system, but find it difficult as the buses and trains do not make frequent enough stops there. Also Pukekohe is developing and growing and becoming more of a hub. Leaving out Franklin on this plan will only mean having to come back later to improve the system again.</p>
44	Scott Baker	<p>Q1 - Neutral [no comments provided]</p> <p>Q2 - Neutral Comments:</p> <p>Single trip cash fares need to be kept for people who do not use public transport much</p> <p>Other Comments:</p> <ul style="list-style-type: none"> - It would be good if you can have more bike n' ride cabinets available - Having some toilets available in some transport/train hubs would be useful - On page 41, 6.4c), Council should concentrate on the 3 official languages official [end]

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183	Scott Gamble	<p>Q1 - Support Comments: I would have expected more mention of proposed ferry network for the North Shore as shown in both the Auckland Plan and the Hibiscus and Bays Plan. Given that both of these make mention of exploring the possibility of ferry terminals at both Browns Bay and Takapuna, it is disappointing that the specific transport plan does not.</p> <p>Q2 - Strongly Support [no comments provided]</p> <p>Other Comments: North Shore ferry service should be discussed so that it is kept on the agenda.</p>
743	Scott Michie	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **</p>
499	Sean Michael Lynch	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>I wish to put forward the following feedback on the Draft Regional Public Transport Plan: The Draft Regional Public Transport Plan is a big step in the right direction for public transport in Auckland and I particularly support the proposals for bus routes connecting and feeding into train stations and ferry terminals. The rail system needs to become the backbone of Auckland's transport system, with buses being used to provide local service routes, feeding into the nearest train station. There needs to be more train service routes introduced across Auckland using all existing rail lines to support this.</p> <p>With reference to the frequent service route map, there are some new train service routes which need to be added.</p> <p>In Summary:</p> <ol style="list-style-type: none"> 1. Southern train services between Manukau and Pukekohe needed. 2. Saturday train services to Pukekohe needed. 3. Train services to Waiuku needed. 4. Train services to Huapai needed. 5. Inter-regional train services needed between Auckland-Hamilton-Tauranga. 6. New train station at Drury needed. 7. New train station at Walters Road (Takanini) needed. 8. Service frequency on all routes and modes needs to be minimum of hourly 7.00am to 7.00pm Monday to Saturday. <p>In Detail:</p> <p>1. Southern train services between Manukau and Pukekohe needed. A frequent running direct train service needs to be introduced between Manukau and Pukekohe, operating Monday to Saturday. The new Manukau train station is poorly used at present due to the lack of a direct train service from the south into Manukau. When the new electric train services start operating, the proposed diesel shuttle train services south of Papakura to Pukekohe, should instead run between Manukau and Pukekohe. Manukau is the main shopping, employment and education hub in South Auckland and a train service running direct from Pukekohe into Manukau would be very popular and well used. When the new MIT complex opens above the Manukau station, the majority of students will come from the south and a direct train service will be needed.</p> <p>If Aucklanders are to be enticed out of their cars and onto public transport, the services need to be simple, direct and frequent. The proposal to have diesel shuttle train services between Papakura and Pukekohe makes train services unnecessarily complicated with transfers at Papakura. The public in South Auckland would be much better served with a direct train service between Manukau and Pukekohe. A Manukau-Pukekohe service using diesel trains would not impede with electric train services in the short distance that they would operate in the electrified area between Papakura and Wiri, and would provide the people of Pukekohe (as well as Drury when a new station is built there), and all areas in between through to Manukau, with an attractive train service. A direct southern train service operating between Manukau and Pukekohe needs to be introduced as part of the RPTP.</p> <p>2. Saturday train services to Pukekohe needed. Saturday train services need to be started to Pukekohe, operating initially hourly from 7.00am to 7.00pm. Pukekohe is a growing part of Auckland and existing weekday train services from Pukekohe are well supported. There are many people in Pukekohe who work on Saturdays and should have access to train services. There are a great many people, particularly teenagers who cannot drive or do not have cars, who like to go into the shopping malls and entertainment centres on Saturdays, such as Manukau, Sylvia Park, Newmarket and the central city, but there is no train service from Pukekohe on Saturdays. There are also many people who like to travel out to Pukekohe for shopping and a day out when they are free on Saturdays, but presently cannot do so on a train. It is unacceptable and poor that in 2012 there are still no train services to Pukekohe on Saturdays. This needs to change. Saturday train services to Pukekohe need to be introduced as part of the RPTP.</p> <p>3. Train services to Waiuku needed. A train service needs to be introduced between Papakura and Waiuku, during peak periods on weekdays. The Glenbrook Vintage Railway has recently been extended into the Waiuku township and this railway could be used as part of a new train service to entice commuters out of their cars and onto trains. Trains have far greater appeal than buses and this has been proven with the continuous record patronage levels seen on Auckland's train system in the past 10 years. If traffic congestion on Auckland's roads is to be seriously addressed, it needs to come in the form of providing train services across the region on all rail routes. A peak period train service to Waiuku operating between 6.00am and 9.00am and 3.00pm to 7.00pm on weekdays would be attractive to commuters and students from Waiuku, and would help reduce number of cars travelling on the busy State Highway</p>

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	<p>Sean Michael Lynch (#499)</p>	<p>22 during peak periods. Such a service would not require many trains, maybe just one or two diesel units. The hours in which such a commuter service would operate would not interfere with the Glenbrook Vintage Railway's operation which normally only operates on weekends or occasionally during the middle of the day on weekdays. A Papakura-Waiuku train service would be popular and attractive, and would be making use of the under-utilized rail route between Papakura and Waiuku. A train service between Papakura and Waiuku needs to be added to the RPTP.</p> <p>4. Train services to Huapai needed. Frequent running train services to Huapai are needed with an extension of the Western Line train route to Huapai. A regular half hourly shuttle operating 7.00am to 7.00pm Monday to Saturday needs to be introduced between Swanson and Huapai, together with a new station and park and ride at Huapai, to serve this large area and entice commuters on State Highway 16 out of their cars and onto trains. A station and park and ride in a good visible and accessible location alongside SH16 midway between Huapai and Kumeu would be ideal. Bus services could easily connect with a train services with a station located here, together with a 'Kiss and Ride' drop off facility. Commuters from Huapai, Kumeu, Riverhead, Waimauku, Helensville and surrounding districts could make good use of a train service and park and ride strategically located at Huapai, rather than crawling in traffic on the congested SH16 north western motorway.</p> <p>The fact the a train service between Swanson and Huapai is missing on the maps in the Draft RPTP is shocking, as this rail route has so much potential for commuter passenger train services, and is not being used. This needs to change. A frequent running train service needs to be introduced to Huapai as part of the RPTP.</p> <p>5. Inter-regional train services needed between Auckland-Hamilton-Tauranga. A passenger train service needs to be introduced running between Hamilton and Auckland during the morning and evening peak periods, and between Auckland and Tauranga during the middle of the day. While the Waikato and the Bay of Plenty are not Auckland Transport's responsibility, a large proportion of traffic on the congested roads leading in and out of Auckland, originate from Hamilton and Tauranga. Tauranga and Mount Maunganui are both popular holiday and weekend away destinations for Aucklanders. Tauranga is rapidly growing and is now New Zealand's fifth largest city, while Auckland is by far New Zealand's largest city and is rapidly growing. With the high price of housing in Auckland, many people are now having to live further afield in the Waikato and commute into Auckland by driving. In order to reduce the number of cars on Auckland's congested roads, particularly during peak periods, a passenger train service needs to be introduced between Auckland-Hamilton-Tauranga to provide an attractive alternative to driving and to make use of the under-utilised rail routes between Auckland, Hamilton and Tauranga.</p> <p>A passenger service between these centres could be established initially using two of KiwiRail's recently refurbished Silver Fern railcars which are not presently being used. A morning commuter service could run from Hamilton, departing around 6.30am, arriving in Newmarket and the Strand stations around 8.30am. The train could then run from the Strand station through to Tauranga and Mount Maunganui, departing around 9.15am, arriving at Mount Maunganui around 12.45pm. The return service could depart at 1.30pm and arrive at the Strand around 5.00pm. It could then depart the Strand and Newmarket stations for Hamilton around 5.45pm, arriving in Hamilton at around 7.45pm. Intermediate stops for all services in both directions could be made at The Base at Te Rapa, Ngaruawahia, Huntly, Te Kauwhata, Tuakau, Pukekohe (for transfers onto Auckland's suburban train services) and Newmarket.</p> <p>As the service picks up in popularity, which it quickly will, additional train services could be put on between Hamilton and Auckland, as well as a service originating in the morning from Tauranga through to Auckland, before returning to Tauranga in the evening. These train services could perhaps utilize some of Auckland's current SA class diesel trains, or else the six former Silver Star carriages from A & G Price at Thames. Either of these carriages would make attractive and comfortable services, which would be popular, and would entice people out of their cars and onto trains.</p> <p>6. New train station at Drury needed. A new train station and park and ride is needed at Drury. Drury is well placed strategically for a large park and ride, serving a large surrounding district, as well as being close to the SH1 southern motorway, and SH22 which would enable commuters from outlying areas, to park at Drury and commute into the central city and Manukau (if a direct Manukau-Pukekohe train service is provided). A train station at Drury would also provide locals in Drury access to frequent running train services, which would be within an easy walk. Trains have greater appeal than buses, and access to train services would act as a real enticement for Drury locals to get out of their cars and onto public transport. A new train station and large park and ride needs to be made part of the RPTP.</p> <p>7. New train station at Walters Road (Takanini) needed. The surrounding area around Walters Road at Takanini is in the process of being developed with many large scale developments in recent years such as the Addison housing estate, the Southgate shopping centre, the Longford Park subdivision and retirement complex. Most recently, Housing New Zealand have announced a large scale affordable housing project to be built on the former Papakura Army Camp land on Walters Road. This project, together with a proposed new high school on the same land, will result in a significant increase in the number of people living in this area and needing to travel in and out of the area. The roads in this area such as Great South Road and Porchester Road are already heavily congested during peak periods.</p> <p>The new residents and students in this area need access to the frequent train services running along the Southern Line through this area, with a new train station within walking distance at Walters Road. A station here would be in a strategic location, providing a practical and attractive alternative to driving, and would provide fast, direct transport options to the central city, Manukau (if a direct southern train service is provided), Papakura and Pukekohe.</p> <p>A new train station needs to be built at Walters Road now as part of the RPTP, to enable new residents moving into this area to get into the habit of commuting from day one, rather than having to rely on driving. Bus services in this area have little appeal as they are slow and get stuck on the same congested roads as cars. A new train station within easy walking distance with frequent running train services to all over Auckland, would be much more appealing and would result in good use.</p> <p>8. Service frequency on all routes and modes needs to be minimum of hourly 7.00am to 7.00pm Monday to Saturday. If a greater uptake of public transport is to be achieved, there needs to be a uniform consistency of service provision on all routes and modes (bus, train and ferry) across the region. There very minimum service level needs to be hourly services operating from 7.00am to 7.00pm Monday to Saturday on all routes and modes. Aucklanders need to be provided with at least this service frequency, including Saturdays, in order to make public transport an option for travelling around the region. If Auckland Transport wishes to create a public transport system which is practical and Aucklanders will seriously start to use, then the above changes need to be introduced to the RPTP.</p>

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269	Sean Scanlen	<p>Q1 - Strongly Support Comments: I support the proposed network. However, care should be taken to ensure that the elderly, disabled, or those who simply have a lot of shopping are not disadvantaged by having to walk far to make transfers.</p> <p>Q2 - Strongly Support Comments: The proposed ticketing system is essential for making the proposed transport network work, as otherwise transfers are discouraged.</p>
596	Shafia Cooksley	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>RAIL PASSENGER SERVICE TO TUAKAU (Contains EXTRA note from Submitter) Can Auckland Transport please support the MAXX trains service being extended to Tuakau. We <u>need</u> a commuter train service to Tuakau. * We are a growing township and we need a train service to Auckland. * We sent a petition of 3500 signatures to Parliament last year in support of a commuter rail service. * We have university students who would like to live at home and commute to uni by train. * We have upwards of 200 commuters who have to travel to Pukekohe to catch the commuter train service and would appreciate being able to catch the train in Tuakau. * We have the resources to upgrade our rail platform ourselves if need be. * We have a conference Centre in Tuakau, which many overseas & NZ visitors require public transport to.</p> <p>BUS SERVICE - TUAKAU to PUKEKOHE Can Auckland Transport please support the continuation of our bus service from Tuakau to Pukekohe. * The major supermarkets are in Pukekohe along with other large retailers. * We also need to catch the bus for education, work and leisure purposes in Pukekohe. Thank you for considering my submission.</p>
94	Shane William Rea	<p>Q1 - Strongly Support Comments: To give a better connection to other services (eg) buses, trains, ferries etc and to get private vehicles off the roads and promote better usage of the public transport system.</p> <p>Q2 - Opposed Comments: I strongly oppose to the changes to the fares and ticketing policy and think that the policy should stay the same.</p>
736	Sharne Caudwell	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **</p>
333	Sharon Lovelock	<p>Q1 - Support [no comments provided]</p> <p>Q2 - Support Comments: Please offer a discount to Community Services Card holders as beneficiaries make up a good proportion of public transport users. Government should offer more subsidies for public transport users.</p> <p>Other Comments: It is moving in the right direction. I also support the proposal for a busway for West Auckland.</p>
695	Shaynon Pearson	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **</p>
612	Shelly Davies	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **</p>
489	Sheryl Rasmussen	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>2nd email (to clarify first email): I am unfortunately unable to attend and wish it to be tabled at the meeting. I was referring to Port Waikato - Tuakau - Auckland Bus service link for the future and Tuakau to Auckland link of Train service for the future as no train line to Port Waikato. I am thinking of the increasing elderly that live at Port Waikato in the future and transport for them. Initial email: Please forward information at the meeting that we definitely need to link up with the Auckland Maxx train with Tuakau for convenience. Also any bus going to Port Waikato offering transport is supported because there is an increase in elderly who would use this service for the future.</p>

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609	Shirley Cracknell	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **</p>
60	Sidharth Gulati	<p>Q1 - Strongly Support Comments: The proposed system appears to be really good, and makes the most of the opportunities that integrated ticketing presents.</p> <p>Q2 - Support Comments: The idea of the zonal system has merit for this application, however it seems that whilst the 2 zones to the city region is roughly within a radius of 10km, this is not the case for the North Shore, with the 2 zones to the city region extending to a 20km radius. This should be made consistent with the rest of the city to ensure the pricing system is fair for all of Auckland, and another intermediate 3 zones to the city region added between a 10 and 20km radius.</p>
410	Simon Daniel Atkinson	<p>Q1 - Strongly Support Comments: Overall very good. I felt there should be a bus service that runs between Warkworth and Snells Beach/Algies Bay. Frequency is every 2 hours weekdays. Leave 8am 10am 12pm 2pm 4pm and 6pm both ends at same time or if cost is an issue then they would be timed in a way that 1 bus is used. and perhaps an 8 or 9pm run for Friday. Saturday is 9am 12pm 3pm and 6pm. Sunday is 10am 1pm and 4pm (I have seen bus stops there in Snells Beach/Algies Bay when I was there on 1st of November and was very surprised to see NO local bus service out there at all.) An ideal bus for a run like that is the OPTARE SOLO (Type used by Ritchies on route 177) and that would be perfect. Service target is to cater for kids and office workers to get to school/work and back. Also cater for shoppers and elderly folk and tourists etc. Perhaps a run from Warkworth to Omaha Beach via Matakana is also an idea. Again. Service target is to cater for kids and office workers to get to school/work and back. Also cater for shoppers and elderly folk and tourists etc. And a run from Wellsford to Leigh. Re an idea of mine is for a local bus network in Warkworth. I felt it would be nice if they had one there and use Optare Solo buses there. Perhaps the town is a bit small for that.</p> <p>Q2 - Strongly Support Comments: RE fare structure. I think it is a great idea and one I have been supporting for a while. Hope the day passes will be kept for tourists. Disappointed that the Rail day pass has gone. It was so good and enabled people to get to Pukekohe on it.</p> <p>Other Comments: I felt there should be a bus service that runs between Warkworth and Snells Beach/Algies Bay. Frequency is every 2 hours weekdays. Leave 8am 10am 12pm 2pm 4pm and 6pm both ends at same time or if cost is an issue then they would be timed in a way that 1 bus is used. And perhaps an 8 or 9pm run for Friday. Saturday is 9am 12pm 3pm and 6pm. Sunday is 10am 1pm and 4pm (I have seen bus stops there in Snells Beach/Algies Bay when I was there on 1st of November and was very surprised to see NO local bus service out there at all.) An ideal bus for a run like that is the OPTARE SOLO (Type used by Ritchies on route 177) and that would be perfect. Service target is to cater for kids and office workers to get to school/work and back. Also cater for shoppers and elderly folk and tourists etc.</p> <p>Perhaps a run from Warkworth to Omaha Beach via Matakana is also an idea. Again. Service target is to cater for kids and office workers to get to school/work and back. Also cater for shoppers and elderly folk and tourists etc. And a run from Wellsford to Leigh. Re an idea of mine is for a local bus network in Warkworth. I felt it would be nice if they had one there and use Optare Solo buses there. Perhaps the town is a bit small for that.</p>
319	Simon Garner	<p>Q1 - Neutral Comments: I feel subsidising uneconomical routes / off-peak services is unfair on taxpayers Some services are extremely inefficient taking de tours to hospitals or malls when very few people use that "out of the way" service Bus services running through "quite residential roads" NEAR main bus routes should be rerouted to STAY on Main roads</p> <p>Q2 - Neutral [no comments provided]</p>
485	Simon Milner	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>As an Auckland ratepayer and regular public transport user, I would like to make the following submission on the Draft 2012 Auckland RPTP. I DO NOT wish to be heard in support of this submission. Area of Document Section 3.3 – page 12 Comments I strongly support the aspirations and direction of this plan. It is long overdue for Auckland and the window of opportunity to do things differently that is afforded by the new contracting rules should be grabbed and acted upon as outlined in this plan.</p> <p>Page 34 – zone map</p>

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	Simon Milner (#485)	<p>Comments The draft fare zone map is a good start to move Auckland towards a fare structure that encourages multiple trip making, particularly lower cost crosstown trips, that should be cheaper than high demand radial routes. There are however two equity / clarity issues that require attention – the northern zone should be split into two to address equity issues between the south and north of the city and the Outer West / Outer North should be renamed as a single zone to avoid customer confusion.</p> <p>Change Sought Split the North Zone into an Upper and Lower zone pair, along the lines of the existing northern pass. Constellation Station represents the logical boundary. Replace Outer West and Outer North with one name – “Outer North & West”.</p> <p>Policy 4.6 – page 36 Comments The rationale for setting a maximum HOP discount at 20% is unclear and at odds with international best practice that attempts to maximise uptake of electronic ticketing – for example, in London, the single trip cash fare is 67% higher than the equivalent Oyster e-ticket. A key driver of electronic ticketing is to reduce boarding delays that have significant operational cost and delay to customers. There is no logical reason to apply a cap to the differential and the policy should be to progressively increase the difference between cash and e-ticket fares over time, to increase HOP uptake. This should have no revenue impact, if fares are manipulated to maintain the overall system cost recovery.</p> <p>Change Sought Remove the bracketed text that reads “from 10 to up to 20 per cent” from Policy Action ‘C’.</p> <p>Policy 4.7 – page 36 Comments Strongly support the review of PM peak SuperGold concessions and its subsequent removal. There is no logical reason to offer this product and encouraging free travel on high demand peak services is an illogical way to manage peak demand and fare box recovery ratios. Concessions should, where possible, be focused on off-peak travel, where spare capacity exists in the system.</p> <p>Policy 4.8 – page 37 Comments The policy wording misses the point of providing off-peak discounts. Off-peak discounts are a good tool to spread demand into the shoulders of the peak period and also to encourage more regular off-peak trip making / make PT a more obvious choice to Aucklanders for a wider range of trips that they wish to make.</p> <p>Change Sought Reword Policy 4.8 to read: “Provide off-peak discounts to spread peak demand and to increase overall system patronage”. Replace the single listed Policy Action with the following: “Actively investigate and implement off-peak fare discount options to spread peak demand and encourage off-peak trip making, whilst maintaining overall cost recovery targets.”</p> <p>Policy 4.4 – page 36 Comments The simplification of the ticketing product suite is a long overdue task for Auckland, but there is more that can be done with the ticketing system to grow demand than is listed here. One key way of encouraging off-peak travel – that will boost system patronage – is to offer daily and weekly off-peak pass options, as is common in many other cities. Daily and weekly off-peak travel passes are an ideal product for visitors to the city and also for those who could make a lot of trips outside the peak periods, for negligible cost to the overall public transport operations model.</p> <p>Change Sought Add a new Action to Policy 4.4 that reads: “Implement off-peak daily and weekly travel pass options to encourage off-peak trip making by residents and visitors.”</p> <p>Section 6.5 Infrastructure – page 37 Comments Between the ticketing policies and the infrastructure policies, the issue of boarding delays associated with cash fare payment is completely missed. Whilst increased uptake of AT HOP cards will help, there is still a considerable risk to operations at busy stop locations from delays caused by cash payments. There needs to be a policy in the Infrastructure section that implements ticket machines at busy stops, particularly those in the central city, where pressure to ensure rapid boarding is most acute.</p> <p>Change Sought Add a new Policy to section 6.5 that reads: “Install off-board ticket machines at high demand bus stops”. The policy’s associated actions would be: “Investigate high demand stop locations, where cash fare payment is causing significant delay to services”; “Develop an appropriate capital programme to implement off-board ticket machines at priority bus stops”.</p> <p>Policy 5.6 – page 39 Comments This policy does not acknowledge or address the significant conflict between cyclists and buses that occurs in bus lanes. The environment for cyclists is dangerous, with buses attempting multiple passing manoeuvres along a single stretch of road. For bus operations, cyclists in bus lanes represent a major delay factor, undermine many of the benefits of bus lanes and encourage buses to squeeze past cyclists in congested conditions. The</p>

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	Simon Milner (#485)	<p>solution is not a simple one, but there is a need to ensure effective separation between cyclists and buses in bus lanes – either through wider lanes, removal of the cyclist onto a share footpath or through separate cycle lanes. The RPTP needs to address this matter.</p> <p>Change Sought Add a new Policy Action to Policy 5.6 that reads: “Review bus priority measures on a case by case basis to progressively eliminate bus/cyclist conflict in a manner that ensures minimal delay and maximum safety for both travel modes.”</p>
731	Stacey Marie Jay	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
715	Stacey Penrose	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
610	Stephanie Gofton	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
838	Stephanie Hyde-Richards	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
24	Stephen Bowers	<p>Q1 - Neutral Comments: Many people who rely on public transport like children, young mothers, senior citizens are not comfortable with change. As such they prefer a single uncomplicated trip on one mode of transport due to their age, health or requirements to supervise others travelling with them. Any change to the regular pattern of getting from A to B would be difficult for many in this group of public transport's backbone of users. They could become disorientated, definitely frustrated and quite possibly lost and or disillusioned. Therefore a statement made that some may have to take 2 or 3 different segments to accomplish a trip from A to B that currently only entails one unbroken section is far too general based on the route and frequency plans indicated in the "plan". Many of this group of passengers travel longer distances at times when it will be most likely a single easy hassle free trip becomes a change at C and even change again at D quite possibly in new proposed places of interchange or integration.</p> <p>Q2 - Support Comments: Look like a more simple and possibly better value for journey travelled trip within a zone or adjacent zones</p> <p>Other Comments: Why does AT or its predecessors appear to have an anti NZ Bus/Stagecoach slant and appears to give other players more leeway or grace with regards to customer service and compliance with contracts/reliability? The amount of investment in rail is and has been heavily slanted in its favour increasing its patronage, but its reliability most be questioned with signal failures and last year the RWC debacle. The \$ value spent subsidising each rail passenger by AT or its predecessor is much greater than on buses, whose costs per passenger are definitely lighter.</p> <p>The plans look great, but do we really have the infrastructure investment or population to justify such a huge change in the reduction of say the number of bus services as you know that it will always take a huge amount of endeavour to remove an Aucklanders from his car(s). Perhaps your timeframe of 10 years may give you some time to make adjustments to work in progress as it pans out.</p>
554	Stephen Cable	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>Thank you for the opportunity to comment on the Draft Auckland Regional Public Transport Plan 2012 (the Plan). The Plan is the first real attempt to fundamentally review Auckland's public transport network in decades. The Plan is generally well conceived and I support the concept and direction, particularly in integrating and consolidating Auckland's currently rather haphazard bus services.</p> <p>Public transport has a key role to play in making Auckland the desirable and liveable centre that will attract and retain creative and productive people, who are essential to our economic development. As such, public transport needs to be planned and developed in a mutually supportive process with land use. Transport serves land use development, which should not be undertaken in areas that are problematic for viable public transport services.</p> <p>Therefore the issues that I wish to submit on are generally issues of detail and follow consecutively through the draft document.</p> <p>2.2 Key Strategic Drivers; page 5 I support the proposition that public transport must take the major role in providing for Auckland's travel growth from here forward. For economic, environmental and social reasons we cannot afford to continually grow private vehicle use, particularly with single occupants.</p> <p>The Auckland CBD in particular simply doesn't have space for more cars and travel growth to the CBD by car should not be provided for through road infrastructure, but by rail and through greater priority for buses on the streets.</p> <p>Objectives; page 16 Objective 1 should simply refer to "Auckland's growth" in place of Auckland's future growth. Auckland has had a plethora of plans, but little serious effort in implementation of those plans. The task of implementing the Plan begins the day the Plan is adopted and must be given high priority. 2 The current wording implies that growth is some way off in the future, when it is a present reality and needs to be addressed now.</p>

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	Stephen Cable (#554)	<p>Proposed Frequent Service Network 2016; Figures 5-2 and 5-3; pages 20 & 21 While I broadly support the 2016 frequent network, there are several issues that arise from Figures 5-2 and 5-3.</p> <p>1. A lack of frequent connections to the Northern Bus way from the west of the North Shore. While I accept that the all-day services may include frequencies up to and higher than the minimum frequent service network, a guaranteed frequent service between Takapuna and Glenfield via Smales Farm station and the Wairau Valley would improve public transport access for Glenfield.</p> <p>A second effect of adding this link would be to assure bus access for the Wairau Valley. North Shore City was focussing on this area as an intensifying employment growth node, with maturing building stock that was ripe for development.</p> <p>2. Apparent Takapuna to Onehunga link. Figure 5-2 appears to show a through route from Takapuna to Onehunga. While the connection from the Shore to Newmarket is important and not well served at present, a demand based link to Onehunga is improbable. It is more likely to cause delay and bunching of bus services than to add anything to the network.</p> <p>If the Takapuna to Newmarket link is to be extended, it makes more sense for it to extend back up East Coast Road to Windsor Park. The Onehunga link to the CBD should remain a separate route.</p> <p>3. The connections from Half Moon Bay and Highland Park to the Manukau Metropolitan Centre are supported, as these are poor at present. However a further route should be added from Half Moon Bay through Sunnyhills and Pakuranga Heights to Manukau, as there is currently no easy way to get to the growth centre from these areas.</p> <p>Policy 1.4; page 26 This policy reads "Promote land use policies that support the public transport network" as if the Plan had primacy over Auckland's growth strategies. However the detail belies that understanding. It should be re-written to show that land use growth and intensification and transport services will be developed and implemented in harmony. I suggest that the policy be re-worded as "Promote mutually supportive land use and public transport development policies." I feel that this wording better expresses what I trust that the writers intended.</p> <p>Policy 5.1; page 38 While integration of public transport services with supporting infrastructure is desirable, implementation of improved services should take primacy over infrastructure. Implementing improved will have an immediate band positive effect, which will only be enhanced by improved infrastructure. There are two exceptions to this general statement: first, if the improved service levels are totally dependent on the infrastructure and second, if building the infrastructure would unreasonably affect the performance of the service and consequently patronage. Implementation Implementation of public transport plans has not been a strength of Auckland in the recent past, consequently, the implementation plan set out in the document is welcomed and supported. Nevertheless, opportunities should not be missed to introduce aspects of the plan incrementally and ahead of the schedule should the opportunity arise.</p> <p>As noted earlier, I generally support the thrust of the Draft Auckland Regional Public Transport Plan 2012 and these comments are intended to strengthen and enhance it.</p>
526	Stephen Davis	<p>Individual emailed or posted their submission, entire submission contained below</p> <p><u>Introduction</u> In this submission I speak only for myself. I am a fairly recent Aucklander, but have quickly come to love this city. I am a frequent public transport user already, particularly the Western Line trains. I have a car, and would very much like to be able to get rid of it. I'd like to congratulate Auckland Transport on the draft plan. Auckland's public transport has been neglected for many years, but along with the improvements already made in recent years this new proposed network will finally make public transport a practical option for trips other than commutes to the CBD.</p> <p>With a frequent, all-day network covering the whole city, living without a car will be a possible option for a lot of people, and it will help our city to grow more effectively and efficiently. It will reduce the huge expense, wasted space, pollution, carnage and social destruction caused by a transport system that requires driving as the only option for most trips. In general, I strongly support the proposed plan, and in particular the new frequent network, although I think it could be better with a few tweaks.</p> <p><u>Buses in the CBD</u> In the plan, most buses go along Wellesley Street to Wynyard rather than to Britomart. Wynyard does allow a connection to the Northern Busway, and most routes have another option somewhere to connect to rail. However, Britomart is still going to be a very popular area in its own right, and is the only option to connect to ferries. With two separate frequent routes along Dominion Road, one should go to Britomart instead of Wynyard.</p> <p><u>Through-Routing</u> There are some good through-routed buses in the proposed network, and there should be more. Transfers are fine if they're needed, but why not through-route buses rather than have two separate routes terminating in the central city? The two North Shore services that terminate at Britomart should be joined with lines on the isthmus.</p> <p><u>Rail Changes</u> I support the plan's removal of the little-used rail services between Waitakere and Swanson, and also having all Eastern line trains go to Manukau, which makes services there a lot easier to figure out and effectively more frequent.</p> <p><u>Frequencies</u> One of the best parts of the plan is the proposed frequencies on the rail network once the new electric trains are in service. From trains every hour (Western Line) on the weekend to every 15 minutes will be a revolution for PT use, and trains every 10 minutes on the Southern line even on Saturday is amazing.</p>

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	<p>Stephen Davis (#526)</p>	<p>It would be nice to get started with 30 minute frequencies on the Western Line on weekends while the existing diesel trains are still in use.</p> <p>Proposed frequencies are good across the network. However, the frequent network's evening frequencies get very poor quite fast – a lot of people are still out and about after 7pm! I suggest keeping frequencies of 20 minutes rather than 30 minutes, until 8 or 9 if at all possible. Services should also run until later at night, even if they're not very frequent – midnight on most nights, and later on Friday and Saturday. Like the current "NiteRider", those could also cost a little more.</p> <p><u>The City Rail Link</u> First, I'm glad the plan recognises the overwhelming importance of the City Rail Link to creating a rapid, high-capacity public transport network, and getting the most out of our existing rail system. However, while the plan has been designed for bus routes to be changed after the CRL opens, the actual rail services aren't listed in the plan. They do seem to be shown on the 2022 map, though, which appears to have</p> <ul style="list-style-type: none"> - a service linking the current Western and Southern lines, and - a service from Manukau to the new "Inner West Interchange". <p>Since the Onehunga service doesn't count as "frequent", it's not shown at all.</p> <p>I think this service pattern is a mistake. It eliminates Grafton entirely, when it's already a very busy station, and with the new Auckland University campus even more so. Turning trains around at the Inner West station will be complex operationally, rather like the current manoeuvre at Newmarket. It requires building an entirely new station that's very close to the Kingsland, Newton and Mt. Eden stations (the idea of keeping Mt. Eden while also having Newton seems odd too).</p> <p>If the Eastern Link is built, transfers can be made at Newton, and we'll be able to send CRL trains south via Grafton and Newmarket. It's also more flexible, since we can through-route services, and change the running pattern later – having only a western link and a special turnaround station basically locks in this pattern forever. In particular, we will probably want to run CRL services south to the Airport Line, when that's built! I support Auckland Transport Blog's proposed operating pattern - a frequent service that links the Onehunga and Eastern/Manukau lines, and another that links the Western with the Southern/Papakura.</p> <p><u>Bus Lanes</u> Frequency is critical to gaining ridership on public transport services, but speed is important too. Many sections of the bus network will require dedicated bus lanes to be effective, especially through the CBD and Newmarket, plus Dominion, Mt. Eden, Great North and New North Roads. Dedicated bus lanes should also be provided for the Northern Busway over the Harbour Bridge and through St. Mary's Bay.</p> <p>Especially important is resisting any effort to undermine bus lanes – making sure they are continuous through town centres, and not sharing lanes with T3 or even T2 vehicles. On uphill sections, bicycles also should not be allowed, since they tend to be slower there and buses can get stuck behind them.</p> <p><u>Park and Ride</u> Park and Ride services are useful at the edges of the city to serve surrounding rural areas, but they should not be provided within the urban area. Providing parking will encourage driving and undermine feeder services, while using up scarce city land that would be better used for transit oriented redevelopment.</p> <p><u>Customer Information</u> The plan talks about better branding and information but is very light on specifics. In particular the website and journey planner need significant improvement. Also, all bus stops, ferry terminals and train stations should have</p> <ul style="list-style-type: none"> - maps and schedules of all services leaving from that point, including on the map which other services you can connect to at which points - the amounts of cash fares and passes, and information about the Hop card - AT's websites, phone numbers and email addresses - instructions about how to use the real-time information if there's no electronic sign. <p>Train stations should also have destinations marked on the platform – particularly Newmarket, where there's no way to know which platform to use until you're already on it. But all stations with multiple platforms have this problem – you don't know where to wait!</p> <p>Bus stops should have a much larger sign saying that you need to flag down a bus if you want to catch it. Visitors from many cities aren't going to be expecting that. AT should also work with Google Maps to have a transit layer published.</p> <p><u>Exempt Services</u> The airport and Waiheke are both part of Auckland, and should be part of the fare system. It's fair to charge wealthy fliers more for the "Airbus", but it should be required to take the Hop card, and be rolled into the PTOM so it can increase the farebox ratio system-wide. Whereas the Waiheke ferries and buses should be included in the integrated fare system and have fares brought in line with the rest of the region. It's unfair for Waiheke to pay more when most of the region doesn't have to rely on expensive commercial PT services.</p> <p><u>Fares</u> Auckland Transport has limited resources, and fares are needed to help pay for PT services, but fares that are too high will sabotage the network. The increased ridership this plan should generate is a better way to improve the farebox ratio than increasing fares. However, I would support a fare increase on peak-time travel to the City Centre if it would decrease off-peak fares. Concession fares are important for the genuinely disadvantaged, but tertiary students – while currently not well off – will once they graduate be substantially richer than average. I suggest eliminating concession fares for students.</p> <p><u>Zones</u> I support the proposal to discourage cash fares in favour of the Hop card with a 20% discount. The Hop card will help speed up boarding and lower costs. I also support some sort of system to allow penalty-free transfers, whether zones or distance charging or something else. It seems simplicity has been the main concern in designing the zone system. While simplicity is valuable to new users and visitors, a system that is perceived as unfair will alienate regular users – and new users will hopefully become regular users. Zones are good for cash fares and daily passes, but Hop card users should be charged by distance, without being penalised for needing to</p>

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	Stephen Davis (#526)	<p>make transfers - for example, charge using the straight-line distance between the two farthest apart stops used.</p> <p>If the zones are kept, they are still far too large. The proposed zones are the equivalent of about 2-3 stages – which will mean much higher fares for people currently travelling short distances, while subsidising longer journeys. With large zones, edge effects will also be huge. At the moment I catch the train to Britomart from Kingsland, which is 1 stage. Depending on where the “City Zone” boundary is, I could end up paying two zones instead – the same price as someone going from Papakura to Newmarket!</p> <p>I would support a system with much smaller zones, about the size of the current stages. Also the zones should have much greater overlap (1km or more), and should overlap at all edges, rather than just a few major points like Newmarket and New Lynn.</p>
286	Stephen Ridley	<p>Q1 - Strongly Support [no comments provided]</p> <p>Q2 - Opposed Comments: Overall the new system looks OK. The issue I have is that the zone boundaries do not seem to follow a fair method. For example why is the north zone in the 10 to 20 km from the CBD 2 zones while the west and south zones are 3? Why not use a purely distance based approach to the zones?</p> <p>Other Comments: I think the plan really needs to go ahead to make Auckland a city that works for everyone. Ideally all the extra rail work will go ahead over time and this will compliment this plan.</p>
745	Steve McCurdy	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **</p>
521	Steve Wrenn	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>I think we need more specific policies in respect to Infrastructure in the RPTP. My suggestions are:</p> <p>Ensure that there are bus stops with the appropriate infrastructure to support the new network by providing:</p> <ul style="list-style-type: none"> • Bus stops in pairs spaced approximately 400m apart; • Bus Shelters at the bus stops on the FTN and other stops where there are significant boardings; • Service information at all bus stops; and • Real time passenger information at the bus stops on the FTN and other stops where there are significant boardings. <p>Ensure that the bus stops are in the right location to support transfers in the new network, by ensuring that:</p> <ul style="list-style-type: none"> • the walking distance between bus stops at intersections where two FTN services cross is no more than 100m; and • bus stops are provided adjacent to the entrance of ferry terminals and trains stations. <p>Provide wayfinding information at all interchanges, ferry terminals, trains stations and Town Centre.</p>
47	Steven A Peake	<p>Q1 - Strongly Opposed Comments: I agree with: - "The Auckland Plan has set a number of challenging targets for public transport. It recognises that the ability of Auckland’s transport system to meet the future growth in travel demand will depend on further investment in the public transport system to improve its capacity and service levels" However you then propose a "park and ride" / "hub" strategy, centred in commercial areas that will have the opposite effect to your stated target. You need to study international experiences with this strategic approach. While it causes a short term increase in the Rapid Transport Link usage numbers it also cements the transport user's dependence on needing a car. Unless people can lead effective and functional life without a car (i.e. break the car dependency habit) you will never achieve your target. Look at the transport usage around the Albany park and ride. Congestion around Albany is appalling now!! You actually need to terminate these Rapid Transport Link services in residential areas, not the commercial areas as currently proposed!!!</p> <p>There is also a need to address "non-peak" service provision to reduce the amount of drink driving that is endemic on Auckland's roads.</p> <p>Finally you continue to neglect water based transport as a cheap and easy resolution to a large proportion of potential users.</p> <p>Q2 - Opposed Comments: I don't see why the north zone should not be split into two parts that will then equalise with the treatment of those going west. There are a number of flaws with the proposed map:</p>

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	Steven A Peake (#47)	<p>1. - Outer Zone North is treated different to out of zone West (typical, tut). If the split was done for 3 zone beyond Constellation Drive and 4 zone for the outer area then you would have equitable treatments.</p> <p>2. - The shaping of the area around Westgate and West Harbour is bizarre to say the least. Bearing in mind the extensive development currently under-way here, then the current proposal is going to make you look really stupid!!!</p> <p>3. - You need to have planning staff "declare an interest" in drawing these boundaries, I suspect they live around Browns Bay based on the current proposal.</p> <p>4. - adopting the above would increase the user revenue you could raise. However if you feel there are reasons you cannot apply the changes then you should Treat West Auckland equally and not have a fare boundary at New Lynn</p> <p>5. - a zone overlap at New Lynn is rubbish but adopting the above means you do the same at Constellation Drive</p> <p>Other Comments: There is a complete absence of coordination with the developments around Westgate, West Harbour and Hobsonville. This will therefore default to an area of Auckland that is either totally stymied by an absence of Public Transport options or totally choked by congestion fuelled by the growth. Auckland Council has injected hundreds of millions of dollars into this area for development - to let either outcome occur would be a scandalous waste of ratepayers money. Auckland Transport is obliged to service this area, don't ignore it!!! My final point is you have ignored every private submission that has ever been made previously. Why should we even bother???? You only action the whims of councillors, council officers and very big lobby groups. None of you elite class even use these services!!!</p>
598	Stuart & Helen Graham Family	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>RAIL PASSENGER SERVICE TO TUAKAU (Contains EXTRA letter in support of this Submission, noted below in red) Can Auckland Transport please support the MAXX trains service being extended to Tuakau. We need a commuter train service to Tuakau.</p> <ul style="list-style-type: none"> * We are a growing township and we need a train service to Auckland. * We sent a petition of 3500 signatures to Parliament last year in support of a commuter rail service. * We have university students who would like to live at home and commute to uni by train. * We have upwards of 200 commuters who have to travel to Pukekohe to catch the commuter train service and would appreciate being able to catch the train in Tuakau. * We have the resources to upgrade our rail platform ourselves if need be. <p>BUS SERVICE - TUAKAU to PUKEKOHE Can Auckland Transport please support the continuation of our bus service from Tuakau to Pukekohe.</p> <ul style="list-style-type: none"> * The major supermarkets are in Pukekohe along with other large retailers. * We also need to catch the bus for education, work and leisure purposes in Pukekohe. <p>Thank you for considering my submission.</p> <p>Letter 1 (dated 25.10.12): We can see a future train service Auckland to Tuakau being an extension to the Auckland to Pukekohe line. Tuakau has always been on the NZMT line and have enjoyed rail services in the past. The Waikato District Council are in favour of a service and have allocated \$500,000 in its 2013-14 budget to reinstate a central platform. Tuakau has a history of rail transport and it is time "now" to reinstate it. Thanking you for your attention</p> <p>Letter 2 (no date - but received the same time as the one above): It is essential to have a bus service - Tuakau to Pukekohe and Port Waikato to Pukekohe via Tuakau. We are living in a growth area and not everyone can afford a private motor vehicle. The people in our area need and deserve a bus service. Thanking you for your attention.</p>
492	Stuart Uren	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>I live in Tuakau, and commute to Glen Innes on a regular basis for work. I am disappointed there is no mention of rail from Tuakau to Pukekohe in your regional plans, and was hoping you might review this decision, particularly given the \$500k funding by the Waikato District Council which would be pulled (refer to the below URL).</p> <p>http://www.stuff.co.nz/waikato-times/franklin-county-news/7849109/Speak-up-to-save-rail-link</p> <p>I'm hoping that once you get data coming through from the ATHOP cards, that you will look at commuter flows from the wider Franklin region to get a better indication of demand from this area.</p>
294	Su Peace	<p>Q1 - Don't Know</p> <p>Comments: The Northern Busway is great - to work it has to have regular feeder services.</p> <p>The diagram given it seems they are to Albany and Constellation Stations. Currently many transfers are made at Smales Farm. Why are not Sunnynook, Smales Farm and Akoranga Stations being used for Transfer Stations in the Draft Plan?</p> <p>Do the East Coast Bays routes 83 & 85 connect with the busway at Albany and Constellation only?</p>

Sub #	Name	<p>Q1: To what extent do you support or oppose the direction of the proposed Public Transport Network outlined in the Summary Document and draft Plan (chapter 5)? This proposes a shift towards a simpler, more connected network, with expanded frequent services, but is dependent on some passengers making connections to access more destinations.</p> <p>Q2: To what extent do you support or oppose the proposed Fares and Ticketing Policy outlined in the Summary Document and draft Plan (chapter 6.4)? This would enable the use of a single ticket across different operators and public transport services and a shift towards a zone-based fare system.</p>
	Su Peace (#294)	<p>On the Plan in the summary of the Draft Regional Transport 2012, no buses are routed through Forrest Hill. I hope this service is not discontinued as it seems, when I use it, to be well patronised.</p> <p>Public Transport services are made to Auckland City and Middlemore Hospitals. There should be services to North Shore Hospital.</p> <p>Q2 - Don't Know Comments: Fare recovery in the draft Plan for ferry much more than buses which is more than rail. Why does rail have so much subsidy? I understand the rationale for the fare zone structure. I like the idea of large areas are all the same zone. This should also help the Transport Operators.</p> <p>Other Comments: To increase patronage frequent services, departures / arrivals must occur when scheduled and trips which don't take forever are required. And the cost must be seen as cheap as car travel. If a service is run only hourly, then residents in the area are not likely to use the service than if the service is run more frequently. This also applies to a lesser extent for 1/2 hourly services. If cycling is to be integrated with Public Transport, provisions have to be made for cycles on Public Transport, or provide services of cycle parks.</p> <p>Senior Auckland Transport staff should be obliged to always use Public Transport Please refer to Attachment 3, Page 3 of the Attachments to Submissions Document http://www.aucklandtransport.govt.nz/submissions</p>
330	Suresh Patel	<p>Q1 - Strongly Support Comments: The Frequent Service Network provides easy clear options for movement around the city. Concern about what infrastructure will be in place for connections at interchange points. Will it be safe, sheltered and allow easy transfers without having to cross busy roads? Concern about how much time may be required when making connections between Frequent services and Local or Connector services. A passenger may not have to wait long when transferring between a Connector service and a Frequent service, but may not be able to anticipate the timing of the reverse movement. Concern about areas on the map which don't have a nearby Frequent service, especially areas outside the central Auckland area (Zone 1). For example there are some large gaps on the populated western side of the North Shore.</p> <p>Q2 - Support Comments: Strongly support the use of a single ticket across different operators and public transport services and a shift towards a Zone-based fare system, however the Fare Zone Map and other details raise some concerns. Oppose the North Shore Fare Zones. They should match other parts of Auckland and be split in two close to the 10km radius mark - probably in line with the demarcation for the current Northern Pass boundaries.</p> <p>Mostly support the South Zone being 3 zones all the way out to Drury for the financial benefit it provides to the poorer communities there. However it would be seen as unfair to others in a similar situation in other parts of Auckland.</p> <p>Super Gold card users should have an electronic HOP card with photo ID to prevent fraudulent use. They should also be charged a minimal fare for all trips, say even 20c per zone. Continue with Super Gold block-out periods before 9 a.m. and probably have this in the afternoon peak too.</p> <p>Concern about the cost of fares and revenue with having four fare zones. Some existing passengers in a zone may have to pay more and some less. How will this "attract & retain" customers? If the fares are all reduced then how will this balance public funding or create opportunities for further expansion & services?</p> <p>Other Comments: Concern about Reliability which is mentioned several times. It is not always good at the moment. Are there steps in place to ensure this will improve? Bus driver behaviour is another area not mentioned that needs to be addressed as part of Service Quality.</p> <p>Overall it is a brilliant and timely plan but delivery of what is proposed will be the most important factor in the success of the operation.</p>
236	Susan Potter	<p>Q1 - Strongly Support Comments: This is fantastic to see, and I look forward to its implementation.</p> <p>Q2 - Strongly Support Comments: I strongly support this direction.</p> <p>I submit that ferries should also be fully included in integrated ticketing system, in the same way as buses and rail. On a trip to Vancouver (a time-based zone system) I could travel across two zones from Vancouver to the north of the city, on the skytrain, ferry and bus, on one 90 minute ticket.</p>
822	T Robb	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **</p>

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644	Tainui Kani	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
601	Tamateatua Rawiri Montgomery	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
640	Tamra Ewing	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
732	Taratui Sam Tuakura	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
103	Tatjana Ratsdorf	<p>Q1 - Strongly Opposed Comments: I cannot appear to see any reference made towards the reestablishment of bus routes serving Riverhead. Neither can I see improved bus and train services in particular serving the norwest Auckland region. The year long trial rail service to Helensville was a nice idea, however one train in the morning to town and one in the afternoon going back, each way taking more than an hour with no Park and Ride facilities at Huapai train station is simply unfeasible for the common commuter. Particularly taking into consideration that a car trip takes 20 minutes...</p> <p>With the disestablishment of the train routes, and lately the bus routes serving Riverhead, the community has no other choice but to use cars.</p> <p>Riverhead has been identified as a future growth area, especially with the new subdivisions going in. This will mean that a large number of families are likely to be expected in the very near future. Where are the public transport facilities to support this?</p> <p>Q2 - Opposed Comments: The fares and ticketing policy should be zoned by distance and not advantage or disadvantage particular areas of the Auckland region.</p> <p>Other Comments: Please do not omit to serve the semi-rural areas of the region. A lot of residents in the outskirts would choose public transport, if frequent and faster services were available.</p>
787	Tautara Weke	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
668	Tautara-Uri Weke	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
845	Te Irirangi Ormsby	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
827	Tessa Oppet	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
433	Theresa McDonald	<p>Q1 - Support [no comments provided]</p> <p>Q2 - Support Comments: 4.3 Zone based fares I support the reduction in the number of fare zones. I do not support inconsistencies in the allocation of the fare zones - Kelston & Papatoetoe will be three fare zones whereas Albany will be two zones; yet Albany is further from the CBD.</p> <p>4.6 Provide Incentives to use integrated ticketing I support a policy of exact coin fares on buses. The continued policy of allowing passengers to present notes of any denomination to the bus driver makes a mockery of integrated ticketing. We are told that by using integrated ticketing our journeys will be easier and faster - tag on, tag off. The reality is that the drivers cannot drive the bus if they are constantly making change for passengers who are either too unorganised or too lazy to have the correct fare. This policy also penalises the passengers who are using integrated ticketing and monthly passes as we must sit and wait while the driver makes change. Exact coin fare has been policy overseas for over 40 years and both residents and tourists cope well. Exact coin fare would also improve security for the bus drivers, especially at night and on isolated routes.</p> <p>Other Comments: 5.4 Provide bus priority measures on key corridors Provide bus lanes on the Southern Motorway (both directions) from Redoubt Road to Symonds St. I am extremely disappointed to see that there are no #477 Papakura Express buses (or equivalent) in the Draft RPTP. These buses are well patronised in the morning rush hours by both workers and students. Approximately</p>

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	Theresa McDonald (#433)	90% of the riders get off the bus on Symonds St. They attend school on K Rd, work at Upper Queen St, work on Symonds St, work at Auckland Hospital and study and work at the University. Currently it takes me 60 minutes on the 477 bus to travel from Papakura to Symonds St & K Rd. In the Draft RPTP, if I was to take the new bus from Papakura Station to Manukau Station via Porchester Rd, transfer onto the Manukau Train to Britomart and then transfer onto a bus to K Rd, the trip will take me 105 minutes - an increase of 50% of my travel time.
789	Thomas Flavell	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
705	Tiffany Bennenbroek	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
270	Tim Duguid	<p>Q1 - Strongly Support Comments: The increased frequency of buses and trains (15 min frequency on the route map indicated for 2016) are FANTASTIC developments, as are the zone based integrated fares (although the north shore zone seems asymmetrical compared to west / south).</p> <p>In particular, as a resident of Meadowbank, given the projected increase in the number of people living in Sonefields / Tamaki / GI / Pt England, we need a greater proportion of commuters in/out of the city travelling by bus / train. The proposals appear to effectively support that requirement through increased service frequency and better interconnections.</p> <p>Q2 - Strongly Support Comments: The North Shore zone seems anomalous.</p>
781	Tim Pearson	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
7	Tim Sinclair	<p>Q1 - Opposed Comments: The northern network needs a stronger backbone before it is able to provide appropriate service levels. The northern busway needs a station at Wairau Road and Greville Road, and a separated carriageway between Constellation and Albany to reduce current severe am and pm peak congestion and delays.</p> <p>There is also a major gap in the northern network in the Pine hill/Greville road area that is currently well serviced by bus routes along East Coast Road, and in particular up Oaktree Avenue. These existing high frequency routes seem to have been deleted. This area includes Rangitoto college, the biggest school in NZ, the constellation employment node and connections between Albany and Constellation bus stations.</p> <p>Q2 - Opposed Comments: Single ticket is supported. Zonal system is supported. But: The new fare structure needs to be simple, and not discriminate against travel modes. Ferry's need to be included in the zonal system and in particular the proposed ferry to Hobsonville/Beach Haven is not shown.</p> <p>A 50% recovery is supported; however this should be through service efficiencies and better completion for routes from operators who are currently gouging. The NZ bus and Fullers monopoly needs to be broken down.</p> <p>Hop cards should be the only way of paying for public transport in Auckland. All PT should be cashless by 2014, except if someone has no HOP card, they should be able to buy on PT services for \$10, giving them \$10 travel. People paying cash fares slow down the network, and cash = crime.</p> <p>Supergold should be free travel in pm peak. Extra patronage should not cost the operators any more. If it does, the current contracts are wrong. PT operators should bid on provision of services, to certain standards, not on numbers of people carried. Numbers should be an AT matter, and AT should handle all fares via the Hop card system. How can an extra 20 supergold card holders on the Waiheke ferry cost any more for the ferry operator than them not travelling???? If it wasn't free, they would not travel... There are fundamental flaws in the way PT contracts are let. This needs to be fixed before any fare increases are justified or rash decisions about stopping supergold card holders travelling during pm peak.</p> <p>Current fares are too high. It is cheaper to drive by car in most instances, particularly when there is more than one person in the car. be very careful about any fare increases. it will reach a tipping point where people just will not use PT.</p> <p>Park n rides should be included in the network pricing, and a nominal parking fee introduced. Current fares should be reduced to reflect this income. People need to be encouraged to use the feeder routes.</p> <p>Other Comments: The PTOM assumptions need to move all risk and reward from the operators to AT.</p> <p>AT should make the calls about services levels, routes, fares and KPIs. Operators should be contracted to provide certain routes, and paid per route, not per fare. Contracts should be short, and new operators encouraged into the market to break down the current monopolies. Any operator who does not meet contracted terms should be penalised, and should lose future routes. NZ bus, for example, would by now not provide services in Auckland because of the on-going strike action, snapper fiasco, poor service performance and blatant disregard to providing quality service to the ratepayers of Auckland.</p>

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606	Tom Ngataki	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
324	Tony	<p>Q1 - Support [no comments provided]</p> <p>Q2 - Support [no comments provided]</p>
733	Tony Young	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
632	Trevor Keogan	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
207	Trevor Ross Johnson	<p>Q1 - Strongly Support Comments: On the North Shore, I question why Takapuna is still regarded as a major interchange. At present Takapuna seems to be the centre of the universe on the Shore with a significant number of services going through there unnecessarily.</p> <p>The network should be worked totally around the principal, very efficient transport infrastructure asset - the Northern Busway. The major interchanges should be on the busway only with cross services (circular in the suburb) to the busway i.e.</p> <ul style="list-style-type: none"> - Long Bay/Torbay to Albany - Browns Bay/ Mairangi Bay to Constellation - Campbells Bay/Milford to Smales Farm - Takapuna to Akoranga <p>Takapuna is really no different to the other East Coast Bays.</p> <p>Q2 - Strongly Support [no comments provided]</p>
716	Tutekiha Tupaea	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
407	Valeria Lesley Coldwell	<p>Q1 - Neutral [no comments provided}</p> <p>Q2 - Support [no comments provided]</p>
413	Valerie Fletcher	<p>Q1 - Strongly Support Comments: The goal of 500 in to Public Transport in all suburban and urban areas needs to be achieved before additional motorway projects. Greater emphasis is on busway and Public Transport corridors. Greater gridlock on M'ways will encourage patronage of efficient Public Transport.</p> <p>Q2 - Strongly Support Comments: Subsidy needs to be higher initially (to encourage increased patronage) once patronage increases then the cost of subsidy will decrease.</p> <p>Other Comments: Greater priority needs to be given to pedestrian and cycle traffic to feed the Public Transport system. Slow vehicle traffic more on streets to make for greater mixing - Establish priorities for</p> <ol style="list-style-type: none"> 1) Pedestrians 2) Cyclists 3) Buses 4) Truck deliveries 5) Commercial vehicles 6) Cars <p>Encourage Netherlands style laws that penalise motorists cause pedestrian cyclist accident/attack</p>

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765	Valmae Herangi	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
792	Vanessa Haare	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
687	Victor Harry	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
670	Victoria Field	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
769	Victoria Tupou	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **
55	Vimal Vkash Nair	<p>Q1 - Support Comments: Like a jigsaw, the pieces are building a picture, the whole picture. It's about time, it's only taken the Auckland City Council 25+plus years to do anything. Who can actually tell us the cost, over the years, how much time and money has been wasted? By the time, it is all completed, it should be looking good and operating smoothly. By the time, it is finished, will it be big enough for the population growth. Anyway, "Thank you" to all involved.</p> <p>Q2 - Support Comments: I hope "Paper" is not involved. There is no double-handling and wastage. I hope, it is based on the Singapore system. Why doesn't this country follow in the footsteps of Singapore?</p> <p>Other Comments: My comments relate to TRANSPORT especially to Bus-Services in our area. (South-East Auckland). We like the proposed bus service:- Howick to Panmure via Wellington St, Cascade Dr, and Reeves Rd. We would like to see also: Manukau Plaza to Howick via Botany Plaza via Wellington St or Moore St.? Buses leaving Manukau Plaza later, after 9pm.? Thank you.</p>
511	Vivian Naylor (CCS Disability Action, Northern Region - note this is a Personal submission)	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>Thank you for the opportunity to comment on this draft Plan.</p> <p>Background I am a wheelchair user in my late 60s, working full time as a Barrier Free Advisor and Educator for CCS Disability Action. This is a personal submission, although I speak for the mobility-impaired community which finds travelling on public transport, particularly buses, very challenging.</p> <p>I am fortunate to live within easy distance from a train station and main road bus routes and use public transport if it more convenient and expedient to do so, rather than drive and have parking issues at destinations.</p> <p>Although I know the City well, I do find the current bus routes difficult to comprehend and sort out. This is further complicated by the fact that some routes and buses are better equipped than others for wheelchair users. For this reason my experience of buses is confined to the Great South Road and Britomart route.</p> <p>I am also a keen cyclist – using a hand powered electric assist trike.</p> <p>I support:</p> <ul style="list-style-type: none"> the introduction of integrated ticketing. My main concern is how this will be managed by travellers in powered mobility equipment with profound physical impairments. For the most part they are train users and for many, operating lifts and swiping their HOP card are impossible due to limited arm function. Fewer staff could greatly impact on this group if there is no-one around to assist, particularly around lifts making the bus system less complicated. However, it doesn't matter how well the bus routes are designed, it is of little value to many people with mobility impairments, particularly wheelchair users, when bus design is usually inadequate in taking their needs into consideration. The NZTA guidelines for Urban Bus Design requires too small a space for wheelchairs, particularly power wheelchairs, to turn and manoeuvre into the designated seating space – only 1300mm long. Some of the buses in the fleets give more space than others and the uncertainty does not give wheelchair users the confidence to risk taking buses. This is aside from the poor driver attitude displayed by some drivers. <p>Wheelchair users on the North Shore are particularly disadvantaged because, for the most part, buses do not meet their needs and there is no train alternative. For this reason I, personally, have not considered an option to</p>

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	Vivian Naylor (#511)	<p>move to the Shore. For a similar reason, a colleague who uses a power wheelchair and is a frequent train user, turned down the offer of a State house in Pakuranga.</p> <ul style="list-style-type: none"> the transformational shifts in the Auckland Plan towards a green city, a sustainable city, recognising the importance of clean, green spaces for walking and cycling. Any improvement in cycle ways is important to encourage more people to cycle in a safer environment. This is especially relevant for an ageing population, where, with the increase in use of electric bikes at the same time that driving skills may be diminished, older people could look to cycling, with the accompanying health benefits. Also, the use of cycle ways could be very useful for the inevitable rise in the use of mobility scooters due to an ageing population. (This trend can be seen in the UK for example.) Mobility scooters are getting larger and faster and often are not appropriate on pavements.
803	W Rinai	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **</p>
516	Ward O'Donnell	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>I wish to put forward the following feedback on the Draft Regional Public Transport Plan: The Draft Regional Public Transport Plan is a big step in the right direction for public transport in Auckland and I particularly support the proposals for bus routes connecting and feeding into train stations and ferry terminals. The rail system needs to become the backbone of Auckland's transport system, with buses being used to provide local service routes, feeding into the nearest train station. There needs to be more train service routes introduced across Auckland using all existing rail lines to support this. Greater investment needs to be made in using electric transport, such as electric trains and trams, with modern light rail trams along key important routes, together with an electrified heavy rail system and central city underground loop, to provide Auckland with a sustainable transport system into the future which is cleaner, quieter, more attractive to use, and not reliant on oil. With reference to the frequent service route map, there are some proposed bus routes which need changing or adding to, together with the need for new train service routes, ferry service improvements, and the need for light rail to be introduced in central Auckland.</p> <p>In Summary:</p> <ol style="list-style-type: none"> Southern train services between Manukau and Pukekohe needed. Saturday train services to Pukekohe needed. Train services to Waiuku needed. Train services to Huapai needed. Inter-regional train services needed between Auckland-Hamilton-Tauranga. New train station at Walters Road (Takanini) needed. New train station at Drury needed. Light rail tram routes needed to St Heliers Bay, Lynfield & Western Springs. East Auckland 'Eastern Link' frequent service bus loop route needed. South Auckland 'Southern Link' frequent service bus loop route needed. Direct bus route between Manukau and Beachlands/Maraetai needed. Pine Harbour Ferry Service needs to run hourly, later in the evenings, and on Saturdays. Service frequency on all routes and modes needs to be minimum of hourly 7.00am to 7.00pm Monday to Saturday. Incentive needed for public transport operator staff and Auckland Transport staff to use public transport with a staff privilege AT HOP card. <p>In Detail:</p> <ol style="list-style-type: none"> Southern train services between Manukau and Pukekohe needed. A frequent running train service needs to be introduced between Manukau and Pukekohe, operating Monday to Saturday. The new Manukau train station is poorly used at present due to the lack of a direct train service from the south into Manukau. When the new electric train services start operating, the proposed diesel shuttle train services south of Papakura to Pukekohe, should instead run between Manukau and Pukekohe. Manukau is the main shopping, employment and education hub in South Auckland and a train service running direct from Pukekohe into Manukau would be very popular and well used. When the new MIT complex opens above the Manukau station, the majority of students will come from the south and a direct train service will be needed. If Aucklanders are to be enticed out of their cars and onto public transport, the services need to be simple, direct and frequent. The proposal to have diesel shuttle train services between Papakura and Pukekohe makes train services unnecessarily complicated with transfers at Papakura. The public in South Auckland would be much better served with a direct train service between Manukau and Pukekohe. A Manukau-Pukekohe service using diesel trains would not impede with electric train services in the short distance that they would operate in the electrified area between Papakura and Wiri, and would provide the people of Pukekohe (as well as Drury when a new station is built there), and all areas in between through to Manukau, with an attractive train service. A direct southern train service operating between Manukau and Pukekohe needs to be introduced as part of the RPTP. Saturday train services to Pukekohe needed. Saturday train services need to be started to Pukekohe, operating initially hourly from 7.00am to 7.00pm. Pukekohe is a growing part of Auckland and existing weekday train services from Pukekohe are well supported. There are many people in Pukekohe who work on Saturdays and should have access to train services. There are a great many people, particularly teenagers who cannot drive or do not have cars, who like to go into the shopping malls and entertainment centres on Saturdays, such as Manukau, Sylvia Park, Newmarket and the central city, but there is no train service from Pukekohe on Saturdays. There are also many people who like to travel out to Pukekohe for shopping and a day out when they are free on Saturdays, but presently cannot do so on a train. It is unacceptable and poor that in 2012 there are still no train services to Pukekohe on Saturdays. This needs to change. Saturday train services to Pukekohe need be introduced as part of the RPTP.

Sub #	Name	<p>Q1: To what extent do you support or oppose the direction of the proposed Public Transport Network outlined in the Summary Document and draft Plan (chapter 5)? This proposes a shift towards a simpler, more connected network, with expanded frequent services, but is dependent on some passengers making connections to access more destinations.</p> <p>Q2: To what extent do you support or oppose the proposed Fares and Ticketing Policy outlined in the Summary Document and draft Plan (chapter 6.4)? This would enable the use of a single ticket across different operators and public transport services and a shift towards a zone-based fare system.</p>
	<p>Ward O'Donnell (#516)</p>	<p>3. Train services to Waiuku needed. A train service needs to be introduced between Papakura and Waiuku, during peak periods on weekdays. The Glenbrook Vintage Railway has recently been extended into the Waiuku township and this railway could be used as part of a new train service to entice commuters out of their cars and onto trains. Trains have far greater appeal than buses and this has been proven with the continuous record patronage levels seen on Auckland's train system in the past 10 years. If traffic congestion on Auckland's roads is to be seriously addressed, it needs to come in the form of providing train services across the region on all rail routes. A peak period train service to Waiuku operating between 6.00am and 9.00am and 3.00pm to 7.00pm on weekdays would be attractive to commuters and students from Waiuku, and would help reduce number of cars travelling on the busy and dangerous State Highway 22 during peak periods. A train service would be a much safer option for people travelling to and from Waiuku rather than driving on the dangerous State Highway 22 and Glenbrook Road.</p> <p>Such a service would not require many trains, maybe just one or two diesel units. The hours in which such a commuter service would operate would not interfere with the Glenbrook Vintage Railway's operation which normally only operates on weekends or occasionally during the middle of the day on weekdays. A Papakura-Waiuku train service would be popular and attractive, and would be making use of the under-utilised rail route between Papakura and Waiuku. A train service between Papakura and Waiuku needs to be added to the RPTP.</p> <p>4. Train services to Huapai needed. Frequent running train services to Huapai are needed with an extension of the Western Line train route to Huapai. A regular half hourly shuttle operating 7.00am to 7.00pm Monday to Saturday needs to be introduced between Swanson and Huapai, together with a new station and park and ride at Huapai, to serve this large area and entice commuters on State Highway 16 out of their cars and onto trains. A station and park and ride in a good visible and accessible location alongside the Carriages Cafe on SH16 midway between Huapai and Kumeu would be ideal. Bus services could easily connect with a train services with a station located here, together with a 'Kiss and Ride' drop off facility. Commuters from Huapai, Kumeu, Riverhead, Waimauku, Helensville and surrounding districts could make good use of a train service and park and ride strategically located at Huapai, rather than crawling in traffic on the congested SH16 North Western motorway.</p> <p>The fact the a train service between Swanson and Huapai is missing on the maps in the Draft RPTP is shocking, as this rail route has so much potential for commuter passenger train services, and is not being used. This needs to change. A frequent running train service needs to be introduced to Huapai as part of the RPTP.</p> <p>5. Inter-regional train services needed between Auckland-Hamilton-Tauranga. A passenger train service needs to be introduced running between Hamilton and Auckland during the morning and evening peak periods, and between Auckland and Tauranga during the middle of the day.</p> <p>While the Waikato and the Bay of Plenty are not Auckland Transport's responsibility, a large proportion of traffic on the congested roads leading in and out of Auckland, originate from Hamilton and Tauranga. Tauranga and Mount Maunganui are both popular holiday and weekend away destinations for Aucklanders. Tauranga is rapidly growing and is now New Zealand's fifth largest city, while Auckland is by far New Zealand's largest city and is rapidly growing. With the high price of housing in Auckland, many people are now having to live further afield in the Waikato and commute into Auckland by driving.</p> <p>In order to reduce the number of cars on Auckland's congested roads, particularly during peak periods, a passenger train service needs to be introduced between Auckland-Hamilton-Tauranga to provide an attractive alternative to driving and to make use of the under-utilised rail routes between Auckland, Hamilton and Tauranga.</p> <p>A passenger service between these centres could be established initially using two of KiwiRail's recently refurbished Silver Fern railcars which are not presently being used. A morning commuter service could run from Hamilton, departing around 6.30am, arriving in Newmarket and the Strand stations around 8.30am. The train could then run from the Strand station through to Tauranga and Mount Maunganui, departing around 9.15am, arriving at Mount Maunganui around 12.45pm. The return service could depart Mount Maunganui at 1.30pm and arrive at the Strand around 5.00pm. It could then depart the Strand and Newmarket stations for Hamilton around 5.45pm, arriving in Hamilton at around 7.45pm. Intermediate stops for all services in both directions could be made at The Base at Te Rapa, Ngaruawahia, Huntly, Te Kauwhata, Tuakau, Pukekohe (for transfers onto Auckland's suburban train services) and Newmarket.</p> <p>As the service picks up in popularity, which it quickly will, additional train services could be put on between Hamilton and Auckland, as well as a service originating in the morning from Tauranga through to Auckland, before returning to Tauranga in the evening. These train services could perhaps utilise some of Auckland's current SA class diesel trains, which could be upgraded for long distance services, or else the six former Silver Star carriages from A & G Price at Thames. Either of these carriages would make attractive and comfortable services, which would be popular, and would entice people out of their cars and onto trains. The service could be jointly funded and promoted by Auckland Transport, Waikato Regional Council, Environment Bay of Plenty and NZ Transport Agency.</p> <p>6. New train station at Walters Road (Takanini) needed. The surrounding area around Walters Road at Takanini is in the process of being developed with many large scale developments in recent years such as the Addison housing estate, the Southgate shopping centre, the Longford Park subdivision and retirement complex. Most recently, Housing New Zealand have announced a large scale affordable housing project to be built on the former Papakura Army Camp land on Walters Road. This project, together with a proposed new high school on the same land, will result in a significant increase in the number of people living in this area and needing to travel in and out of the area. The roads in this area such as Great South Road and Porchester Road are already heavily congested during peak periods.</p> <p>The new residents and students in this area need access to the frequent train services running along the Southern Line through this area, with a new train station within walking distance at Walters Road. A station here would be in a strategic location, providing a practical and attractive alternative to driving, and would provide fast, direct transport options to the central city, Manukau (if a direct southern train service is provided), Papakura and Pukekohe.</p> <p>A new train station needs to be built at Walters Road now as part of the RPTP, to enable new residents moving into this area to get into the habit of commuting from day one, rather than having to rely on driving. Bus services in this area have little appeal as they are slow and get stuck on the same congested roads as cars. A new train station within easy walking distance with frequent running train services to all over Auckland, would be much more appealing and would result in good use.</p> <p>7. New train station at Drury needed.</p>

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	<p>Ward O'Donnell (#516)</p>	<p>A new train station and park and ride is needed at Drury. Drury is well placed strategically for a large park and ride, serving a large surrounding district, as well as being close to the SH1 Southern motorway, and SH22 which would enable commuters from outlying areas, to park at Drury and commute into the central city and Manukau (if a direct Manukau-Pukekohe train service is provided). A train station at Drury would also provide locals in Drury access to frequent running train services, which would be within an easy walk. Trains have greater appeal than buses, and access to train services would act as a real enticement for Drury locals to get out of their cars and onto public transport.</p> <p>A new train station and large park and ride needs to be made part of the RPTP.</p> <p>8. Light rail tram routes needed to St Heliers Bay, Lynfield & Western Springs. In order for Auckland to realise its aim of becoming one of the world's most liveable cities and to reduce the city's chronic traffic congestion, it needs to change the way it views transport options for central city streets. Cars should not be the priority. The city needs to have an appealing alternative which compliments the 'shared street' concept, and is environmentally friendly and sustainable.</p> <p>New light rail routes with modern trams need to be introduced on three strategic routes across central Auckland as part of the RPTP. These include: Quay Street and Tamaki Drive to St Heliers Bay Queen Street, Ian McKinnon Drive, Dominion Road, Dominion Road Extension, Hillsborough Road and The Avenue to Lynfield Beaumont Street, College Hill, Ponsonby Road, Williamson Avenue and Great North Road to MOTAT at Western Springs. The Wynyard Quarter tramway needs to be extended into a modern tram network running in all three directions across central Auckland. Modern trams need to be introduced as they are cleaner, quieter, and have greater capacity than diesel buses. Trams will entice people out of their cars and will be more popular than buses. Dominion Road is already reaching saturation point with the number of noisy, smelly diesel buses running along it. The time has come for new modern electric trams to be introduced. Trams will make the street environment much more appealing and will make suburbs around their routes popular and sought after. With being powered by electricity, trams are not reliant on expensive and diminishing oil resources, and Auckland will have a future-proofed transport system built around electric trains and trams.</p> <p>Trams will also have a tourist appeal, particularly with operating along Auckland's beautiful waterfront from the Wynyard Quarter to Mission Bay and St Heliers Bay, as well as to Ponsonby, MOTAT and the Zoo at Western Springs. Heritage trams could operate along with modern trams during the middle of the day and on weekends for the benefit of tourists, as well as being public transport in themselves.</p> <p>All three routes will run through some of the most dense population centres through the heart of central Auckland, serving large areas of the city's population along simple and straight forward strategic routes. All three routes will provide a very attractive form of public transport which people will use.</p> <p>If Auckland Transport wishes to get people out of cars and onto public transport, trains and trams is the way to quickly make that happen. Trains and trams have much greater appeal than buses, and will act as a real enticement to get Aucklanders out of their cars.</p> <p>New modern light rail tram routes need to be introduced between Britomart and St Heliers, Lynfield and Western Springs as part of the RPTP. The St Heliers Bay route could be built as part of the redevelopment of Quay Street.</p> <p>9. East Auckland 'Eastern Link' frequent service bus loop route needed. With the new busways being developed in East Auckland and the new bus/train interchange being developed at Panmure train station, a bus route linking all the main hubs along all the main travel routes in East Auckland needs to be created. In order to make bus services a practical and attractive transport option, a new simple loop service needs to be created running frequently in both directions linking Panmure train station, Panmure town centre, Pakuranga Plaza, Half Moon Bay ferry terminal, Highland Park shopping centre, Howick town centre, Meadowlands shopping centre, and Botany town centre together with a loop service running in both directions.</p> <p>The Eastern link bus route needs to run east from Panmure train station along Queens Road, Church Crescent, Pakuranga Bridge, Pakuranga Road, Fortunes Road, Prince Regent Drive, Ara-Tai Road, Sunderlands Road, Bucklands Beach Road, Pakuranga Road, Ridge Road, Cook Street, Whitford Road, Millhouse Drive, Botany Road, Ti Rakau Drive, Pakuranga Road, Pakuranga Bridge, Church Crescent, Queens Road to Panmure train station.</p> <p>10. South Auckland 'Southern Link' frequent service bus loop route needed. A bus route linking all the main hubs along the main travel routes in South Auckland needs to be created. In order to make bus services a practical and attractive transport option, a new simple loop service needs to be created running frequently in both directions linking Onehunga train station/Onehunga town centre, Mangere Bridge town centre, Mangere town centre, Auckland Airport, Papatoetoe train station/Old Papatoetoe town centre, Manukau train station/Manukau shopping centre, Otara town centre, Otahuhu town centre, Otahuhu train station, Mangere East, Favona and Onehunga train station/Onehunga town centre.</p> <p>The Southern Link bus route needs to run south from Onehunga train station on Onehunga Mall, Neilson Street, State Highway 20, Coronation Road, McKenzie Road, Bader Drive, Mascot Avenue, Massey Road, Richard Pearse Drive, Airpark Drive, George Bolt Memorial Drive, Tom Pearce Drive, George Bolt Memorial Drive, Andrew Mckee Avenue, Lawrence Stevens Drive, Puhinui Road, Wyllie Road, Saint George Street, Carruth Road, Lambie Drive, Ronwood Avenue, Davies Avenue, Manukau Station Road, Great South Road, Reagan Road, Preston Road, Bairds Road, Great South Road, Station Road, Walmsley Road, Mangere Road, Massey Road, Buckland Road, Robertson Road, Walmsley Road, Mahunga Drive, State Highway 20, Onehunga Harbour Road, to Onehunga train station on Onehunga Mall.</p> <p>11. Direct bus route needed between Manukau and Beachlands/Maraetai. A new direct bus route running hourly between Manukau train station and Beachlands/Maraetai via Flat Bush and Whitford needs to be introduced as part of the RPTP. The proposed new bus route as shown in the Draft RPTP running only between Flat Bush and Beachlands/Maraetai, will not be popular or attractive to people living in the Whitford/Beachlands/Maraetai areas, with requiring the need to change buses at Flat Bush to head into other parts of Auckland. If public transport is to be made truly practical and attractive to use, it needs to be simple and direct, and in this case run direct to the main shopping, employment, education and transport hub in Manukau central. A bus route running direct to Manukau will provide students with direct access to the new MIT complex, as well as to the large shopping and entertainment facilities at Manukau.</p> <p>A direct bus service between Manukau train station and Beachlands/Maraetai will provide easy connections between train services across Auckland (particularly if a direct Manukau-Pukekohe southern train service is introduced) and bus services across South Auckland.</p>

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	<p>Ward O'Donnell (#516)</p>	<p>A direct bus service between Manukau and Beachlands/Maraetai will also provide people living in Manukau with a good public transport service to the popular Maraetai beach, which is very popular with Manukau and South Auckland residents during the summer months. There is no direct bus service to Maraetai from Manukau at present. Such a service would provide this.</p> <p>A direct bus service running hourly between Manukau train station and Beachlands/Maraetai needs to be provided as part of the RPTP, to provide the best and most attractive public transport option for residents in Maraetai, Beachlands, Whitford and Manukau.</p> <p>12. Pine Harbour Ferry Service needs to run hourly, later in the evenings, and on Saturdays. The Pine Harbour ferry service between Beachlands and the city is popular and well used, and has become so popular that during periods of high fuel prices, not all commuters waiting at the ferry terminals, can board services during peak periods. The service is being limited by the number of services provided and by the hours and days of operation.</p> <p>For public transport to be a truly practical and attractive option for people in Beachlands and Maraetai there needs to be at least an hourly service operating throughout the day until 8.00pm in the evenings, and needs to operate on Saturdays as well. Bus services from Maraetai and Beachlands need to connect with the ferry services at Pine Harbour Marina.</p> <p>Increased service frequency on the Pine Harbour Ferry Service needs to be made part of the RPTP.</p> <p>13. Service frequency on all routes and modes needs to be minimum of hourly 7.00am to 7.00pm Monday to Saturday. If a greater uptake of public transport is to be achieved, there needs to be a uniform consistency of service provision on all routes and modes (bus, train and ferry) across the region. The very minimum service level needs to be hourly services operating from 7.00am to 7.00pm Monday to Saturday on all routes and modes. Aucklanders need to be provided with at least this service frequency, including Saturdays, in order to make public transport an option for travelling around the region.</p> <p>14. Incentive needed for public transport operator staff and Auckland Transport staff to use public transport with a staff privilege AT HOP card. There are many people involved in the running of Auckland's public transport, but the great irony is most use a private car to get to work or for travelling around Auckland. If Auckland Transport and Auckland Council wish to get more Aucklanders out of their cars and onto public transport, providing incentives for public transport operator staff and Auckland Transport staff to use public transport, would be a great start. The introduction of an integrated ticketing system across all modes of transport in Auckland provides an ideal opportunity for such an incentive to be introduced. With Auckland's transport system being integrated with one ticketing system, it would make perfect sense for a staff privilege AT HOP card to be made available so that all public transport operator staff and Auckland Transport staff can make use of all modes of public transport provided by Auckland Transport, eg train staff being able to use buses, ferry staff being able to use trains and so on. Providing this privilege would be easy enough to load onto a AT HOP card and would encourage transport operator staff and Auckland Transport staff to use public transport.</p> <p>A staff privilege AT HOP needs to be created by Auckland Transport and made available for all public transport staff in Auckland who operate public transport services for Auckland Transport, as well as for Auckland Transport staff, which can be used on all modes of transport - bus, train and ferry in Auckland. The staff privilege HOP card could be jointly funded and subsidised by Auckland Transport and all operating companies who provide services for Auckland Transport.</p> <p>Such an initiative would be very popular and would be well received and used, encouraging more people to use public transport in Auckland, which in turn will help to reduce the number of cars on Auckland's roads.</p> <p>There would also be an advantage with the people who operate Auckland's transport system using public transport and seeing things from the point of view of a passenger, which could help with making improvements to public transport services. If Auckland Transport wishes to create a public transport system which is practical and Aucklanders will seriously start to use, then the above changes need to be introduced to the RPTP.</p>
<p>510</p>	<p>Warren F Sanderson</p>	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>I support the thrust for a transformational shift in public transport if Auckland is to become a more liveable city, where cars are no longer preferred to pedestrians and where we cease gobbling up the countryside on our borders at an alarming rate. I now utilise the Northern Busway service for trips to the city and enjoy it, an outcome I would not have considered 12 months ago. And with a saving in parking costs. Although a political conservative I am opposed to the present Government's intention to spend 1.5 billion dollars on the Puhoi to Wellsford RonS for a travelling time saving of only some 12 to 20 minutes depending on who you believe. My reading and investigations of other analysts work indicates the business case does not stack up. The City Rail Link could be built for less.</p> <p>It is indeed unfortunate, that the issue has become politicised rather than being viewed as what is best for Auckland. For too many years we have spent all transport monies on motorway infrastructure to the utter neglect of non-road infrastructure. And it hasn't helped Auckland's liveability.</p> <p>Submission:</p> <ol style="list-style-type: none"> 1. Start and complete the CRL first and as soon as possible. The efficiency of the rail system will soar and passengers from the west and south will flock to it. This transition will be aided by the increasing oil costs and student passenger increases with the redevelopment of the brewery site by Auckland University and the new EMU rolling stock. 2. Do not have any part of any motorway extensions for the next 25 years nor should Auckland City be involved in any way with the construction of another harbour bridge for motor vehicle traffic. Note that bridge traffic is already declining and PT usage has increased steadily despite the many impediments, until the last couple of months. 3. Then build the Onehunga to Airport rail link. 4. Finally build the Aotea to Takapuna rail link by under-harbour tunnel with Takapuna becoming the busway link point (ie buses do not cross the bridge) until it is pertinent to convert the busway to rail at some future time. 5. Feeder bus services to be incorporated as necessary. <p>My plea is for a liveable and beautiful Auckland with an efficient public transport system.</p>

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673	Warwick Martin	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **</p>
347	Wayne Brown	<p>Q1 - Strongly Opposed Comments: The proposed "overseas sourced" model is far too simplistic and does not relate to Auckland City with its unique problems, issues and cultural identity. I would give it an "F" = failed mark.</p> <p>Q2 - Opposed Comments: The one ticket idea is excellent if it ever commences after the compensation issues are resolved for the failed hop card !!</p> <p>I have used an Oyster card so know the potential benefit of this one ticket principal. There is a need to keep ticket prices down to permanently encourage all to use public transport. This dumb, zone idea will not encourage those on lower income in cheaper housing from outer suburbs to use public transport.</p> <p>Other Comments There is a huge need for the planners to spend considerable time on bus & trains rather than in their office speculating on what the customers want. Transport planners travelling by public transport consistently over one year will give them a better understanding if they are prepared to risk finding out rather than engaging in crystal ball prediction such as this.</p> <p>Onboard focus groups or quick survey forms would engage the customer base you say you are seeking to support.</p> <p>The core issue to often forgotten by councillors and AT Staff is public transport that run on time, public transport that is clean, economical and safe, public transport where female passengers can feel safe. (Yet in your reports you paint a picture of how fantastic it is meeting benchmark goals - haha!).</p> <p>Fantastic visionary plans are ideal when you ("the consultants") are being paid huge sums of money to create them, however the ratepayers who have to use public transport daily just want public transport that meets their need – after all they are the paying customer!.</p>
748	Wayne Ormsby	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **</p>
464	Wendy Caspersonn	<p>Q1 - Neutral Comments: Principles appear sounds but support when see reality & plan in action</p> <p>Q2 - Support Comments: Integrated ticketing good idea as long as cost effective Concern - cost of rail & debt created to achieve this particularly inner-city rail link. Support - more connective network & more frequent regular service.</p>
33	Wengheng Wong	<p>Q1 - Neutral [no comments provided]</p> <p>Q2 - Neutral [no comments provided]</p>
600	Whitney Dunn	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **</p>
144	William Howard	<p>Q1 - Neutral Comments: I would like to see a rail link to Tuakau</p> <p>Q2 - Strongly Support [no comments provided]</p> <p>Other Comments I would like to see a rail link to Tuakau</p>
646	William Tuhi	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **</p>

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4	Yatish Kumar	<p>Q1 - Strongly Support Comments: Say there buses leaving from City via Gt South Rd to Howick, Botany, Otahuhu, Manukau, Papakura at 2.00pm, don't send all at the same time. Try and stagger them by giving 3 to 5 min gap in between. This time may be increased during off peak hours. This will ensure commuters on common route will have more frequent service rather than 3 or 4 buses going along most of the same route at the same time. We have had instances where we missed the services at a time then we had to wait to another 15 or more mins before getting next service.</p> <p>Q2 - Strongly Support Comments: Single ticket across Wider Auckland should be used. This will make the routes more efficient & faster by helping drivers in issuing less tickets for 1 journey.</p> <p>Other Comments Flyers / news letters should be sent to all households.</p>
750	Yvonne Greathead	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **</p>
727	Yvonne Kaa	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **</p>
46	Yvonne Masefield	<p>Q1 - Strongly Support Comments: The proposed network of services is a realistic and well thought out move toward better public transport in Auckland. Good to see public transport integrating with current and future land use/ areas for population and employment growth.</p> <p>Q2 - Strongly Support Comments: The use of a single ticket is welcomed as multiple tickets for different services does not currently encourage public transport use.</p>
366	Zach Lum	<p>Q1 - Strongly Support [no comments provided]</p> <p>Q2 - Strongly Support [no comments provided]</p>
831	Zak McKenzie	<p>Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **</p>
32	Zarir Mistry	<p>Q1 - Support Comments: First and foremost Passengers must have easy accessibility from near and about their places of residences/ Work places.</p> <p>One just not be made to change THREE BUSES to reach their DESTINATIONS.</p> <p>There should be enough bus services to connect various buses for places, without a lot of waiting for the connecting BUS.</p> <p>Steps to be taken to SURVEY the needs and the density of Passenger traffic on various routes, an glaring example is the way ROUTE 580 has been withdrawn from Highland Park, just because someone's bright idea to accommodate passengers travelling to THE NEW MANUKAU STATION. This was to me, was done without proper application on Actual studies as to the real volume of persons benefitting? Can you justify this?</p> <p>Q2 - Support Comments: If it is for the good of all, I am for it.</p>
577	Zed E Three	<p>Individual emailed or posted their submission, entire submission contained below</p> <p>I wish to put forward the following feedback on the Draft Regional Public Transport Plan: The Draft Regional Public Transport Plan is a big step in the right direction for public transport in Auckland and I particularly support the proposals for bus routes connecting and feeding into train stations and ferry terminals.</p> <p>The rail system needs to become the backbone of Auckland's transport system, with buses being used to provide local service routes, feeding into the nearest train station. There needs to be more train service routes introduced across Auckland using all existing rail lines to support this.</p>

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	<p>Zed E Three (#577)</p>	<p>Greater investment needs to be made in using electric transport, such as electric trains and trams, with modern light rail trams along key important routes, together with an electrified heavy rail system and central city underground loop, to provide Auckland with a sustainable transport system into the future which is cleaner, quieter, more attractive to use, and not reliant on oil.</p> <p>With reference to the frequent service route map, there are some proposed bus routes which need changing or adding to, together with the need for new train service routes, ferry service improvements, and the need for light rail to be introduced in central Auckland.</p> <p>In Summary:</p> <ol style="list-style-type: none"> 1. Pine Harbour Ferry Service needs to run hourly, later in the evenings, and on Saturdays. 2. Direct bus route between Manukau and Beachlands/Maraetai needed. 3. East Auckland 'Eastern Link' frequent service bus loop route needed. 4. South Auckland 'Southern Link' frequent service bus loop route needed. 5. Southern train services between Manukau and Pukekohe needed. 6. Saturday train services to Pukekohe needed. 7. Train services to Waiuku needed. 8. Train services to Huapai needed. 9. Inter-regional train services needed between Auckland-Hamilton-Tauranga. 10. New train station at Walters Road (Takanini) needed. 11. New train station at Drury needed. 12. Light rail tram routes needed to St Heliers Bay, Lynfield & Western Springs. 13. Service frequency on all routes and modes needs to be minimum of hourly 7.00am to 7.00pm Monday to Saturday. 14. Incentive needed for public transport operator staff and Auckland Transport staff to use public transport with a staff privilege AT HOP card. <p>In Detail:</p> <ol style="list-style-type: none"> 1. Pine Harbour Ferry Service needs to run hourly, later in the evenings, and on Saturdays. <p>The Pine Harbour ferry service between Beachlands and the city is popular and well used, and has become so popular that during periods of high fuel prices, not all commuters waiting at the ferry terminals, can board services during peak periods. The service is being limited by the number of services provided and by the hours and days of operation.</p> <p>For public transport to be a truly practical and attractive option for people in Beachlands and Maraetai, there needs to be at least an hourly service operating throughout the day until 8.00pm in the evenings, and needs to operate on Saturdays as well. Bus services from Maraetai and Beachlands need to connect with the ferry services at Pine Harbour Marina.</p> <p>Increased service frequency on the Pine Harbour Ferry Service needs to be made part of the RPTP.</p> <ol style="list-style-type: none"> 2. Direct bus route needed between Manukau and Beachlands/Maraetai. <p>A new direct bus route running hourly between Manukau train station and Beachlands/Maraetai via Flat Bush and Whitford needs to be introduced as part of the RPTP. The proposed new bus route as shown in the Draft RPTP running only between Flat Bush and Beachlands/Maraetai, will not be popular or attractive to people living in the Whitford/Beachlands/Maraetai areas, with requiring the need to change buses at Flat Bush to head into other parts of Auckland. If public transport is to be made truly practical and attractive to use, it needs to be simple and direct, and in this case run direct to the main shopping, employment, education and transport hub in Manukau central.</p> <p>A bus route running direct to Manukau will provide students with direct access to the new MIT complex, as well as to the large shopping and entertainment facilities at Manukau.</p> <p>A direct bus service between Manukau train station and Beachlands/Maraetai will provide easy connections between train services across Auckland (particularly if a direct Manukau-Pukekohe southern train service is introduced) and bus services across South Auckland.</p> <p>A direct bus service between Manukau and Beachlands/Maraetai will also provide people living in Manukau with a good public transport service to the popular Maraetai beach, which is very popular with Manukau and South Auckland residents during the summer months. There is no direct bus service to Maraetai from Manukau at present. Such a service would provide this.</p> <p>A direct bus service running hourly between Manukau train station and Beachlands/Maraetai needs to be provided as part of the RPTP, to provide the best and most attractive public transport option for residents in Maraetai, Beachlands, Whitford and Manukau.</p> <ol style="list-style-type: none"> 3. East Auckland 'Eastern Link' frequent service bus loop route needed. <p>With the new busways being developed in East Auckland and the new bus/train interchange being developed at Panmure train station, a bus route linking all the main hubs along all the main travel routes in East Auckland needs to be created. In order to make bus services a practical and attractive transport option, a new simple loop service needs to be created running frequently in both directions linking Panmure train station, Panmure town centre, Pakuranga Plaza, Half Moon Bay ferry terminal, Highland Park shopping centre, Howick town centre, Meadowlands shopping centre, and Botany town centre together with a loop service running in both directions.</p>

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	<p>Zed E Three (#577)</p>	<p>The Eastern link bus route needs to run east from Panmure train station along Queens Road, Church Crescent, Pakuranga Bridge, Pakuranga Road, Fortunes Road, Prince Regent Drive, Ara-Tai Road, Sunderlands Road, Bucklands Beach Road, Pakuranga Road, Ridge Road, Cook Street, Whitford Road, Millhouse Drive, Botany Road, Ti Rakau Drive, Pakuranga Road, Pakuranga Bridge, Church Crescent, Queens Road to Panmure train station.</p> <p>4. South Auckland 'Southern Link' frequent service bus loop route needed.</p> <p>A bus route linking all the main hubs along the main travel routes in South Auckland needs to be created. In order to make bus services a practical and attractive transport option, a new simple loop service needs to be created running frequently in both directions linking Onehunga train station/Onehunga town centre, Mangere Bridge town centre, Mangere town centre, Auckland Airport, Papatoetoe train station/Old Papatoetoe town centre, Manukau train station/Manukau shopping centre, Otara town centre, Otahuhu town centre, Otahuhu train station, Favona and Onehunga train station/Onehunga town centre.</p> <p>The Southern Link bus route needs to run south from Onehunga train station on Onehunga Mall, Neilson Street, State Highway 20, Coronation Road, McKenzie Road, Bader Drive, Mascot Avenue, Massey Road, Richard Pearce Drive, Airpark Drive, George Bolt Memorial Drive, Tom Pearce Drive, George Bolt Memorial Drive, Andrew Mckee Avenue, Lawrence Stevens Drive, Puhinui Road, Wyllie Road, Saint George Street, Carruth Road, Lambie Drive, Ronwood Avenue, Davies Avenue, Manukau Station Road, Great South Road, Reagan Road, Bairds Road, Great South Road, Station Road, Walmsley Road, Massey Road, Buckland Road, Robertson Road, Walmsley Road, Mahunga Drive, State Highway 20, Onehunga Harbour Road, to Onehunga train station on Onehunga Mall.</p> <p>5. Southern train services between Manukau and Pukekohe needed.</p> <p>A frequent running train service needs to be introduced between Manukau and Pukekohe, operating Monday to Saturday. The new Manukau train station is poorly used at present due to the lack of a direct train service from the south into Manukau. When the new electric train services start operating, the proposed diesel shuttle train services south of Papakura to Pukekohe, should instead run between Manukau and Pukekohe. Manukau is the main shopping, employment and education hub in South Auckland and a train service running direct from Pukekohe into Manukau would be very popular and well used. When the new MIT complex opens above the Manukau station, the majority of students will come from the south and a direct train service will be needed.</p> <p>If Aucklanders are to be enticed out of their cars and onto public transport, the services need to be simple, direct and frequent. The proposal to have diesel shuttle train services between Papakura and Pukekohe makes train services unnecessarily complicated with transfers at Papakura. The public in South Auckland would be much better served with a direct train service between Manukau and Pukekohe. A Manukau-Pukekohe service using diesel trains would not impede with electric train services in the short distance that they would operate in the electrified area between Papakura and Wiri, and would provide the people of Pukekohe (as well as Drury when a new station is built there), and all areas in between through to Manukau, with an attractive train service.</p> <p>A direct southern train service operating between Manukau and Pukekohe needs to be introduced as part of the RPTP.</p> <p>6. Saturday train services to Pukekohe needed.</p> <p>Saturday train services need to be started to Pukekohe, operating initially hourly from 7.00am to 7.00pm. Pukekohe is a growing part of Auckland and existing weekday train services from Pukekohe are well supported. There are many people in Pukekohe who work on Saturdays and should have access to train services. There are a great many people, particularly teenagers who cannot drive or do not have cars, who like to go into the shopping malls and entertainment centres on Saturdays, such as Manukau, Sylvia Park, Newmarket and the central city, but there is no train service from Pukekohe on Saturdays. There are also many people who like to travel out to Pukekohe for shopping and a day out when they are free on Saturdays, but presently cannot do so on a train. It is unacceptable and poor that in 2012 there are still no train services to Pukekohe on Saturdays. This needs to change.</p> <p>Saturday train services to Pukekohe need be introduced as part of the RPTP.</p> <p>7. Train services to Waiuku needed.</p> <p>A train service needs to be introduced between Papakura and Waiuku, during peak periods on weekdays. The Glenbrook Vintage Railway has recently been extended into the Waiuku township and this railway could be used as part of a new train service to entice commuters out of their cars and onto trains. Trains have far greater appeal than buses and this has been proven with the continuous record patronage levels seem on Auckland's train system in the past 10 years. If traffic congestion on Auckland's roads is to be seriously addressed, it needs to come in the form of providing train services across the region on all rail routes. A peak period train service to Waiuku operating between 6.00am and 9.00am and 3.00pm to 7.00pm on weekdays would be attractive to commuters and students from Waiuku, and would help reduce number of cars travelling on the busy State Highway 22 during peak periods. Such a service would not require many trains, maybe just one or two diesel units. The hours in which such a commuter service would operate would not interfere with the Glenbrook Vintage Railway's operation which normally only operates on weekends or occasionally during the middle of the day on weekdays. A Papakura-Waiuku train service would be popular and attractive, and would be making use of the under-utilised rail route between Papakura and Waiuku.</p> <p>A train service between Papakura and Waiuku needs to be added to the RPTP.</p> <p>8. Train services to Huapai needed.</p> <p>Frequent running train services to Huapai are needed with an extension of the Western Line train route to Huapai. A regular half hourly shuttle operating 7.00am to 7.00pm Monday to Saturday needs to be introduced between Swanson and Huapai, together with a new station and park and ride at Huapai, to serve this large area and entice commuters on State Highway 16 out of their cars and onto trains. A station and park and ride in a good visible and accessible location alongside the Carriages Cafe on SH16 midway between Huapai and Kumeu would be ideal. Bus services could easily connect with a train services with a station located here, together with a 'Kiss and Ride' drop off facility. Commuters from Huapai, Kumeu, Riverhead, Waimauku, Helensville and surrounding districts could make good use of a train service and park and ride strategically located at Huapai, rather than crawling in traffic on the congested SH16 north western motorway.</p>

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	<p>Zed E Three (#577)</p>	<p>The fact the a train service between Swanson and Huapai is missing on the maps in the Draft RPTP is shocking, as this rail route has so much potential for commuter passenger train services, and is not being used. This needs to change. A frequent running train service needs to be introduced to Huapai as part of the RPTP.</p> <p>9. Inter-regional train services needed between Auckland-Hamilton-Tauranga.</p> <p>A passenger train service needs to be introduced running between Hamilton and Auckland during the morning and evening peak periods, and between Auckland and Tauranga during the middle of the day.</p> <p>While the Waikato and the Bay of Plenty are not Auckland Transport's responsibility, a large proportion of traffic on the congested roads leading in and out of Auckland, originate from Hamilton and Tauranga. Tauranga and Mount Maunganui are both popular holiday and weekend away destinations for Aucklanders. Tauranga is rapidly growing and is now New Zealand's fifth largest city, while Auckland is by far New Zealand's largest city and is rapidly growing. With the high price of housing in Auckland, many people are now having to live further afield in the Waikato and commute into Auckland by driving.</p> <p>In order to reduce the number of cars on Auckland's congested roads, particularly during peak periods, a passenger train service needs to be introduced between Auckland-Hamilton-Tauranga to provide an attractive alternative to driving and to make use of the under-utilised rail routes between Auckland, Hamilton and Tauranga.</p> <p>A passenger service between these centres could be established initially using two of KiwiRail's recently refurbished Silver Fern railcars which are not presently being used. A morning commuter service could run from Hamilton, departing around 6.30am, arriving in Newmarket and the Strand stations around 8.30am. The train could then run from the Strand station through to Tauranga and Mount Maunganui, departing around 9.15am, arriving at Mount Maunganui around 12.45pm. The return service could depart Mount Maunganui at 1.30pm and arrive at the Strand around 5.00pm. It could then depart the Strand and Newmarket stations for Hamilton around 5.45pm, arriving in Hamilton at around 7.45pm. Intermediate stops for all services in both directions could be made at The Base at Te Rapa, Ngaruawahia, Huntly, Te Kauwhata, Tuakau, Pukekohe (for transfers onto Auckland's suburban train services) and Newmarket.</p> <p>As the service picks up in popularity, which it quickly will, additional train services could be put on between Hamilton and Auckland, as well as a service originating in the morning from Tauranga through to Auckland, before returning to Tauranga in the evening. These train services could perhaps utilise some of Auckland's current SA class diesel trains, which could be upgraded for long distance services, or else the six former Silver Star carriages from A & G Price at Thames. Either of these carriages would make attractive and comfortable services, which would be popular, and would entice people out of their cars and onto trains.</p> <p>10. New train station at Walters Road (Takanini) needed.</p> <p>The surrounding area around Walters Road at Takanini is in the process of being developed with many large scale developments in recent years such as the Addison housing estate, the Southgate shopping centre, the Longford Park subdivision and retirement complex. Most recently, Housing New Zealand have announced a large scale affordable housing project to be built on the former Papakura Army Camp land on Walters Road. This project, together with a proposed new high school on the same land, will result in a significant increase in the number of people living in this area and needing to travel in and out of the area. The roads in this area such as Great South Road and Porchester Road are already heavily congested during peak periods.</p> <p>The new residents and students in this area need access to the frequent train services running along the Southern Line through this area, with a new train station within walking distance at Walters Road. A station here would be in a strategic location, providing a practical and attractive alternative to driving, and would provide fast, direct transport options to the central city, Manukau (if a direct southern train service is provided), Papakura and Pukekohe.</p> <p>A new train station needs to be built at Walters Road now as part of the RPTP, to enable new residents moving into this area to get into the habit of commuting from day one, rather than having to rely on driving. Bus services in this area have little appeal as they are slow and get stuck on the same congested roads as cars. A new train station within easy walking distance with frequent running train services to all over Auckland, would be much more appealing and would result in good use.</p> <p>11. New train station at Drury needed.</p> <p>A new train station and park and ride is needed at Drury. Drury is well placed strategically for a large park and ride, serving a large surrounding district, as well as being close to the SH1 southern motorway, and SH22 which would enable commuters from outlying areas, to park at Drury and commute into the central city and Manukau (if a direct Manukau-Pukekohe train service is provided). A train station at Drury would also provide locals in Drury access to frequent running train services, which would be within an easy walk. Trains have greater appeal than buses, and access to train services would act as a real enticement for Drury locals to get out of their cars and onto public transport.</p> <p>A new train station and large park and ride needs to be made part of the RPTP.</p> <p>12. Light rail tram routes needed to St Heliers Bay, Lynfield & Western Springs.</p> <p>In order for Auckland to realise its aim of becoming one of the world's most liveable cities and to reduce the city's chronic traffic congestion, it needs to change the way it views transport options for central city streets. Cars should not be the priority. The city needs to have an appealing alternative which compliments the 'shared street' concept, and is environmentally friendly and sustainable. New light rail routes with modern trams need to be introduced on three strategic routes across central Auckland as part of the RPTP. These include:</p> <p>Quay Street and Tamaki Drive to St Heliers Bay</p>

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	Zed E Three (#577)	<p>Queen Street, Ian McKinnon Drive, Dominion Road, Dominion Road Extension, Hillsborough Road and The Avenue to Lynfield</p> <p>Beaumont Street, College Hill, Ponsonby Road, Williamson Avenue and Great North Road to MOTAT at Western Springs.</p> <p>The Wynyard Quarter tramway needs to be extended into a modern tram network running in all three directions across central Auckland. Modern trams need to be introduced as they are cleaner, quieter, and have greater capacity than diesel buses. Trams will entice people out of their cars and will be more popular than buses. Dominion Road is already reaching saturation point with the number of noisy, smelly diesel buses running along it. The time has come for new modern electric trams to be introduced. Trams will make the street environment much more appealing and will make suburbs around their routes popular and sought after. With being powered by electricity, trams are not reliant on expensive and diminishing oil resources, and Auckland will have a future-proofed transport system built around electric trains and trams.</p> <p>Trams will also have a tourist appeal, particularly with operating along Auckland's beautiful waterfront from the Wynyard Quarter to Mission Bay and St Heliers Bay, as well as to Ponsonby, MOTAT and the Zoo at Western Springs. Heritage trams could operate along with modern trams during the middle of the day and on weekends for the benefit of tourists, as well as being public transport in themselves.</p> <p>All three routes will run through some of the most dense population centres through the heart of central Auckland, serving large areas of the city's population along simple and straight forward strategic routes. All three routes will provide a very attractive form of public transport which people will use.</p> <p>If Auckland Transport wishes to get people out of cars and onto public transport, trains and trams is the way to quickly make that happen. Trains and trams have much greater appeal than buses, and will act as a real enticement to get Aucklanders out of their cars.</p> <p>New modern light rail tram routes need to be introduced between Britomart and St Heliers, Lynfield and Western Springs as part of the RPTP. The St Heliers Bay route could be built as part of the redevelopment of Quay Street.</p> <p>13. Service frequency on all routes and modes needs to be minimum of hourly 7.00am to 7.00pm Monday to Saturday.</p> <p>If a greater uptake of public transport is to be achieved, there needs to be a uniform consistency of service provision on all routes and modes (bus, train and ferry) across the region. The very minimum service level needs to be hourly services operating from 7.00am to 7.00pm Monday to Saturday on all routes and modes. Aucklanders need to be provided with at least this service frequency, including Saturdays, in order to make public transport an option for travelling around the region.</p> <p>14. Incentive needed for public transport operator staff and Auckland Transport staff to use public transport with a staff privilege AT HOP card.</p> <p>There are many people involved in the running of Auckland's public transport, but the great irony is most use a private car to get to work or for travelling around Auckland. If Auckland Transport and Auckland Council wish to get more Aucklanders out of their cars and onto public transport, providing incentives for public transport operator staff and Auckland Transport staff to use public transport, would be a great start. The introduction of an integrated ticketing system across all modes of transport in Auckland provides an ideal opportunity for such an incentive to be introduced. With Auckland's transport system being intergrated with one ticketing system, it would make perfect sense for a staff privilege AT HOP card to be made available so that all public transport operator staff and Auckland Transport staff can make use of all modes of public transport provided by Auckland Transport, eg train staff being able to use buses, ferry staff being able to use trains and so on. Providing this privilege would be easy enough to load onto a AT HOP card and would encourage transport operator staff and Auckland Transport staff to use public transport.</p> <p>A staff privilege AT HOP needs to be created by Auckland Transport and made available for all public transport staff in Auckland who operate public transport services for Auckland Transport, as well as for Auckland Transport staff, which can be used on all modes of transport - bus, train and ferry in Auckland. The staff privilege HOP card could be jointly funded and subsidised by Auckland Transport and all operating companies who provide services for Auckland Transport.</p> <p>Such an initiative would be very popular and would be well received and used, encouraging more people to use public transport in Auckland, which in turn will help to reduce the number of cars on Auckland's roads.</p> <p>There would also be an advantage with the people who operate Auckland's transport system using public transport and seeing things from the point of view of a passenger, which could help with making improvements to public transport services.</p> <p>If Auckland Transport wishes to create a public transport system which is practical and Aucklanders will seriously start to use, then the above changes need to be introduced to the RPTP.</p> <p>Thank you.</p>
766	Zhane Maurice Elfred Ashby	Individual submitted on a special Tuakau form regarding Rail Passenger Service to Tuakau and Bus Service to Tuakau and Pukekohe - To view entire submission: Click here to view. **